
General Committee

Date

2018/05/30

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor David Cook	Ward 1
Councillor Karen Ras	Ward 2 (Chair)
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
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Find it Online

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

GENERAL COMMITTEE INDEX - MAY 30, 2018**1. CALL TO ORDER****2. APPROVAL OF AGENDA****3. DECLARATION OF CONFLICT OF INTEREST****4. PRESENTATIONS**

- 4.1. Paul Mitcham, Commissioner, Community Services to advise that the City of Mississauga's, Brilliance Together - Canada's 150th Anniversary Celebration Program, has won a 2018 Ovation Award of Merit from the International Association of Business Communicators (IABC) in the Special Event category.
- 4.2. Shawn Slack, Director, IT & Chief Information Officer to advise that the City of Mississauga's Communications Team has won a 2018 Ovation Award from the International Association of Business Communicator's (IABC) in the Issues Management and Crisis Communication category for Hickory Drive Crisis Communications Plan and Emergency Response.

5. DEPUTATIONS

- 5.1. Debbie Bruce, Director, Canadian Anaphylaxis Initiative regarding EpiPens in Public Facilities to treat life-threatening anaphylactic reactions.
- 5.2. Item 8.1 Peter Stewart, George Robb Architect, and Nick Bogaert, MHBC Planning
- 5.3. Item 8.2 Shari Lichterman, Director, Recreation and Greg Taylor, Director and General Manager - Oxford Properties Group

6. PUBLIC QUESTION PERIOD - 15 Minute Limit (5 minutes per speaker)

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended: General Committee may grant permission to a member of the public to ask a question of General Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. CONSENT AGENDA**8. MATTERS TO BE CONSIDERED**

- 8.1. Old Port Credit Village Heritage Conservation District Plan Review (Ward 1)

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- 8.2. Completion of the Active Adult Centre of Mississauga (formerly Square One Older Adult Centre) Tenant Improvement Project (PN 16-430) (Ward 4)
 - 8.3. Lower Driveway Boulevard Parking – Marblethorne Court (Ward 3)
 - 8.4. Temporary Road Closure - Goreway Drive from Brandon Gate Drive to North City Limit (Ward 5)
 - 8.5. U-turn Prohibition – Multiple Location Review Follow-Up
 - 8.6. Hurontario Light Rail Transit Communications Update
 - 8.7. 2018 Traffic Signal Installation and Modernization Program
 - 8.8. Mavis Road Improvement Project (Ward 11)
 - 8.9. Automated Speed Enforcement (ASE)
 - 8.10. Review of Administrative Penalties in Cases of Deceased or Relocated Pets
 - 8.11. Review of Adequate Heat By-law 365-95
 - 8.12. Proposed Surplus Land Declaration - City-owned vacant lands - 6168, 6276, 6400 and 6500 Ninth Line (Ward 10)
 - 8.13. Transfer of Section 37 Funds – Building a Bridge in Orchard Heights Park
 - 8.14. Naming of Park 317 – 5750-5790 Avebury Avenue/240 Matheson Boulevard West (Ward 5)
 - 8.15. Funding Agreement with Peel District School Board For All-Weather Track Facility Construction at John Fraser Secondary School (Ward 9)
 - 8.16. Joint Fire Communications Operating Agreement
 - 8.17. Open Air Burning By-Law Review
 - 8.18. Transfer of Review Program Participation with the Ministry of the Environment and Climate Change for Storm Sewage Works (City-wide)
 - 8.19. Single Source recommendation for Multi-Functional Devices (MFDs), Library Print Management and related services and supplies with Ricoh Canada Inc., Contract Renewal
 - 8.20. Servicing Agreement Assumption - Municipal Works Only Servicing Agreement, City File SP 08/222 - WLI Holdings Inc. (Ward 5)(Z-49E)

- 8.21. Delegation of Authority - Acceptance of Municipal Infrastructure Constructed Pursuant to Servicing Agreements (Municipal Works Only) or Development Agreements

9. **ADVISORY COMMITTEE REPORTS**

- 9.1. Towing Industry Advisory Committee Report 4 - 2018 - May 14, 2018
- 9.2. Environmental Action Committee Report 4-2018 - May 15, 2018 Traffic
- 9.3. Safety Council Report 4 - 2018 - May 23, 2018

10. **MATTERS PERTAINING TO REGION OF PEELE COUNCIL**

11. **COUNCILLORS' ENQUIRIES**

11.1. **OTHER BUSINESS/ANNOUNCEMENTS**

12. **EDUCATION SESSION**

- 12.1. Susan Tanabe, Manager, Transportation Planning and Michelle Berquist, Project Leader with respect to Mississauga Moves Phase 2 Update

*This will take place in open session in the Council Chamber.

13. **CLOSED SESSION**

(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)

- 13.1. A proposed or pending acquisition or disposition of land by the municipality or local board - Authority to Negotiate for Land Acquisition, Various Properties in Z-Area 14 (Ward 7)

14. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2018/05/01

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2018/05/30

Subject

Old Port Credit Village Heritage Conservation District Plan Review (Ward 1)

Recommendation

1. That the amended boundary for the Old Port Credit Village Heritage Conservation District (attached as Appendix 1 to the April 24, 2018 Report) be approved and the area designated as a Heritage Conservation District (HCD).
2. That the Old Port Credit Village HCD Plan 2018 (attached as Appendix 2 to the April 24, 2018, Report) be approved.
3. That By-law 0272-2004, which designates the existing 2004 Old Port Credit Village HCD, be repealed when the new By-law comes into force.
4. That By-law 0273-2004, which adopts the existing 2004 Old Port Credit Village HCD Plan, be repealed when the new By-law comes into force.
5. That all necessary by-laws be enacted, in a form satisfactory to Legal Services.

Report Highlights

- Changes to the Ontario Heritage Act since designation of the Old Port Credit Village Heritage Conservation District necessitate updates to the existing District Plan.
- City review of the Old Port Credit Village Heritage Conservation District Plan began in 2017, led by George Robb Architect with MHBC Planners, Urban Design and Landscape Architecture, Wendy Shearer Landscape Architect and Historic Horizon Inc.
- Three community meetings were held to gain input.
- Drafts of the new Old Port Credit Village Heritage Conservation District Plan were

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presented in November 2017 and a further update was placed online in March 2018.

- The new HCD Plan provides policies and guidelines to manage change within the HCD conforming to the updated Act, including:
 - Clear definition of the District's heritage attributes and reducing heritage categories from three to two;
 - Broadening the scope of work not requiring heritage permitting; and,
 - Allowing adoption of the District plan within the By-law.
- The new HCD Plan was endorsed by the Heritage Advisory Committee on May 8, 2018.

Background

In 2004, the Old Port Credit Village Heritage Conservation District (HCD) Plan was approved and became the second heritage district of its type in the City of Mississauga under municipal By-law 0272-2004. Enacted prior to *Ontario Heritage Act* amendments in 2005, which permitted inclusion of District Plan policy within by-laws designating districts, the 2004 By-law could only map out the district, which restricted its authority to manage change. The related Old Port Credit Village HCD planning guidance document was adopted separately with By-law 0273-2004, but only provided guidance under the terms of the Ontario Heritage Act. Another change, from designation of buildings to real property, and the buildings and structures thereon, resulted in a need to expand the scope of plan and update terminology. As a result, community support arose to modernize the district plan by recognition of these shortfalls and a desire for improvements based on thirteen years of experience with the existing plan.

The City initiated a review of the plan in 2017 to align it with current legislation, best heritage principles and practices, and to ensure that it adequately preserves the village character, and reflects the community interests for a carefully managed change process.

The City retained George Robb Architect, MHBC Planners, Urban Design & Landscape Architecture, Wendy Shearer Landscape Architect, and Historic Horizon Inc. to update the plan and engage with residents of Port Credit to ensure ample opportunity for discussion and direct input. Along with legislation-driven changes, community members are interested in greater participation in the review of proposed changes and simplification of permit approvals, including broadening and clarifying of what activities do not require permitting, while ensuring that the heritage attributes defining the district remain. The community is also concerned with development activity adjacent to their district, and seeks input and tools to ensure that the district will not be adversely impacted by these developments.

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Comments

Community Consultation

Three community meetings were held in 2017 on April 25, June 27 and November 20. After the first two meetings, an issues analysis report identified 23 categories of concern brought up by the community and staff. Of these, 16 were identified as being within the scope of this HCD update, four that can be implemented through staff on approval of the updated HCD plan, and three deemed beyond the geographic (city-wide) or jurisdictional (Credit Valley Conservation Authority) scope of this project. On November 20, 2017, an open house meeting was held inviting all district residents to view and comment on the draft plan policies and guidelines.

The Mississaugas of the New Credit, within whose traditional territory and historic settlement and Treaty the Old Port Credit Village HCD is situated, were also consulted on the updated district plan, and provided input on use of language, commemoration and recognition of the ongoing Mississauga presence and interest in the area.

Following the November 20, 2017, public meeting, the project team amended the original draft Plan's policies and guidelines to reflect the outcome of the engagement processes. An *ad hoc* group of HCD community members met with staff on March 2 and March 23, 2018, to review and comment on the amended draft Old Port Credit Village HCD Plan. Overall consensus was reached on the direction of the draft HCD Plan, which was used to guide final amendments of the Old Port Credit Village HCD Plan provided as Appendix 2.

Focus of the Heritage Conservation District Update

The purpose of an HCD Plan is to direct how change and conservation should be managed in the district. The plan aims to ensure that property owners are subject to fair and uniform standards and expectations. The community consultation in support of the Plan was critical for arriving at a balance between the needs of property owners and the importance of heritage conservation.

The plan needed to be updated to ensure compliance with 2005 changes to the Ontario Heritage Act. The City also wanted to ensure that the fourteen year old plan incorporates current best practices/principles of heritage conservation and that it was adequately protecting village character. The revision included a re-examination of the:

- Attributes characterising the Old Port Credit Village HCD
- Boundaries of the district
- Categories of properties within the district
- Inventory of properties within the district, and
- Alterations that do and do not require a heritage permit

Changes in the New Heritage Conservation District Plan

Among the most significant changes to the HCD Plan is the ability to attach the District Plan to the designation by-law, formalising the policies of the HCD Plan in law. Further additions include the identification of heritage attributes characterizing the district, introduction of a new classification system for properties within the district, adjustment of the district boundaries to clarify jurisdiction, an updated inventory of properties within the district, and the refinement of policies, guidelines and approval procedures related to both to property alterations within the district and planning approvals on properties adjacent to the district.

The definition of the heritage attributes for the district includes lot layout, urban form and fabric, cultural heritage landscapes, viewsheds, landmarks and buildings of historical interest. Identification of these attributes rationalized the inventory of properties into two broad categories:

1. Contributing properties that conform and contribute to the heritage attributes of the district, and
2. Other properties whose built form is not complementary to the district due to their large scale relative to lot size, atypical height, unsympathetic architecture and materials, or some combination of these elements.

Updates to the inventory of properties within the district include amendments to incorporate landscape features where appropriate, along with clarifications and updates to architectural descriptions and historical background documentation where warranted.

Clearer guidance and more examples are provided for alterations to both contributing and other properties, and for new construction. Updated self-screening is provided to determine what work on property and buildings can proceed outside of the heritage permitting process (exemptions). Policies, guidelines and reference materials are provided for alterations, new construction and demolition requiring heritage permits, along with examples of best-practice and practices discouraged or not permitted. The new district plan also includes policies and guidelines for landscape conservation on both private and public property, to address accessibility needs within the district, and direction on integrating the priorities sustainability through heritage resource and energy conservation.

New Committee

Discussions at the community meetings and follow-up meetings with property owners in the district identified the desire and need for the formation of an Old Port Credit Village HCD sub-committee of the Mississauga Heritage Advisory Committee. This would provide a local committee for pre-consultation on potential work within the district, a means by which to disseminate information on heritage permit and planning applications to the district community, and a forum for review and comment on such applications. Accommodation for such a district committee is included in the updated district plan, while the details and terms of reference on

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how this can be implemented are yet to be finalized. This could include amendment of the terms of reference for the City's Heritage Advisory Committee to secure a dedicated position for a resident of the district. A formal Old Port Credit Village HCD Sub-Committee of the HAC can be struck, hold scheduled meetings, and be supported by the City's Clerk's office to coordinate agendas, correspondence, and minutes. Recommendations from the Sub-Committee would be forwarded to the HAC for recommendation to Council. This process can provide for direct consultation with representative Old Port Credit residents. The establishment of the Subcommittee can follow the appointment of the HAC after the election of Council in the fall of 2018.

Planning Act and Provincial Policy Statement

Further consideration of, and where warranted amendments to the district plan were made, to ensure conformity of the plan with the updated Provincial Policy Statement (2014), Official Plan, redevelopment within and adjacent to the district, accommodation of public infrastructure to the heritage character of the district, and the heritage permit process. Those considerations that fall outside of the scope of the HCD are in part being addressed by updates to the municipal heritage by-law in process.

Heritage Advisory Committee

The Heritage Advisory Committee for the City of Mississauga endorsed the revised Old Port Credit Village Heritage Conservation District Plan (2018) at the May 8, 2018, meeting.

Next Steps

In adopting the revised Old Port Credit Village Heritage Conservation District Plan (2018), the existing Plan (2004) needs to be repealed. This is accomplished by repealing By-laws 0272-2004 and 0273-2004, which designate and adopt the guiding document for the existing Old Port Credit Village Heritage Conservation District (2004), and replacing them with a new By-law reflecting the new HCD boundary and including the District Plan text within the designation By-law.

Financial Impact

The project received capital funding and to date is within the allocated budget. Formation of the Old Port Credit Village Heritage Conservation District sub-committee to the Heritage Advisory Committee will require logistical support from Clerks, estimated at an upset cost of approximately \$2750 annually, based on ten meetings a year at City Hall. This request for funding would form part of the 2019 budget request for the Legislative Services Division.

Conclusion

The Old Port Credit Village Heritage Conservation District Plan is the second of its kind in Mississauga. The City launched a review of the HCD Plan in 2017. The revised plan will enable appropriate change to occur within the district, while ensuring the heritage attributes both district-wide and at individual properties are protected and conserved. The revised plan includes policies that will ensure both existing and future property owners are subject to fair and uniform standards and expectations for the HCD. The community consultation in support of the Plan was critical for arriving at a balance between the needs of property owners and the importance of heritage conservation.


Attachments

Appendix 1: Old Port Credit Village Heritage Conservation District

Appendix 2: Old Port Credit Village Heritage Conservation District Plan 2018

Appendix 3: Old Port Credit Village Heritage Conservation District Plan 2018
Appendix B: Property Inventory

Appendix 4: Old Port Credit Village Heritage Conservation District Plan 2018
Appendix C: Heritage Conservation Feasibility Study (Stage 1 report)



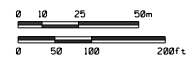
Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Joe Muller, Supervisor Heritage Planning

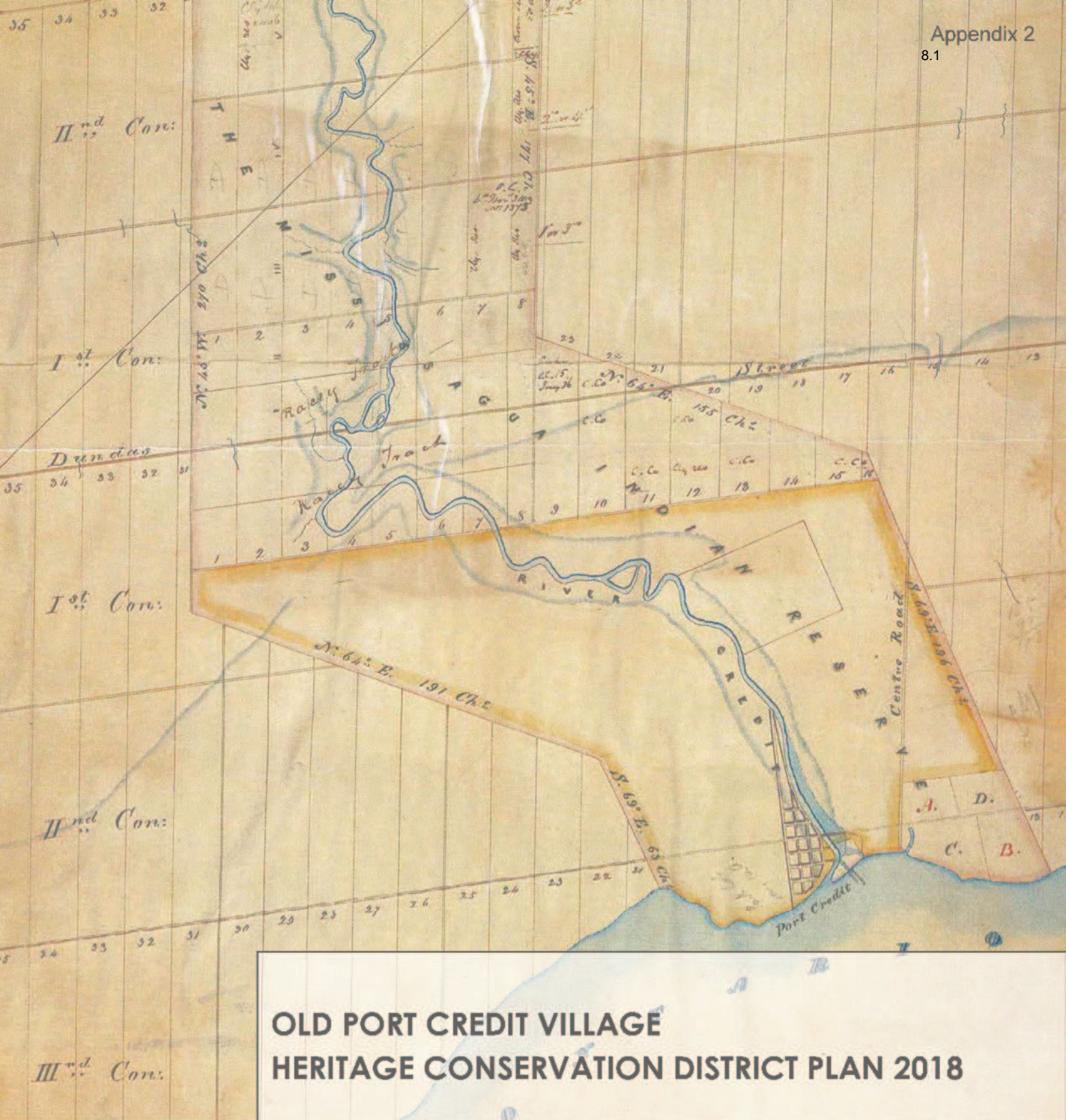


Old Port Credit Village Heritage Conservation District

— — — — — Old Port Credit Village Heritage Conservation District Boundary



 **MISSISSAUGA**
Produced by T&W, Geomatics



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT PLAN 2018

DISTRICT PLAN
Prepared for the City of Mississauga

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Appendix B Property inventory information (2018)

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PART I

HERITAGE

CONSERVATION

DISTRICT

FRAMEWORK

PART I – HCD Framework

1.0 Introduction

1.1 Background

In 1988, the City of Mississauga defined by by-law Old Port Credit village south of Lakeshore Road West on the west side of the Credit River as an area to be examined for possible future designation as a heritage conservation district. Section 40 of the *Ontario Heritage Act* enables municipal Councils to study areas whose special historical or architectural qualities are worthy of preservation.

The Port Credit District policies in the Official Plan, which superseded the Port Credit District Plan approved in 1986, first came into effect in July 1997, and were reaffirmed in Mississauga Plan (approved by the Region of Peel in May, 2003). They refer to a character area called the Historical Village of Port Credit, which approximates the study area delineated in 1988. In the Historical Village, preservation of the street pattern, residential character, natural features and historic housing stock is supported. These policies also reiterate the City's intention to investigate the old town site of Port Credit as an area for future designation as a heritage conservation district.

George Robb Architect was chosen in mid-July of 2003 to undertake the Heritage Conservation Feasibility Study of Old Port Credit Village. In the November 28, 2003 Stage 1 Report prepared by the consultant team, recommendations on a heritage planning framework were made. Amendment of the Official Plan and Zoning By-law, extension of site plan approval, designation of the study area as a heritage conservation district and preparation of a heritage conservation district plan (HCD Plan) were recommended as components in the framework. The current HCD Plan was approved by the Ontario Municipal Board and has been in force since July 2004.

Since the original HCD Plan has been in force, there have been changes to the *Ontario Heritage Act*, Provincial policies, heritage conservation guidance, and changes to the community. The City of Mississauga wanted to ensure that the HCD Plan reflects these changes and appropriately manages future change within this special area of Port Credit, and as such decided to undertake an update to the Old Port Credit Village HCD Plan.

George Robb Architect, MHBC Planning, Wendy Shearer Landscape Architect (WSLA) and Historic Horizon Inc (HHI) were retained in 2017 by the City of Mississauga in order

to assist City staff in undertaking the update project. This update project has been carried out for the following reasons:

- ☐ To ensure that the HCD Plan aligns with current legislation
- ☐ To ensure that the HCD Plan follows current best practices and heritage conservation principles
- ☐ To ensure the HCD Plan continues to preserve the village *character*
- ☐ Evaluate how the heritage management process can be improved

Accordingly, this updated HCD Plan is based on the best practices as expressed in the *Standards and Guidelines for the Conservation of Historic Places in Canada*, while continuing with a similar management of future change and potential new development within the neighbourhood as the previous HCD Plan. This Plan is prepared to be consistent with the 2005 changes to the *Ontario Heritage Act*, the 2014 Provincial Policy Statement and the Ontario Heritage Toolkit and successor documents. As stated in Section 68 (3) of the *Ontario Heritage Act*: ☐Where there is a conflict between this Act or the regulations and any other Act or regulation, this Act or the regulations shall prevail.☐

1.2 Relation between heritage planning and land use planning

The plan sets out a frame of reference for reviewing planning applications in the District and provides general guidance for sites adjacent to the District. To integrate heritage planning fully into the City's land use planning process, the following steps were taken:

- a) Designate the District by by-law under *Part V* of the *Ontario Heritage Act*;
- b) Adopt the Old Port Credit Village Heritage Conservation District Plan by by-law;
- c) Amend the City's official plan ☐ Mississauga Plan ☐ as per the intent of the policies in this plan;
- d) Amend Zoning By-law No. 1227 in keeping with the intent of the policies of this plan;
- e) Amend the City's site plan control by-law to extend site plan approval to all development applications in the District, with a streamlined approval process for applications that are deemed minor in nature.

1.3 Refinement of planning area (HCD boundary)

The area to which the HCD Plan applies was one of the topics examined through the 2017 update process regarding the District. The 2004 HCD Plan applies to the area designated by the former By-Law No. 0272-2004 described as:

The area known locally as Port Credit Village being bounded by Lakeshore Road West to the north, Mississauga Road South to the west, Lake Ontario to the south, and Credit River to the east, and more particularly shown on Appendix A attached hereto is hereby designated as a Heritage Conservation District.

Through the consultation with the community and City of Mississauga staff, possible revisions to the north, west and southern boundaries were discussed and presented. The project team reviewed suggestions made, and has refined the District boundary as follows:

- The eastern boundary of the District be revised to encompass the entire Credit River, as well as the City-owned property located on the northeast side of the harbour
- The northern boundary of the District to include all of the Lakeshore Road West right-of-way
- The western boundary of the District remains to include all of the Mississauga Road right-of-way
- The southern boundary should be clarified to be the shoreline of Lake Ontario

The revised boundary as described above and shown as **Figure 2** clarifies the intent of the original designation of the Old Port Credit Village HCD, as it removes ambiguity relating to the southern, northern, and eastern boundaries. The northern and western boundaries include the entire rights-of-way of the abutting streets, helping to ensure a comprehensive approach to streetscape improvements. The southern boundary includes the entire shoreline as well, as this land is part of the District and J.C. Saddington Park. This ensures a consistent interpretation of the District boundary by all involved in the implementation of the District Plan.

The shift in the eastern boundary to encompass some of the harbour and City-owned lands to the east of the harbour captures more of the original Port Credit Village plot, which included lands on both sides of the river (see **Figures 1 and 5**). This provides for a consistent approach across the area, and further strengthens the identity of Port Credit. The revised boundaries of the District will also assist in determining potential impacts of adjacent development on the *heritage attributes* of the Old Port Credit Village HCD.

1.4 Archaeological Resources

The east side of the river south of Lakeshore Road West was not part of the 2003 *Heritage Conservation Feasibility Study Old Port Credit Village Stage 1 Report*, and has not yet been evaluated regarding the potential for buried archaeological resources.

Any subsurface construction/demolition impacts, including public works, should be subject to a separate Stage 1 Archaeological Assessment by a licensed archaeologist, under the requirements of the provincial *Standards and Guidelines for Consultant Archaeologists* (Ministry of Tourism, Culture and Sport, 2011).

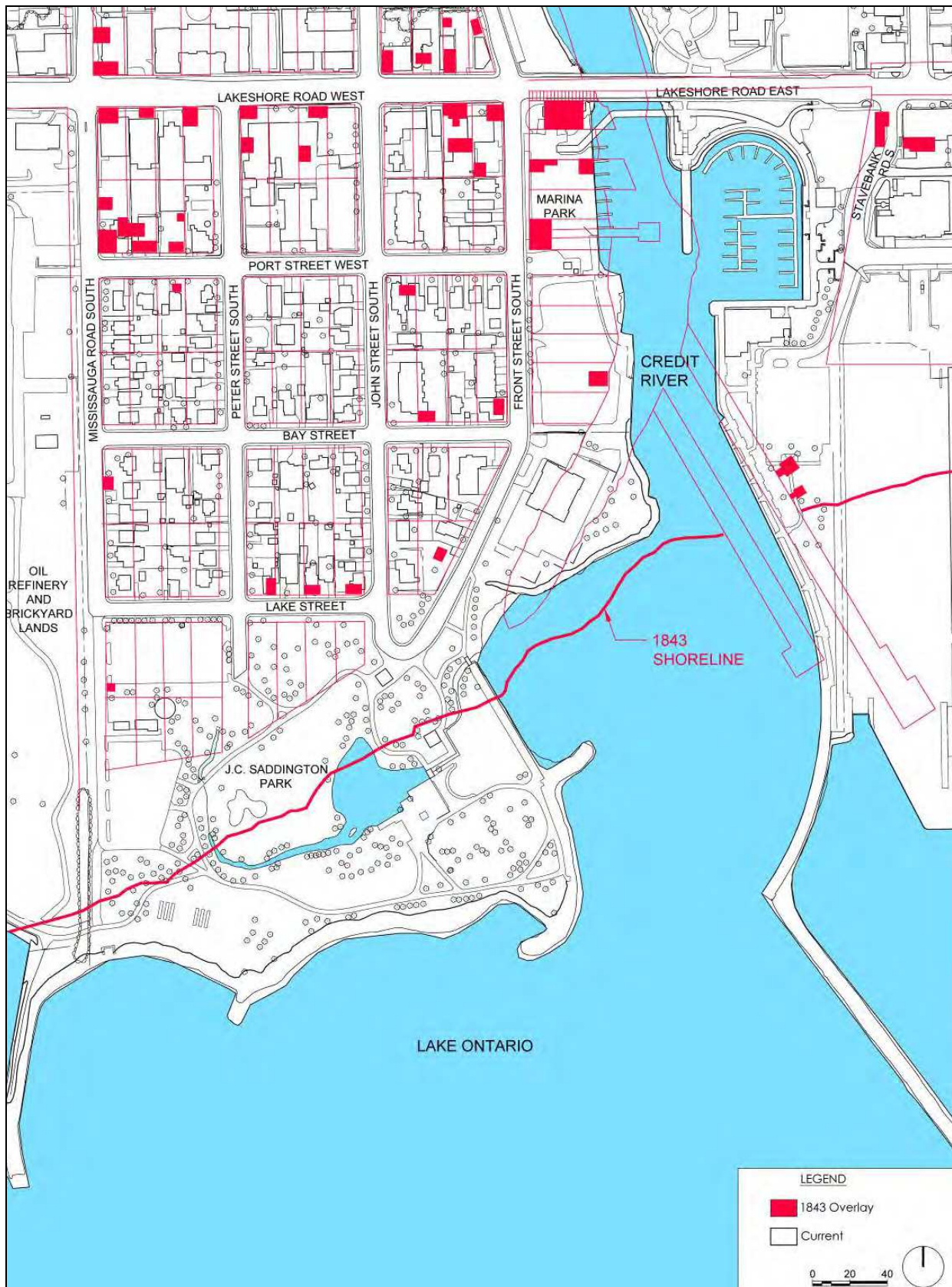


Figure 1: Current Old Port Credit Village with 1843 map overlay



Figure 2: Old Port Credit Village Heritage Conservation District Boundary

1.5 Who should use this District Plan?

The Old Port Credit Village Heritage Conservation District Plan is organized in a way to respond to those who are directly responsible for conserving the heritage *character* and *heritage attributes* in the District, notably:

- Property owners and tenants
- Owners of vacant parcels of land
- Residents
- City staff responsible for undertaking public works projects and reviewing development applications
- Owners of lands adjacent to the District

The policies and guidelines are also to be used by the Municipal Heritage Committee and City staff in providing advice to Mississauga City Council in making decisions on heritage permits under Part V of the *Ontario Heritage Act*. Under Section 42 of the *Ontario Heritage Act*, a heritage permit is required for the erection, demolition, removal or external *alteration* of a *building* or structure within a designated heritage conservation district. The Act defines the term 'alter' as meaning to change in any manner and includes to restore, renovate, repair or disturb. 'Alteration' has a corresponding meaning.

2.0 Policy context

2.1 Provisions of the Ontario Heritage Act

The *Ontario Heritage Act* originally came into force in 1975, and is the primary piece of legislation that governs the designation, conservation, and management of cultural heritage resources in the Province. The *Ontario Heritage Act* has undergone periodic revisions since 1975, with the most recent significant amendments taking place in 2005.

Part V of the *Ontario Heritage Act* allows municipalities to designate lands as a heritage conservation district, and Section 41(1) states:

Where there is in effect in a municipality an official plan that contains provisions relating to the establishment of heritage conservation districts, the council of the municipality may by by-law designate the municipality or any defined area or areas thereof as a heritage conservation district.

Once a heritage conservation district has been designated by a municipality, the *Ontario Heritage Act* provides specific guidance regarding matters such as consistency with the District Plan, conflicts with the District Plan, and *alterations* and demolition of *buildings*.

Consistency with heritage conservation district plan

41.2 (1) Despite any other general or special Act, if a heritage conservation district plan is in effect in a municipality, the council of the municipality shall not,

- (a) carry out any public work in the district that is contrary to the objectives set out in the plan; or*
- (b) pass a by-law for any purpose that is contrary to the objectives set out in the plan.*

Conflict

(2) In the event of a conflict between a heritage conservation district plan and a municipal by-law that affects the designated district, the plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force.

Erection, demolition, etc.

42. (1) No owner of property situated in a heritage conservation district that has been designated by a municipality under this Part shall do any of the following, unless the owner obtains a permit from the municipality to do so:

- 1. Alter, or permit the alteration of, any part of the property, other than the interior of any structure or building on the property.*
- 2. Erect, demolish or remove any building or structure on the property or permit the erection, demolition or removal of such a building or structure* □

The *Ontario Heritage Act* also provides clear guidance regarding the process to designate a heritage conservation district, as well as the required contents of a heritage conservation district plan. Subsection 41.1 (5) of the Act provides that a heritage conservation district plan shall include:

- a) a statement of the objectives to be achieved in designating the area as a heritage conservation district;*
- b) a statement explaining the cultural heritage value or interest of the heritage conservation district;*
- c) a description of the heritage attributes of the heritage conservation district and of properties in the district;*
- d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and*
- e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any*

structure or building on the property, without obtaining a permit under section 42.2005, c.6,s.31.

The above provisions were not part of the *Ontario Heritage Act* when the previous work on the Old Port Credit Village Heritage Conservation District was conducted in 2003 and 2004. The study team has ensured that this HCD Plan contains the required information related to these sections of the *Act*. Accordingly, Section 3.0 contains the required plan components provided for in (a), (b) and (c). The requirements set out in (d) are found in Part II, and those in (e) are described in Part III.

2.2 Provincial Policy Statement

The *Provincial Policy Statement* (PPS) provides policy direction on matters of Provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. The first PPS was released in 1996, and helped to guide the development of the original Old Port Credit Village HCD Plan. An updated PPS was released in 2005, with a further updated version released in April 2014. The PPS is to be read in its entirety and the relevant policies applied to each situation. All municipal decisions must be consistent with the policy direction contained within the PPS.

The PPS contains broad-level policies related to cultural heritage and archaeological resources in Section 2.6. This section directs that *significant* cultural heritage resources shall be *conserved*, and that development on adjacent lands will not be permitted unless it is demonstrated that *heritage attributes* will be *conserved*.

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands 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.□

A number of important definitions related to cultural heritage matters are included in the PPS, and have been incorporated into this HCD Plan.

2.3 City of Mississauga Official Plan

The current City of Mississauga Official Plan was initially adopted by City Council in 2012, with subsequent amendments adopted by Council since that time. The most recent consolidation is dated March 2017. Most of Old Port Credit Village is designated 'Residential Low Density I' and 'Public Open Space' on Schedule 10 (excerpt below). The southern side of Lakeshore Road West has 'Mixed Use' and 'Private Open Space' designations, and the eastern side of the Front Street South has a 'Residential High Density' designation. Small areas are also designated 'Residential Medium Density.'

Section 7.4 of the Official Plan contains policies related to cultural heritage resources, heritage properties, heritage conservation districts, and archaeological resources. Section 7.4.3 states that the Old Port Credit Village is a Heritage Conservation District which is 'of unique character to be *conserved* through a designation by-law pursuant to the Ontario Heritage Act.'

The Official Plan provides a Local Area Plan for Port Credit, which includes specific policies related to the Old Port Credit Village in Sections 10.3.2. These policies state:

10.3.2.1 Any additions, alterations, adaptive reuse or redevelopment will address how the development:

- *displays massing and scale sympathetic to surroundings;*
- *preserves the historic housing stock;*
- *supports the existing historical character;*
- *maintains the existing street grid pattern and building setbacks; and*
- *maintains and enhances significant groupings of trees and mature vegetation.*

10.3.2.2 Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent vacant former refinery site.

2.4 Other applicable policies and guidance

There are several additional documents that also provide guidance related to cultural heritage conservation, and serve as sources of information for the Old Port Credit Village HCD Plan.

Standards and Guidelines for the Conservation of Historic Places in Canada

The *Standards and Guidelines for the Conservation of Historic Places in Canada* were released in 2002 (with updates in 2010). This document was produced by Parks

Canada and contains applicable guidance related to understanding historic resources and determining types of interventions, as well as best practices related to *cultural heritage landscape* conservation and *building* conservation. The *Standards and Guidelines for the Conservation of Historic Places in Canada* has been adopted by the City of Mississauga Official Plan.

The *Standards and Guidelines* contain the following fourteen standards related to the conservation of historic places in Canada:

General Standards for Preservation, Rehabilitation and Restoration

1. *Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character defining elements. Do not move a part of an historic place if its current location is a character-defining element.*
2. *Conserve changes to an historic place that, over time, have become character-defining elements in their own right.*
3. *Conserve heritage value by adopting an approach calling for minimal intervention.*
4. *Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.*
5. *Find a use for an historic place that requires minimal or no change to its character-defining elements.*
6. *Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.*
7. *Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.*
8. *Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.*
9. *Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.*

Additional Standards Relating to Rehabilitation

- 10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.*
- 11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.*
- 12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.*

Additional Standards Relating to Restoration

- 13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.*
- 14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.*

The *Standards and Guidelines* goes on to include guidelines for the conservation of historic places, and includes matters such as the various components of cultural landscapes (which includes heritage conservation districts), archaeological sites, *buildings*, engineering works, and materials.

Ontario Heritage Toolkit

The *Ontario Heritage Toolkit* is a collection of documents authored by the Province (Ministry of Tourism, Culture and Sport), that provide guidance related to a variety of cultural heritage planning matters. One document relates specifically to heritage conservation districts, and provides information related to the steps to undertake in designating a district. The introduction of the section describing what a heritage conservation district is notes that a heritage district *...enables the council of a municipality to manage and guide future change in the district, through adoption of a*

district plan with policies and guidelines for conservation, protection and enhancement of the area's special character. □

The Ministry of Tourism, Culture and Sport also publishes Information Sheets from time to time, and one such publication is entitled *Eight Guiding Principles in the Conservation of Built Heritage Properties*, and was published in 2007. Decisions related to the conservation of historic structures may be guided by the following principles which lay out a straightforward approach to planning for the conservation of these resources:

- 1) **Respect for documentary evidence:** *Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.*
- 2) **Respect for the original location:** *Do not move buildings unless there is no other means to save them. Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.*
- 3) **Respect for historic material:** *Repair/conservé - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.*
- 4) **Respect for original fabric:** *Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.*
- 5) **Respect for the building's history:** *Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.*
- 6) **Reversibility:** *Alterations should be able to be returned to original conditions. This conserves earlier building design and technique, e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.*
- 7) **Legibility:** *New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.*
- 8) **Maintenance:** *With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.*

3.0 District Significance, Heritage Attributes and Objectives

3.1 Introduction

Part V of the *Ontario Heritage Act* requires that a heritage conservation district plan contains a statement explaining the cultural *heritage value* or interest of the heritage conservation district, a description of *heritage attributes*, and a list of objectives to be sought in designating the area. The following subsections provide the required statement of significance, *heritage attributes*, and objectives.

3.2 Statement of District Significance

The District generally conforms on its east, south and west sides to the boundaries of the government's planned village plot of 1835. The District's northern boundary, Lakeshore Road West (originally, Toronto Street), became the village's main east-west street; and evolved into a major provincial traffic artery, the Lakeshore Highway (Highway No. 2). Because of extensive redevelopment north of Lakeshore Road West, the District contains almost all of the features associated with old Port Credit village.

Refer to Appendix C Feasibility Study for additional history of the District.

First Nations

Human habitation in the area predates the government's village survey by many thousands of years, as Indigenous peoples traveled the lakeshore and the river to gather spawning fish and other resources. An early fur trade post was also located here, to facilitate European trade with the Mississauga First Nation people.

The formation of Old Port Credit was especially affected by the settlement of the Mississauga at the mouth of the Credit River for over a century, their resettlement upriver in 1826, and their significant investment in the Credit Harbour Company in 1834. Peter and John Streets are named after Mississauga leaders Peter and John Jones, who were also directors in the Credit Harbour Company. Peter Jones, missionary, translator and author, is provincially important as a leading figure in the conversion of the Mississaugas and other Ojibway people to the Methodist branch of Christianity, and their adoption of a sedentary way of life with farming and trades. Mississauga Road South, originally called Joseph Street after Mississauga chief and Credit Harbour Company director Joseph Sawyer, preserves in its name the legacy of the Mississauga people in Port Credit.



Figure 3: A view of Credit River, Upper Canada, by Elizabeth Simcoe, 1796. Credit: Library and Archives Canada / Elizabeth P. Simcoe.



Figure 4: A view of the Port Credit Harbour, looking west, showing stonehookers moored there, not dated. Credit: Harold Hare Collection.

Urban form

Urban form in old Port Credit village is defined by the original grid of streets laid out by surveyor Robert Lynn, by the Credit River and by J.C. Saddington Park fronting on Lake Ontario. There is a progression from high traffic activity on Lakeshore Road West, through quiet, low-density residential streets that dead-end in the park, to the sounds and sights of Lake Ontario.



Figure 5: 1837 map showing the original street grid that helps define current urban form in Old Port Credit Village.

Open spaces

Important open spaces exist in the District: (1) J.C. Saddington Park, a good example of park planning in Canada from the 1970s; (2) Marina Park on the west bank of the Credit River, which has a long record of human use □ from Native fishing in canoes, to wharves and warehouses before the 1855 fire, later to the favorite spot for swimming in the 1930s and 40s and finally to recreational boating; and (3) St. Mary's Roman Catholic Cemetery opened in the 1870s. J.C. Saddington Park provides lakefront access, and Marina Park provides riverside access. Open spaces associated with the District's institutional landmarks also have historic value.



Figure 6: The open public space of J.C. Saddington Park is a significant asset in the District. Credit: MHBC.



Figure 7: The private open space of institutional *buildings* is an important landscape feature along Lakeshore Road West. Credit: GRA.

Landmarks

A number of institutional landmarks important to Port Credit's history stand in the District. The Mississauga Masonic Temple of 1926 incorporates within its walls the Wesleyan Methodist Church of 1849, the first church in Port Credit. On the site where the Wesleyan Methodist Church originally stood is the Port Credit Methodist Church of 1894, now part of First United Church (1950-51). Next door to First United Church is Alfred Russell Clarke Memorial Hall of 1922, a community hall that served as the Port Credit council chambers from 1941 to 1974. Two brick buildings and a concrete base remain from the village waterworks, built at the same time as Clarke Memorial Hall. St. Mary's Separate School of 1953 complements St. Mary's Cemetery and St. Mary's Church, altogether creating a religious compound in the District's middle block along Lakeshore Road West. The Port Credit Village Fire Hall and Police Station, opened in 1955, is the oldest surviving fire hall in Mississauga.



Figure 8: Mississauga Masonic Temple, built in 1926, incorporates within its walls the Wesleyan Methodist Church of 1849, the first church in Port Credit. Credit: GRA.

Land use

Single-family houses, a few of which have been converted to commercial use, are typical in the District. Two out of the three blocks facing Lakeshore Road West are in institutional use and are of historic interest, while the third block has recently been developed commercially. Multiple-unit housing □ four apartment buildings and one block of townhouses □ is located in the eastern third of the District and does not incur into the low-density residential fabric of the District west of John Street South.

Historic buildings

A number of historic *buildings*, built as houses and converted to commercial use or built with a public function in mind but now used as houses, are also found in the District. The Wilcox Inn at 32 Front Street, the oldest surviving building in the District, is now a house. The first place of worship for Roman Catholics in Port Credit, moved to 32 Peter Street South, has been a house for many years. The Emma Peer House at 7 John Street South has become a restaurant. The Ida and Benjamin Lynd House at 15 Mississauga Road South has been turned into a spa. Adaptive reuse has been a long-established practice in the District.

Other houses of historic interest, dating from the nineteenth and early twentieth centuries, are modest vernacular dwellings: frame with siding or with a veneer of locally manufactured brick, usually 1½ storeys tall and gable roofed. Many were built by those who made their living on the water □ mariner, sailor, fisher, and wharfinger □ by tradespeople or by labourers. Infill houses of the mid-twentieth century were also modest. Houses that in terms of size and height complement houses of historic interest provide an appropriate architectural context for the District's houses of historic interest.



Figure 9: The former Wilcox Inn, 32 Front Street.



Figure 10: Fire hall, 62 Port Street



Figure 11: Village waterworks buildings in J.C. Saddington Park



Figure 12: Clark Memorial Hall, 161 Lakeshore Road West



Figure 13: Vernacular dwelling, 48 Lake Street



Figure 14: Vernacular dwelling, 31 Bay Street

Landscape

The front yards of properties are predominately landscaped, contain a diversity of deciduous and some conifer tree species, and usually provide access to the street by means of a single driveway situated to one side of the lot.

Opportunities exist for greater appreciation, reinforcement and protection of the District which embodies the spirit of Old Port Credit village.



Figure 15: The front yards of houses are typically landscaped and provide access to the street via a single driveway situated to one side of the lot. Credit: GRA.

3.3 List of heritage attributes

- a) Property boundaries conform to the government's planned village survey dated 1835;
- b) Human use and activity predate the government's village survey by many thousands of years;
- c) Urban form is defined by the original grid of streets, by the Credit River and by J.C. Saddington Park;
- d) The urban fabric is primarily comprised of a low-rise built form with modest building footprints relative to lot size;
- e) A number of institutional landmarks important to Port Credit's history remain;
- f) A number of historic *buildings*, built as houses and converted to commercial use or built with a public function in mind, but now used as houses remain;
- g) Other houses of historic interest are modest vernacular dwellings;
- h) Front yards consist of maintained landscaping of lawns and ornamental gardens with a variety of deciduous and coniferous specimen trees. Parking is generally provided in a single car width driveway often leading to a rear yard *garage*.
- i) Views of Credit River and Lake Ontario from Lakeshore Road West and from within the District;
- j) Views from Lake Ontario and the mouth of the Credit River harbour north to Lakeshore Road West, including both sides of the harbour.

3.4 Goals and objectives of designation

Overall conservation goal

The goal of the HCD Plan is to conserve and enhance the historical *character* of Old Port Credit Village, as defined in the foregoing statement of significance (Section 3.2).

Conservation objectives

Objectives build on the general goals identified above, and provide more detailed direction regarding the implementation of the District Plan. A number of objectives are sought through the designation of the District to achieve the goals.

Land use

- a) To maintain the District's predominately low-density residential *character*.
- b) To maintain public access to the Credit River and Lake Ontario.
- c) To preserve open spaces associated with institutional uses.
- d) To recognize the existence of the multi-unit residential *buildings* and the single block of townhouses in the District.
- e) To encourage the continued use of the District's institutional landmarks for their intended use but consider their reuse for other institutional purposes (preferably) or for other appropriate purposes.
- f) To permit *compatible* residential and/or commercial use of the Emma Peer House at 7 John Street South, Ida and Benjamin Lynd House at 15 Mississauga Road South, and Wilcox Inn at 32 Front Street South
- g) To retain the single-detached residential appearance along Front Street South, north of 28 Front Street South and south of 111 Lakeshore Road West, whether the *buildings* are used for residential or commercial use.

Contributing properties

- a) To strive in retaining *buildings* on *contributing properties* in situ.
- b) To encourage the appropriate care of *contributing properties*.
- c) To make *alterations* and additions to any *contributing property's buildings* in keeping with the architectural *character* of the *building*, and in keeping with the typical scale of the District.
- d) To base any intended *restoration* of a *contributing property's building* on documentary and/or as-found evidence.
- e) To keep front yards mainly landscaped and not hard-surfaced.
- f) To encourage the preservation and appropriate care of *significant* trees and shrubs on private land.

Other properties

- a) To accept the *buildings* on *other properties* as they are.

- b) To strive to ensure that new development on *other properties* better conforms to the scale and type of built form found within the District.
- c) To keep front yards mainly landscaped and not hard-surfaced.
- d) To encourage the preservation and appropriate care of *significant* trees and shrubs on private land.

New buildings

- a) To make new *buildings* in keeping with the height and size that exist typically among those existing in the District and to make all new *buildings* respect the low height and small scale characteristic in the District.
- b) To give the main body of a new *building* visual prominence and its *garage* less importance.

Public lands

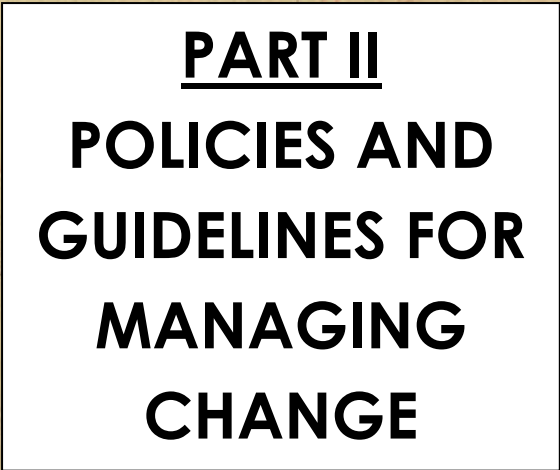
- a) To maintain the existing street grid, and enhance boulevards where and when possible.
- b) To open the long views on Mississauga Road South to Lake Ontario and on Port Street West and on Bay Street to the Credit River.
- c) To maintain J.C. Saddington Park and the public access it provides to Lake Ontario.
- d) To enhance public access to the Credit River in any development of Marina Park.
- e) To enhance public access to the Credit River in any development of the east side of the river.
- f) To enhance the streetscape and street profile to an earlier historic *character*.
- g) To maintain the views from the District towards the Credit River and Lake Ontario.
- h) To maintain the views from Lake Ontario and the mouth of the Credit River harbour north to Lakeshore Road West, including both sides of the harbour.

Former Oil Refinery / Brickyard lands

- a) To design any future development on the west side of Mississauga Road South with respect to the *heritage attributes* of Old Port Credit Village HCD, as listed in Section 3.3.

Public awareness of history

- a) To encourage historical research and archaeological investigation and interpret the District's history to the public.



PART II – Policies and guidelines for managing change

4.0 Introduction

The Old Port Credit Village Heritage Conservation District Plan follows from the Heritage Conservation Feasibility Study of Old Port Credit Village: Stage 1 Report. The Plan should be read with reference to the preceding study and the accompanying HCD Property Inventory, **Appendix B**. Excerpts from the Stage 1 Report regarding *building* conservation have also been included with this HCD Plan for information, and can be found in **Appendix C**.

The HCD Plan serves to guide physical change over time so it contributes to, and does not detract from, the District's historical *character*.

The HCD Plan applies to both the City's public works projects in parks and on streets and to each owner-initiated exterior *alteration*, addition or new construction project. While the policies encourage regular maintenance and necessary repair, property owners are not compelled to make improvements simply because of the establishment of the Old Port Credit Village Heritage Conservation District. Restoration to some fixed time in the past is not the plan's aim, but protecting the neighbourhood's primarily low-density residential land use and related architectural and urban form patterns that have survived from historical times is acknowledged as key to the neighbourhood's livability.

Over the long term of the plan, it is intended that neighbourhood *character* will be *conserved* and enhanced

The guidelines recognize that there is a role for both restoration of historical features and the addition of complementary design that will add features that comply with the requirements. It is anticipated that changes to exteriors of properties will be managed through the review and approval of heritage permit applications under Part V of the *Ontario Heritage Act*. These permit applications will be considered in the context of the guidelines in this document. It should be noted that these guidelines will also apply to properties located within the District that are also designated under Part IV of the *Ontario Heritage Act*.

4.1 Classification of properties

While each property ☐ either privately or publicly owned ☐ is designated as part of the Old Port Credit Village Heritage Conservation District, the plan recognizes differences among *contributing* properties and *other properties*.

Contributing properties are real properties whose age, history, or *building* is *significant* and/or complementary to the District. *Contributing properties* may include both older *buildings* that are of historic interest, as well as more recent *buildings* that are of a scale, type and built form that contributes to the District *character* according to Section 3.3. *Contributing properties* are listed in this Plan, shown on the accompanying map, and described and illustrated in the HCD Property Inventory, **Appendix B**.

Other properties are real properties whose main *building* is of a scale or form that do not meet the criteria for the District's *character* as described by Section 3.3, and include large scale single-detached dwellings, medium-to-high-density residential buildings, townhouses, and commercial buildings along Lakeshore Road West. *Other properties* are listed in the Plan, shown on the accompanying map, and described and illustrated in the HCD Property Inventory, **Appendix B**.

Regardless of the class of property, work on any property should be executed in a way that conserves or enhances the District's historical *character*.

Classification of Properties Table

No.	Address	Classification of Property
26	Bay Street	Contributing
27	Bay Street	Contributing
31	Bay Street	Contributing
36	Bay Street	Contributing
41	Bay Street	Contributing
42	Bay Street	Contributing
45	Bay Street	Other
46	Bay Street	Contributing
47	Bay Street	Contributing
50	Bay Street	Contributing
54	Bay Street	Contributing
57	Bay Street	Contributing
0	Front Street South	Contributing
10	Front Street South	Contributing
12	Front Street South	Contributing
14	Front Street South	Contributing

No.	Address	Classification of Property
16	Front Street South	Contributing
21	Front Street South	Contributing
24	Front Street South	Other
28	Front Street South	Other
32	Front Street South	Contributing
35	Front Street South	Other
36	Front Street South	Other
40	Front Street South	Contributing
42	Front Street South	Contributing
7	John Street South	Contributing
11	John Street South	Other
18	John Street South	Contributing
20	John Street South	Contributing
23	John Street South	Contributing
24	John Street South	Contributing
26	John Street South	Contributing
27	John Street South	Other
28	John Street South	Contributing
34	John Street South	Contributing
36	John Street South	Contributing
38	John Street South	Contributing
39	John Street South	Contributing
42	John Street South	Contributing
43	John Street South	Contributing
46	John Street South	Contributing
47	John Street South	Contributing
36	Lake Street	Contributing
40	Lake Street	Other
42	Lake Street	Contributing
46	Lake Street	Other
48	Lake Street	Contributing
53	Lake Street	Contributing
56	Lake Street	Contributing
58	Lake Street	Contributing
111	Lakeshore Road West	Other
113	Lakeshore Road West	Contributing
119	Lakeshore Road West	Other
121	Lakeshore Road West	Other
141	Lakeshore Road West	Contributing
151	Lakeshore Road West	Contributing

No.	Address	Classification of Property
161	Lakeshore Road West	Contributing
167	Lakeshore Road West	Other
169	Lakeshore Road West	Other
15	Mississauga Road South	Contributing
21	Mississauga Road South	Contributing
23	Mississauga Road South	Contributing
25	Mississauga Road South	Contributing
27	Mississauga Road South	Contributing
29	Mississauga Road South	Contributing
31	Mississauga Road South	Contributing
33	Mississauga Road South	Contributing
37	Mississauga Road South	Contributing
39	Mississauga Road South	Contributing
41	Mississauga Road South	Contributing
43	Mississauga Road South	Contributing
47	Mississauga Road South	Contributing
22	Peter Street South	Contributing
23	Peter Street South	Contributing
24	Peter Street South	Contributing
25	Peter Street South	Contributing
26	Peter Street South	Contributing
27	Peter Street South	Contributing
30	Peter Street South	Contributing
32	Peter Street South	Contributing
34	Peter Street South	Contributing
39	Peter Street South	Contributing
40	Peter Street South	Contributing
42	Peter Street South	Contributing
43	Peter Street South	Contributing
44	Peter Street South	Contributing
16	Port Street West	Other
23	Port Street West	Contributing
25	Port Street West	Contributing
27	Port Street West	Contributing
29	Port Street West	Contributing
31	Port Street West	Contributing
33	Port Street West	Contributing
43	Port Street West	Contributing
44	Port Street West	Contributing
45	Port Street West	Contributing

No.	Address	Classification of Property
53	Port Street West	Contributing
54	Port Street West	Contributing
57	Port Street West	Contributing
61	Port Street West	Contributing
62	Port Street West	Contributing
63	Port Street West	Contributing
12-14	Stavebank Road South	Contributing
	J.C. Saddington Park	Contributing
	Marina Park	Contributing



Figure 16: Old Port Credit Village HCD property types

4.2 Format of policies and guidelines

These guidelines are organized into a number of sections that address contemplated or potential changes to property within the Old Port Credit Village Conservation District. Each subsection provides direction or advice on *alterations* to *contributing properties* and *other properties*, *infill development*, landscape, accessibility, public works, archaeology, and green energy, as noted below:

- *Alterations* and additions to properties classified as *contributing*
- *Alterations* and additions to properties classified as *other*
- New construction
- Demolition and removal of *buildings* and structures
- Landscape conservation guidelines for private and public property
- Guidelines related to accessibility
- Guidelines related to energy conservation and sustainability
- Lands adjacent to heritage conservation districts
- Exempt *alterations* and classes of *alterations*

The subsections have further been organized into policies and guidelines where applicable.

Policies	Requirements that must be followed when undertaking <i>alterations</i> to <i>buildings</i> or changes to properties.
Guidelines	Best-practice suggestions to be considered when undertaking <i>alteration's</i> to <i>buildings</i> or changes to properties.

4.3 Heritage Impact Assessments

A *heritage impact assessment* (HIA) is a report prepared by a qualified heritage consultant that provides a historical background on a property, documents the physical attributes of the property, and rationalizes how the property will be mitigated through the development process.

- a) HIAs are required to be submitted with Heritage Permit applications for the demolition of *buildings* on *contributing* properties and all new construction.
- b) HIAs are not required to be submitted with Heritage Permit applications for *alterations* to properties within the District that comply with the policies and guidelines of this Plan.
- c) HIAs are not required to be submitted with Heritage Permit applications for new construction of *ancillary structures* less than 10 meters square.

4.4 Conservation guidance and heritage references

There is a wide variety of literature available with respect to the conservation of heritage properties. Publications and websites are easily accessible to the public, and rather than repeat this information, property owners are encouraged to review these sources in order to acquaint themselves with current *building* and landscape conservation best practices. Some applicable sources are outlined below.

- d) *Standards and Guidelines for the Conservation of Historic Places in Canada* (produced by Parks Canada) provides a sound reference document for initial guidance (available at: <http://www.historicplaces.ca/en/pages/standards-normes.aspx>).
- e) *Well-Preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* can be used for an introduction and practical guide to *restoration* and *rehabilitation* of heritage architecture (available at: <http://www.heritagetrust.on.ca/en/index.php/pages/publications/well-preserved>).
- f) *Preservation Briefs* (published by Technical Preservation Services, US National Park Service) also address a comprehensive array of topics. Representative *Preservation Brief* titles of interest include:
 - #2 Re-pointing Mortar Joints in Historic Buildings
 - #3 Improving Energy Efficiency in Historic Buildings
 - #8 Aluminum and Vinyl Siding on Historic Buildings
 - #9 The Repair of Historic Wooden Windows
 - #10 Exterior Paint Problems on Historic Woodwork
 - #32 Making Historic Properties Accessible
 - #47 Maintaining the Exterior of Small and Medium Size Historic Buildings

The above papers (and others that may be of interest) are available at: <http://www.nps.gov/tps/how-to-preserve/briefs.htm>). Where not directly applicable, these papers provide advice on how to analyze a property, as well as the process to go through in selecting a plan for an *alteration*.

- g) *International Charter for the Conservation and Restoration of Monuments and Sites* (available at: http://openarchive.icomos.org/431/1/Monuments_and_Sites_1_Charters.pdf).
- h) *The Appleton Charter for the Protection and Enhancement of the Built Principles and Practice for Architectural Conservation* (available at: <http://www.icomos.org/charters/appleton.pdf>).

- i) *The Madrid Charter: Approaches for the Conservation of Twentieth-Century Architectural Heritage* (available at: <http://www.aeppas20.org/wp-content/uploads/2015/10/03-DM-ingles.pdf>).

4.5 Specific property references

For additional information regarding a specific property's history or *heritage attributes*, references include:

- a) *Old Port Credit Village Property Inventory Information* (2018), see **Appendix B**.
- b) *Old Port Credit Village Heritage Preservation Feasibility Study* (November 24, 2003), see **Appendix C**.
- c) The City of Mississauga's Port Credit Gallery (available at: <http://www.mississauga.ca/portal/residents/portcreditgallery>)
- d) Heritage Mississauga (available at: <http://www.heritagemississauga.com/>)
- e) Professional heritage assessment assistance can be obtained via the Architectural Conservancy of Ontario's *Preservation Works!* programme (available at: http://www.arconserv.ca/preservation_works/).
- f) Professional specialists who write detailed property condition assessments can be found via the Canadian Association of Heritage Professionals (available at: <http://cahp-acecp.ca/>).
- g) Peel Art Gallery Museum and Archives (available at: https://www.pama.peelregion.ca/en/aboutpama/cityofmississauga.asp?_mid=28376).
- h) The Canadiana Collection at the City of Mississauga Library (available at: http://www.mississauga.ca/portal/residents/localhistory?paf_gear_id=10200022&itemId=105200874n&returnUrl=%2Fportal%2Fresidents%2Flocalhistory).

5.0 Alterations to contributing properties

Most properties in the District have been identified as being *contributing*. They range from institutional landmarks to vernacular dwellings.

Property and building conservation involves maintenance, repair, *restoration*, *alteration* and new work in the form of additions. Maintenance and repair are activities that are done throughout the life of the property. An owner may also wish to restore architectural elements that have been lost, *alter* architectural elements in order to meet new demands, and add new rooms or features. While regular maintenance and necessary repair are always encouraged, returning a *contributing* property or one of its features to its original appearance or to another documented point in the property's history is only an option for owners to consider.

The following sections in the HCD Plan may also be applicable:

4.3 Conservation guidance and heritage references

4.4 Specific property references

11.0 Landscape conservation guidelines for private property

13.0 Accessibility

14.0 Energy conservation and sustainability

Part III Exempt alterations and classes of alterations

5.1 Policies for alterations to contributing properties

5.1.1 Property owners must abide by the Property Standards By-Law 654-98.

5.1.2 The plan's policies will also apply to properties formerly designated under Part IV of the *Ontario Heritage Act*, which are now included in the Old Port Credit Village Heritage Conservation District. The Part IV buildings and properties will be treated as *contributing* properties.

5.1.3 The City will require all *buildings* on *contributing* properties remain *in situ*, and avoid their demolition or removal.

5.1.4 In cases where a *building* on a *contributing* property is proposed for demolition, the applicant for a demolition permit will be required to prepare a *heritage*

impact assessment prior to the issuing of the permit. In addition, the City may encourage *archaeological assessment* on the site while the *building* remains standing.

- 5.1.5 Before a demolition permit is issued for a *building* on a *contributing* property, the applicant will have first obtained a *building* permit for a new *building* that meets the plan's design guidelines for new construction (Section 6.0) and zoning by-law standards.
- 5.1.6 The removal or relocation of a *building* on a *contributing* property to another site will be a last resort. If removal is unavoidable, the *building* will be moved to a site as close as possible to its original site or to the most appropriate site.
- 5.1.7 The City will enter into *heritage conservation easements* with willing property owners where desirable.
- 5.1.8 The City will care for City-owned *contributing* properties in the District as currently recognized standards for property conservation recommend.
- 5.1.9 When repairing, *altering* or restoring *contributing* properties, property owners are required to:
 - a) Conserve the property's *heritage attributes*;
 - b) Conserve the property's history as documented in the HCD Property Inventory, **Appendix B**, fire insurance and other plans, historic photographs and other historical sources and as revealed on the property itself;
 - c) Conserve the structural integrity and the physical condition of the *buildings* on *contributing properties*; and,
 - d) Abide by the plan's guiding principles for the conservation of *contributing* properties.
 - e) Abide by *Standards and Guidelines for the Conservation of Historic Places in Canada* (produced by Parks Canada), which provides a sound reference document for initial guidance (available at: <http://www.historicplaces.ca/en/pages/standards-normes.aspx>).
- 5.1.10 The aim of any change to a *contributing* property will be to safeguard the *character*-defining elements of the property and not to falsify its appearance by making it look older or newer than it is.

5.1.11 Any institutional *contributing* property that cannot continue in its intended use and must be reused for other appropriate purposes will be adapted for the new use with the greatest degree of respect for the property's *character* and *heritage attributes*.

5.1.12 *Animated signs* are prohibited.

5.2 Guidelines for alterations to contributing properties

5.2.1 Foundations and walls

- a) Protect original wall surfaces from cleaning methods that may permanently *alter* or damage the appearance of the surface or give a radically new look to the property. For example, sandblasting or other abrasive particulate cleaning, strong chemical cleaning solutions, or high pressure water blast will not be permitted.
- b) Brick masonry requires re-pointing from time to time and this process should be undertaken by tradespeople with experience with nineteenth century construction.
- c) Generally, lime-based mortar should be used and joints should replicate the original in finish, colour and texture. Rough-cast or stucco walls require experienced trades to repair.
- d) Avoid the application of new finishes or coatings that *alter* the appearance of the original material, especially where they are substitutes for repair. *Alterations* that comprise unacceptable materials include water repellant coatings, paint on brick or stone, aluminum or vinyl siding. Materials such as concrete fibre board and synthetic wood products will be considered on a case-by-case basis.

5.2.2 Roofs

- a) Decorative roof features and original roofing materials, such as slate, wood shingles, and copper on sloped roofs, should be retained and *conserved* wherever possible.
- b) Ensure that vents, skylights and other new roof elements are sympathetic in type and material and that they are discreetly placed out of general view from the street and public rights-of-way.

- c) Roof drainage elements including gutters, eaves troughs, and downspouts shall be maintained and cleaned. Downspouts should be directed away from *building* foundations.
- d) Maintenance of original roof shape is encouraged.

5.2.3 Windows

- a) Protect and maintain original window openings as well as distinguishing features such as hardware, materials, surrounds, frame, shutters, sash, and glazing.
- b) Modifications to the size, type, or shape of window openings, removal of muntins, replacement of single glazing with insulated sealed units, or covering of trim with metal or other material is discouraged.
- c) Improvement in energy efficiency of single glazed units can be achieved with traditional exterior wood storm windows or contemporary interior magnetic storm glazing. Exterior-applied aluminum storm windows are discouraged.
- d) Avoid removing or blocking up window openings that are important to the architectural *character* and symmetry of the *building*.
- e) New windows should be *compatible* with the original in terms of material, proportions, rhythm and scale.

5.2.4 Entrances

- a) Exterior ramps and lifts may be permitted for barrier-free access in accordance with applicable legislation, but shall not be physically attached to *heritage building fabric*.
- b) Protect and maintain entrances on principal elevations where they are often key elements in defining the *character* of a *building*. Recessed entrances are best maintained where they exist. Conserve important features such as doors, glazing, lighting, steps and door surrounds.
- c) Where new entrances or exterior staircases are required, they should be installed on secondary elevations.

5.2.5 Features and spaces around buildings

- a) Maintain traditional views of property by avoiding the masking or hiding of prominent *building* features.
- b) Keep parking areas, *ancillary structures*, and utilities such as heat pumps and satellite dishes to the side or rear.
- c) Maintain original historical means of access including drives, walkways and doorways. If required, it is preferred that new entrances be installed on secondary elevations.
- d) Maintain proper site drainage in any work so that water does not collect or drain towards the foundation.
- e) Additional advice regarding this subject is also provided in Section 12.0: Landscape conservation guidelines for private and public property.

5.2.6 Signage

- a) Address and name signage should be modest in size, and suitably scaled to property and front yard.

5.2.7 Removal of heritage building fabric

- a) Removal of *heritage building fabric* is discouraged. Where original material must be removed its original location should be documented.
- b) *Heritage building fabric* should be repaired wherever possible and not replaced. When undertaking repair, replacement or *restoration*, use the same materials as the original.
- c) The patina of age or signs of craftsmanship such as tool marks or irregularities found in older work and materials should be respected and not covered up or obscured.

5.2.8 Exterior cladding

- a) Replace vinyl, aluminum, or other non-original siding with the original wall material if possible. Besides their effect of hiding window and door surrounds and cornice detail, these synthetic claddings conceal any decay of the underlying wall material.

5.2.9 Heating and ventilation

- a) Install new chimneys, vents, skylights and mechanical or electrical equipment away from street view.
- b) Avoid cuts into the roof; and where a cut is necessary, protect the cut with flashing.
- c) Never replace brick chimneys with metal pipes. Redundant chimneys should be kept as a *character* feature.

5.2.10 Exterior painting

- a) Never paint masonry surfaces or roughcast plaster unless already painted.
- b) Choose paint colours for wood surfaces after conducting a paint analysis which determines the *building's* paint history, or by devising a scheme that is typical for the *building's* age.
- c) Never strip painted wood to the bare wood, leaving it unpainted and exposed to the weather.

5.2.11 Considerations for commercial uses in former residential properties

- a) Where residential heritage properties are converted to commercial uses, signs should not block architectural features such as windows and ornamentation, and should be attached so as to do the least amount of damage to the façade. Attachment to masonry surfaces should be made through mortar joints and not masonry units, as mortar joints are more easily repaired.
- b) Externally illuminated signs will be encouraged and are preferred.
- c) The following sign types may be permitted on a case by case basis, usually where they are replacements for existing similar signage: internally illuminated sign, neon sign, curved rigidly and fixed vinyl awning.

6.0 Additions on contributing properties

The following policies and guidelines for adding to *contributing* properties.

The following sections in the HCD Plan may also be applicable:

4.3 Conservation guidance and heritage references

4.4 Specific property references

11.0 Landscape conservation guidelines for private property

13.0 Accessibility

14.0 Energy conservation and sustainability

Part III Exempt alterations and classes of alterations

6.1 Policies for additions on contributing properties

6.1.1 Property owners must abide by the Property Standards By-Law 654-98.

6.1.2 The installation of Exterior Insulation and Finish Systems (EIFS) is not permitted on additions to *buildings* on *contributing properties* within the District.

6.1.3 When adding to *buildings* on *contributing properties*, property owners will consider:

- a) The *building's* historic materials and distinctive features;
- b) The property's history as documented in **Appendix B**, 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) *Standards and Guidelines for the Conservation of Historic Places in Canada* (produced by Parks Canada) provides a sound reference document for initial guidance (available at: <http://www.historicplaces.ca/en/pages/standards-normes.aspx>).
- e) Context sensitivity in regards to setbacks and adjacent properties.

6.1.4 An addition to a *building* on a *contributing* property will be lower in height and smaller in size than the existing *building* wherever possible; and in designing additions, property owners will have regard for the plan's guiding principles and any impact the addition may have on adjacent properties in terms of scale, massing, height and setback.

6.1.5 *Garages* of single-family dwellings shall be set back from the face of *building* a minimum of two (2) metres.

6.1.6 *Animated signs* are prohibited.

6.2 Guidelines for additions to contributing properties

6.2.1 Removal of *heritage building fabric* □ see Section 5.2.7

6.2.2 Location

- a) Exterior additions are encouraged to be located at the rear or on an inconspicuous side of the *building*, set in from the side façade, limited in size and scale to complement the existing *buildings* and neighbouring properties. Second story additions may be acceptable if the design complies with the Plan's design guidelines.
- b) Multi-storey exterior additions are best set back as deeply as possible from the existing front wall plane in order to be unobtrusive in the streetscape and to differentiate the addition from the older structure.
- c) New *garages* are best designed as separate *buildings*, if possible, sited noticeably behind, a minimum of two (2) metres from the front facade, or towards the back of, the house.
- d) Ensure the size of the addition will maintain ample open space around the house (front, side and rear yards) to help preserve the village's private open space *character* and protects neighbours' privacy.

6.2.3 Height

- a) The majority of *buildings* within the residential area are one and a half and two stories. To maintain this profile, the height of the roof ridge in new additions should not exceed the height of the ridge of the *building* on the *contributing property*.

6.2.4 Width

- a) New additions should be designed in a *building* mass that extends rearward in depth on the lot rather than along the horizontal width.

6.2.5 Relation to street

- a) Additions to heritage residential *buildings* are encouraged to be located at the rear or on an inconspicuous side of the *building*, limited in size and scale to complement the existing *buildings* and neighbouring properties.

6.2.6 Roofs

- a) The original roof configuration should be maintained and not obscured by any addition. Similarly, roofing materials and associated features, such as fascia, trim, and brackets should be retained and not obscured.
- b) Roof types encouraged in new construction are front gabled and side gabled.
- c) Decorative roof features and original roofing materials such as slate, wood shingles, and copper on sloped roofs should be retained and *conserved* wherever possible.
- d) Ensure that vents, skylights and other new roof elements are sympathetic in type and material and that they are discretely placed out of general view from the street and public rights-of-way.
- e) Roof drainage shall be maintained and directed away from *building* foundations.

6.2.7 Windows and entrances

- a) Protect and maintain original window openings as well as distinguishing features such as materials, surrounds, frame, shutters, sash and glazing.
- b) Improvement in energy efficiency of single glazed units can be achieved with traditional exterior wood storm windows or contemporary interior magnetic storm glazing.
- c) Avoid removing or blocking up window openings that are important to the architectural *character* and symmetry of the *building*.
- d) New windows that are *compatible* with the original in terms of material, proportions, rhythm and scale is encouraged.

- e) Ramps may be permitted for barrier free access in accordance with applicable legislation, but shall not be physically attached to *heritage building fabric*.
- f) Protect and maintain entrances on principal elevations where they are often key elements in defining the *character* of a *building*. Conserve important features such as doors, glazing, lighting, steps and door surrounds.
- g) Where new entrances or exterior staircases are required, they should be installed on secondary elevations.

6.2.8 Exterior cladding

- a) *Buildings on contributing properties* are clad in traditional materials such as brick, stucco or wood siding. These materials are encouraged for new additions.
- b) Synthetic materials such as vinyl or aluminum siding are discouraged. Materials such as concrete fibre board and synthetic wood products will be considered on a case by case basis.
- c) Exterior cladding of addition should not clash with exterior cladding material of existing property.

6.2.9 Style

- a) Additions to *contributing* properties should complement the appearance of the *building* in a way that is true to its own time. They should echo contemporary architectural ideas but evoke the original spirit and take inspiration from existing *heritage attributes*.
- b) Consider modern or traditional styles, but avoid incorporating features that mimic historic features and pretend to be old.
- c) Ensure the addition does not overwhelm nearby properties.
- d) Consider the appropriateness of an existing historic addition, for example, a rear wing, in the design of a new addition.
- e) Build the addition to be as much structurally and mechanically independent from the *contributing property's building* as possible.

ENCOURAGED EXTERIOR WALL MATERIALS FOR BUILDINGS ON CONTRIBUTING PROPERTIES



✓ Encouraged: Brick



✓ Encouraged: Wood board and batten



✓ Encouraged: Wood shingles



✓ Encouraged: Vertical wood siding



✓ Encouraged: Horizontal wood siding



✓ Suitable: Horizontal fibre cement board

DISCOURAGED OR PROHIBITED EXTERIOR WALL MATERIALS FOR BUILDINGS ON CONTRIBUTING PROPERTIES



✗ Discouraged: faux stone



✗ Discouraged: faux stone



✗ Prohibited: exterior insulation and finish systems (EIFS)



✗ Discouraged: exposed concrete block



✗ Discouraged: vinyl shake siding

The following are limited examples provided to avoid prescriptive guidance and to encourage creative approaches to design that are sensitive to *heritage attributes*.

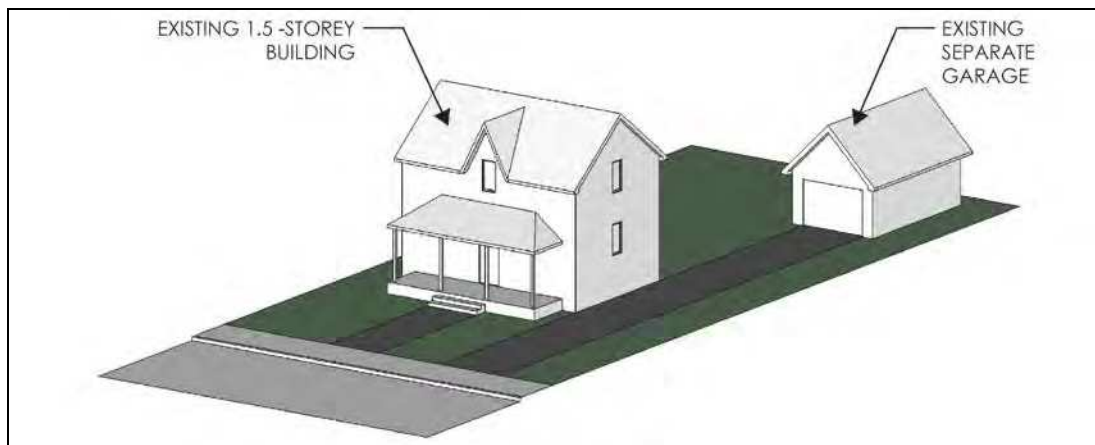


Figure 17: Typical existing massing for a 1.5-storey building on a *contributing* property

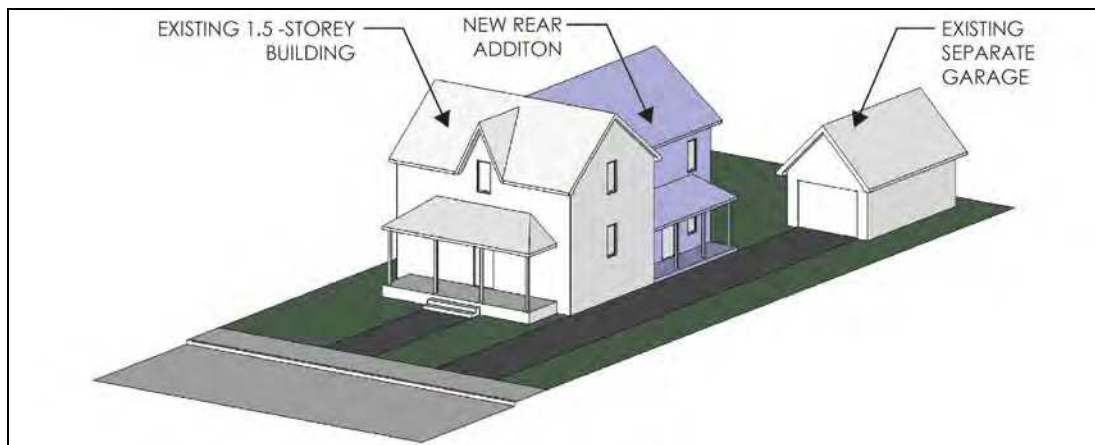


Figure 18: Example of new rear 1.5-storey addition for building on a *contributing* property

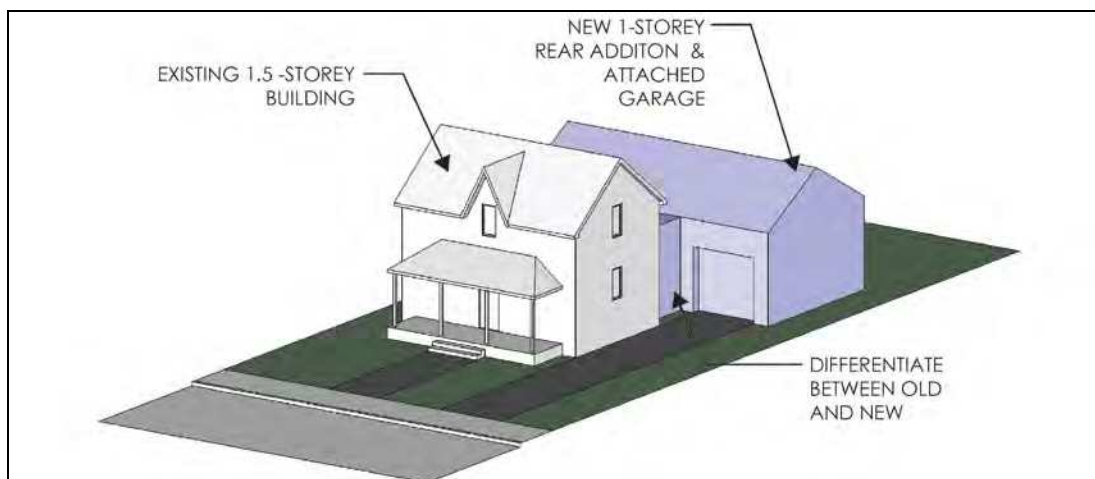


Figure 19: Example of new rear 1.5-storey addition with attached *garage* for a building on *contributing* property

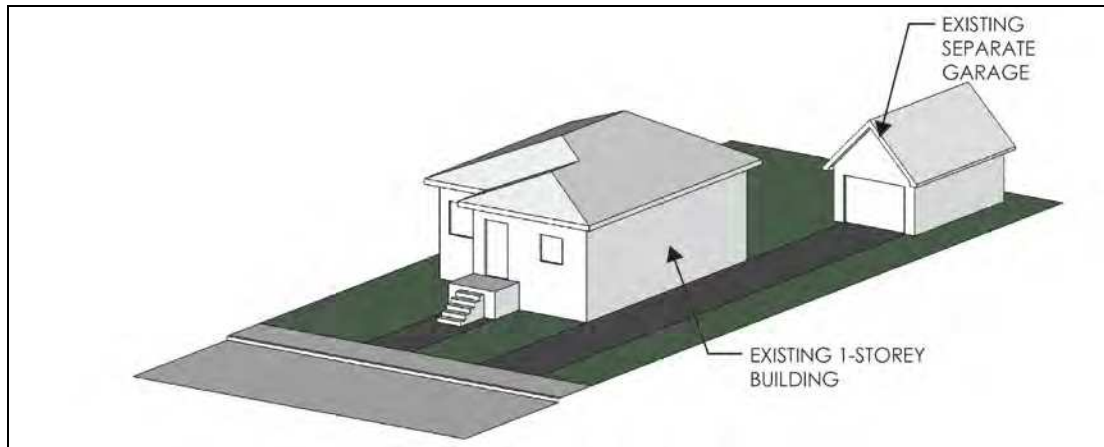


Figure 20: Typical existing massing for a 1-storey building on a *contributing* property

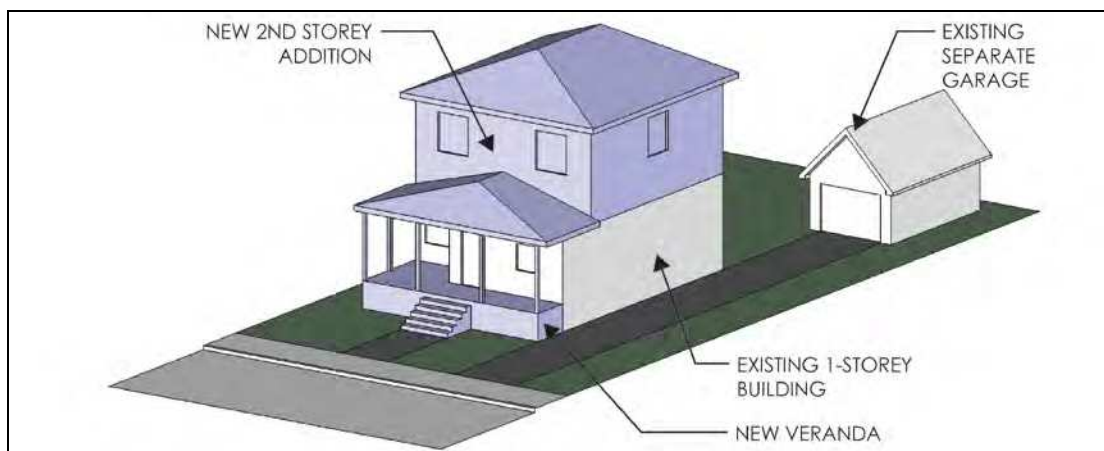


Figure 21: Example of new 2nd-storey addition with veranda on a 1-storey building on a *contributing* property

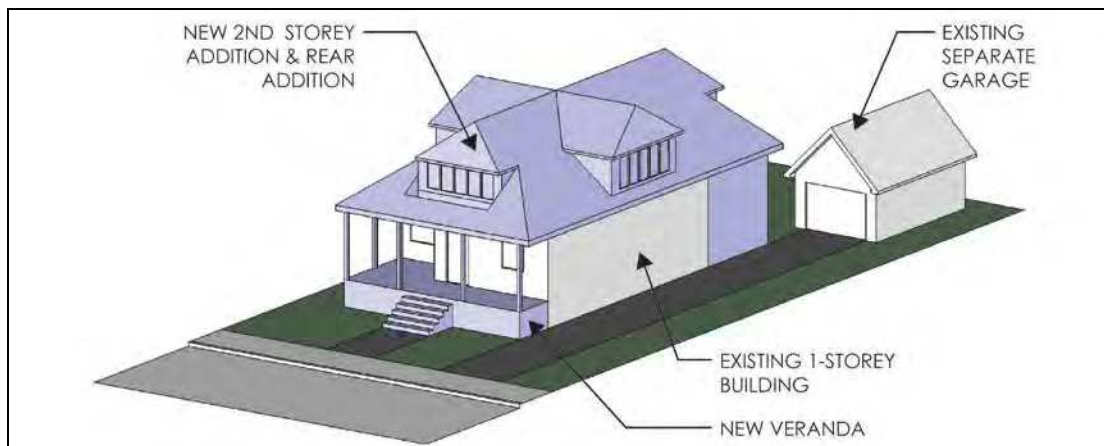


Figure 22: Example of new second-storey addition with veranda on a building on a *contributing* property

CONTRIBUTING PROPERTIES: SUITABLE ADDITIONS AND ALTERATIONS



Figure 23: An example of a suitable contemporary house alteration on a *contributing* property. New is differentiated from old, while the original roofline is maintained. The garage is separate and located in the rear. Credit: Johnson Chu, architect / Brenda Liu, photographer.



Figure 24: An example of a suitable rear 1.5 storey addition to an existing house on a *contributing* property with preferred materials of horizontal siding, brick, and wood shingle. The scale and landscaping are complementary to the District. Photo credit: GRA.



Figure 25: An example of a suitable rear addition to a house on an existing *contributing* property. The addition is set back from the face of the existing building, and does not exceed the height of the original building. The amount of front yard soft landscaping has been maintained. Photo credit: GRA.



Figure 26: An example of a suitable contemporary addition with the preferred materials of wood and shingle siding. The scale is preferred, and is the differentiation between old and new construction. Credit: Atelier Pierre Thibault / Alain Laforest, photographer.

7.0 Alterations and additions to other properties

There are some *other* residential properties in the District, although new residential construction may be permitted in the future.

The following sections in the HCD Plan may also be applicable:

11.0 Landscape conservation guidelines for private property

13.0 Accessibility

14.0 Energy conservation and sustainability

Part III Exempt alterations and classes of alterations

New construction and work undertaken to non-heritage residential *buildings* should respect the overall *character* of the Old Port Credit Village Heritage Conservation District and be sensitive to any neighbouring heritage *buildings*. The following should be consulted for general guidance:

7.1 Policies for alterations and additions to other properties

7.1.1 Property owners must abide by the Property Standards By-Law 654-98.

7.1.2 When permitted additions to *buildings* on *other properties* are proposed, the design will respect the District's general historical *character* but integrate with the existing *building*. In designing additions, property owners will also have regard for any impact the addition may have on adjacent properties in terms of scale, massing, height and setback.

7.1.3 *Animated signs* are prohibited.

7.2 Guidelines for alterations and additions to other properties

7.2.1 Location

- a) Exterior additions are encouraged to be located at the rear or on an inconspicuous side of the *building*, limited in size and scale to complement the existing *building* and neighbouring properties.

7.2.2 Height

- a) New additions should be no higher than the existing *building* height.

7.2.3 Width

- a) New additions should be designed in a *building* mass that extends rearward in depth on the lot rather than along the horizontal width.

7.2.4 Setback

- a) In streetscapes of similar *building* setbacks new construction should match existing.

7.2.5 Roofs

- a) Roof types encouraged in new construction are front gabled and side gabled.
- b) Asphalt, wood shingles or metal are appropriate for new construction.
- c) Any required roof vents, skylights, satellite dishes, solar panels, metal chimneys and flues, other venting devices and roof features should be located to the rear of new additions.
- d) Roof lines should reflect the horizontal cornice of adjacent heritage *buildings*.

7.2.6 Exterior cladding

- d) Most of the properties in the District are clad in traditional materials such as brick, stucco or wood siding. These materials are encouraged for new additions.
- e) Synthetic materials such as vinyl or aluminum siding are discouraged. Materials such as concrete fibre board and synthetic wood products will be considered on a case by case basis.
- f) The installation of Exterior Insulation and Finish Systems (EIFS) on *buildings* on *other properties* is discouraged within the District.

8.0 Properties fronting Lakeshore Road East and West

There are several non-heritage commercial properties on the south side of Lakeshore Road East and West. In addition to the policies and guidelines for contributing and other properties, properties fronting Lakeshore Road should abide by the policies and guidelines in this section.

The following sections in the HCD Plan may also be applicable:

11.0 Landscape conservation guidelines for private property

13.0 Accessibility

14.0 Energy conservation and sustainability

Part III Exempt alterations and classes of alterations

8.1 Policies for properties fronting Lakeshore Road East and West

8.1.1 Property owners must abide by the Property Standards By-Law 654-98.

8.2 Guidelines for properties fronting Lakeshore Road East and West

8.2.1 Location

- a) Exterior additions are encouraged to be located at the rear or on an inconspicuous side of the *building*, limited in size and scale to complement the existing *building* and neighbouring properties.

8.2.2 Height

- a) The height of additions should respect the height of existing adjacent *buildings*.

8.2.3 Relation to street

- b) Additions and alterations to commercial buildings on other properties shall continue to maintain the street wall with appropriate use of materials on the ground and upper floors.
- c) Additions to commercial buildings on corner sites shall address the side lot line with appropriate materials, glazing, entrances and other architectural features to

ensure continuity with street front façade design and avoiding the construction of large blank walls.

8.2.4 Windows and entrances

- a) Storefronts should be primarily glazed, and upper storey windows should be rectangular and vertical in proportion.
- b) Entrances from the sidewalk may be flush or recessed.
- c) Blank windowless walls are discouraged.

8.2.5 Exterior cladding

- a) The principal *building* cladding for commercial *buildings* in the District has been historically either brick or rough cast stucco. Residential *buildings* in commercial use are frame with stucco or horizontal weatherboard cladding. These materials will be encouraged for major additions, with an emphasis on distinguishing old and new portions of the *building*.
- b) The installation of Exterior Insulation and Finish Systems (EIFS) on *buildings* on *other properties* is discouraged within the District.

9.0 New construction

In addition to the zoning by-law standards, the following guidelines will assist property owners in designing new *buildings* and their *garages*.

The following sections in the HCD Plan may also be applicable:

4.4 Specific property references

11.0 Landscape conservation guidelines for private property

13.0 Accessibility

14.0 Energy conservation and sustainability

Part III Exempt alterations and classes of alterations

9.1 Policies for new construction

- 9.1.1 The design of a new *building* will correspond to the plan's design guidelines for new construction and respect the District's general historical *character*. In the designing of new *buildings*, property owners will have no impact on adjacent properties in terms of scale, massing, height, setback and entry level.
- 9.1.2 New *buildings* will be one, one-and-a-half or two storeys in height except on multi-unit residential sites where *building* height currently exceeds two storeys. On these sites, the maximum height will be the exact same height or less than as presently exists.
- 9.1.3 Any *garage* will be placed behind a minimum of two (2) meters from the front wall of the house; and may be detached or attached. One-storey detached *garages* are preferred.
- 9.1.4 Land use for new construction will conform to Section 15.0 Land Use.
- 9.1.5 *Animated signs* are prohibited.

9.2 Guidelines for new construction

9.2.1 Height

- a) The District's houses of the nineteenth and early twentieth century were mostly one-and-one-half storeys tall. A new house shall not exceed two storeys.

9.2.2 Open space

- a) The placement of a new house on its lot and the delineation of the house's footprint should result in ample open space around the house.
- b) There should be a modest front yard setback and a deeper backyard. Be aware of any established *building* line along the street and the setbacks on adjacent properties to ensure conformity. The setback from the street should be a median of neighbouring properties.

9.2.3 Trees and vegetation

- a) Save *significant* trees when siting and constructing new *buildings*. Mature trees take many years to grow. They provide shade in summer, release oxygen, filter pollutants in the air, offer habitat for birds, and provide a canopy cover.
- b) The footprint of new *buildings* should be located away from any *significant* tree on the property, and measures should be taken to protect *significant* trees during construction.

9.2.4 Relation to street

- a) New *buildings* should reinforce the existing street grid pattern. The street grid helps define the District's historical *character*. Any new house should be sited parallel to the street (not angled).

9.2.5 Wall materials

- a) Choose a wall material that complements the *contributing property's buildings*. Wood siding and red brick veneer were the typical claddings for District houses. A common form of wood siding was clapboard of relatively narrow cut and with a slight projection
- b) The wall material should be the same across the wall, not a mix of materials.
- c) Pre-coloured wood siding or synthetic siding are options, and should be properly installed.
- d) The installation of Exterior Insulation and Finish Systems (EIFS) on *buildings* on *other properties* is discouraged within the District.

9.2.6 Windows

- a) The proportions of windows in the District's *contributing property's buildings* are taller than they are wide. They are flat-headed or with a very shallow arch.
- b) Avoid multi-paned sashes, especially the ones with snap-in muntin bars.

- c) Place any large, full-length, two-storey or picture window away from street view.

9.2.7 Roof

- a) Almost all the District's *buildings* have gable, hip or truncated hip roofs of medium pitch. The gable roof was most common.
- b) Install chimneys, vents, skylights and mechanical or electrical equipment away from street view.

9.2.8 Services

- a) Modern services, vents and exhausts are best placed where they cannot be seen by passersby on the sidewalk.

9.2.9 Garages and ancillary structures

- a) Site *garages* behind a minimum of two (2) metres from the front wall of the *building*. *Ancillary structure* in the District have traditionally been placed in the backyard. There are several examples of small detached, gable-roofed *garages* located behind the house and in the side yard.
- b) If a separate *garage* is not possible, an attached *garage* or carport should be set back from the house's front wall as far as possible.

9.2.10 Style

- a) New construction should be a product of its own time.
- b) New construction should be respectful of the District's historical patterns, but it should not pretend to be old. Consider modern or traditional styles, but avoid incorporating features that mimic historic features.
- c) The mariners, sailors, fishers, wharfingers, tradespeople, and labourers who built the District's houses of historic interest used decoration sparingly. Ornamentation of new construction should be restrained.

SUITABLE NEW CONSTRUCTION



Figure 27: An example of a suitable new construction with horizontal fibre-cement siding and contextually appropriate geometries without false heritage details. The *garage* is separate and located in the rear. Credit: Rowland + Broughton Architects.



Figure 28: An example of a suitable new construction with preferred scale, amount of landscaping, and horizontal siding in Old Port Credit Village, 57 Bay Street. The *garage* is separate and located in the rear.



Figure 29: An example of suitable new construction. Brick cladding, clay tile roofing, roof shape, and building scale are sympathetic to the District. Credit: Bedaux de Brouwer, architect / Filip Dujardin, photographer.



Figure 30: An example of suitable new construction. Wood siding is preferred in the District. The omission of false historic ornamentation and the quality of architectural details is preferred. The recessed, detached *garage* and extent of landscaping is encouraged. Credit: Drew Mandel, architect / Ben A. Rahn, A-Frame, photographer.

DISCOURAGED NEW CONSTRUCTION



Figure 31: An example of an unsuitable contemporary house. The use of EIFS is discouraged. The rounded gables, windows, lighting are faux historic details which are discouraged.



Figure 32: An example of an unsuitable contemporary house. Faux stone cladding, and several different types of faux historic gables and roof shapes are discouraged.



Figure 33: An example of an unsuitable contemporary house. Garages in front of the face of the building are discouraged.



Figure 34: An example of an unsuitable contemporary house. Faux stone and faux historic lighting details is discouraged.

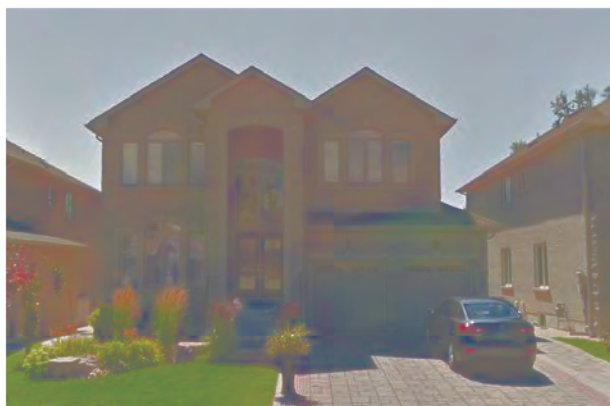


Figure 35: An example of an unsuitable contemporary house. The two-storey entrance vestibule, faux stone, and multiple roof shapes are discouraged.

10.0 Demolition and removal of buildings

Building demolition is not prohibited by the *Ontario Heritage Act*, but it will be actively discouraged within the Old Port Credit Village Heritage Conservation District. Property owners are encouraged to work with existing *contributing* properties, *altering* and adding to them in a sympathetic manner, rather than demolishing and building anew.

10.1 Policies for the demolition of buildings on contributing properties

10.1.1 The demolition of *buildings* on *contributing properties* (as classified in Section 4.1) shall not be permitted. Exceptions may only be considered in extraordinary circumstances such as natural disasters (e.g. fire, flood, tornado, earthquake, etc.), or where there is a greater public interest served (e.g. health and safety concern), as determined by Council, through the demolition of the *building* or structure.

10.1.2 Other extraordinary circumstances shall generally constitute those situations where public health and safety is considered to be compromised and the City of Mississauga's Chief Building Official has determined, based on an independent structural assessment that the *building* is beyond repair and has been determined to be unsafe. The structural assessment must be prepared by a professional engineer with expertise and experience in heritage buildings and structures.

10.1.3 The property owner shall demonstrate that all other options have been investigated including: *preservation*; *rehabilitation*; *restoration*; *retro-fitting*; *reuse*; *mothballing*; etc. and that they are not viable options from a structural engineering and/or health and safety perspective.

10.1.4 Should a heritage permit for demolition of a *building* on a *contributing property* be submitted to the City of Mississauga, the following conditions should be met:

- a) The property owner shall retain an appropriately qualified heritage professional to evaluate the potential loss to the cultural *heritage value* of the District in support of the demolition request of a *contributing property's building*, in the form of a *heritage impact assessment*.
- b) The property owner shall provide drawings for a new *building* and/or site landscaping with the heritage permit application. In circumstances where demolition has been required as a result of natural disaster or public safety concerns, once a *building* on a *contributing property* has been demolished and the property is considered to be in a stable and safe state the property owner

shall submit the required heritage permit application for the new *building* and/or site landscaping within six months of site clearance, or as agreed upon on between the owner and the City.

- c) A record of the *building* or the remains of the *building* through photography and/or measured drawings shall be required as a condition of demolition approval.
- d) Within three (3) years of that submission, or as mutually agreed upon by the property owner and the City of Mississauga, if new construction has not been completed, the provisions of the Ontario Heritage Act shall apply with respect to contraventions of the Act.

10.2 Policies for removal of buildings on contributing properties

10.2.1 The removal or relocation of *contributing properties' buildings* (as classified in Section 4.1) shall generally not be permitted. Exceptions may only be considered in certain extraordinary and temporary situations with the submission and approval of a heritage permit application by City Council.

10.2.2 It is expected that any *building* proposed for removal or relocation shall be recorded, disassembled, stored in a climatically controlled and secure storage facility until such time that it is reassembled on-site in its original location. The City shall require notification of the location of the storage facility or any changes in the location, access to the location if required by City staff and shall require these as part of any conditions of approval.

10.3 Policies for the demolition and removal of buildings on other properties

10.3.1 Demolition and/or removal of *buildings on other properties* (as classified in **Appendix B**) may be permitted by Council upon the submission and approval of a heritage permit application provided it is accompanied with a *heritage impact assessment*, drawings and plans for a new *building* that complies with the policies and guidelines of this Plan and other applicable guidelines and standards.

10.3.2 Conditions of approval shall require that any new *building*, structure or site works permitted shall be constructed within three (3) years of approval, or as mutually agreed upon by the property owner and the City of Mississauga.

10.3.3 Where the heritage permit application is for the demolition of an *ancillary structure* and there is no need or requirement to build a replacement structure, appropriate plans or drawings shall be submitted with the heritage permit application to show the finish surface treatments, fencing or plantings. The owner shall be required to document the age, material, and use.

11.0 Landscape conservation guidelines and policies for private property

The District's landscape *character* complements the generally small scale of District houses and greater scale of institutional *buildings*. There is a rich variety of vegetation on private property or within the public parkland. The District's distinctive visual appearance is due to a varied collection of landscape details that has evolved slowly over time in contrast to the more uniform *building* and streetscape patterns found in neighbourhoods constructed all at once.

The responsibility for landscape features is shared between the public realm and the private property owner. The following policies and guidelines are intended to assist in decision making related to private property, while policies and guidelines related to public property are provided in Section 13.

11.1 Policies for private landscape conservation

11.1.1 Front yards will be kept mainly as landscaped space and not hard-surfaced.

11.1.2 A single-lane driveway located to one side of the lot will provide access to any new *garage* serving a single-detached house.

11.1.3 For the owner of a single-detached house on and where that owner desires a fence along the frontage of the lot, a wood fence based on fences shown in historic photographs of the District will be encouraged.

11.1.4 District property owners will be encouraged in the appropriate care of *significant* specimen trees and shrubs or groupings of them.

11.1.5 Property owners will site additions and new *buildings* away from *significant* trees and shrubs where possible and protect them during construction projects in accordance with municipal standards.

11.1.6 The removal of trees is subject to the City of Mississauga Private Tree Protection By-law.

11.2 Guidelines for private landscape conservation

11.2.1 Yards and open spaces

- a) The front yards generally contain a variety of deciduous and coniferous specimen trees, hedges particularly along the side property lines or along the front property line, shrub and perennial borders and foundation planting.
- b) Private open space associated with institutional uses is an important feature of the District. The property owner is encouraged to retain key defining landscape features in any adaptive reuse plan.
- c) There are also several privately owned open spaces associated with the District's institutional uses. The church and school yards and the cemetery are important green spaces that visually balance the adjacent large-scale *building*. Other open areas are used for parking, such as at the Masonic Temple.



Figure 36: Private open space at 157 Lakeshore Road West.

11.2.2 Trees, shrubs, and fencing

- a) Property owners are encouraged to retain and conserve existing trees, shrubs, foundation plantings, hedging, ornamental fencing and retaining walls along the side yards and frontages.
- b) The addition of specimen trees within the front and side yards of corner properties enhances the pedestrian environment and complements the *building*.
- c) New trees and shrubs added to front yards should be selected from the species of trees already found in the neighbourhood (except ash, Norway maple and Manitoba maple, which are not suitable for replanting as they are susceptible to pests or are invasive in adjacent natural areas).
- d) Historic photographs should be used to guide the reestablishment of landscape features such as fences and arbours. Appropriate hedge species include yew, cedar, privet, alpine currant, and lilac.



Figure 37: Fencing at 48 Lake Street, 1920. Credit: City of Mississauga's Port Credit Gallery



Figure 38: Fencing at 26 John Street, 2017. Credit: MHBC.

11.2.3 Garages and parking

- a) *Garages* should be set back from the front line of houses a minimum of two (2) meters, and side yard parking should be retained and replicated.
- b) Driveways tend to be narrow, leading to detached single-car *garages*. Front walkways are generally direct from the sidewalk to the front entrance or porch.

- c) Changes to driveway entrances, parking, and other hard-surface areas on private property should be carefully planned to ensure that compaction of the street tree root system does not occur. Generally, an area around the base of the tree equal in diameter to the crown of the tree should remain undisturbed to protect the long-term health and survival of the tree.
- d) Front yard parking, excessive curb cuts and paving by adjacent private property owners should be avoided in order to retain the overall soft (green) landscape of the front yard.
- e) Driveways should be narrowed at the curb and should ideally be separated from the adjacent lot driveway by a green space to reduce the visual impact of the hard surface crossing the boulevard.
- f) The use of permeable pavers instead of asphalt or concrete-paved driveways is preferred.

11.2.4 **Grading**

- a) Existing grades should be maintained so as not to *alter* drainage patterns.

12.0 Landscape conservation - public property

The District's landscape character complements the generally small scale of District houses and greater scale of institutional *buildings*. There is a rich variety of vegetation on private property or within the public parkland. The District's distinctive visual appearance is due to a varied collection of landscape details that has evolved slowly over time in contrast to the more uniform *building* and streetscape patterns found in neighbourhoods constructed all at once.

The responsibility for landscape features is shared between the public realm and the private property owner. The following policies and guidelines are intended to assist in decision making related to public property, while policies and guidelines related to private property are provided in Section 11.

12.1 Policies for public landscape conservation

12.1.1 The City will maintain the existing street grid, and will consider the feasibility of incorporating the historical pattern of wide grass boulevards with random street tree planting in any plan for streetscape improvement.

12.1.2 The City will consider the following streetscaping measures to better reflect the previously-existing landscape features:

- a) Narrowing of the streets with landscaped 'bump-outs' and defined areas for on-street parking.

12.1.3 The City will protect trees in the public right-of-way.

12.1.4 The City will interpret the historical associations with the three District streets named after Mississauga chiefs – Joseph Sawyer (Joseph Street, the original name of Mississauga Road South in the District), Peter Jones (Peter Street) and John Jones (John Street) – by means of commemorative street signs, plaques or displays. Interpretive plaques and signs should be coordinated with The City of Mississauga Heritage Planning staff. Consideration will be made for use of the Indigenous name Nawahjegezhegwabe (or the baptismal name Joseph Sawyer) for Mississauga Rd South.

12.1.5 J.C. Saddington Park will remain a City park for passive recreational activities primarily.

- a) Any plan for the *alteration* of the landscape design of J.C. Saddington Park will conserve the park's original design principles as described in the plan's landscape conservation guidelines.
- b) The public will be consulted on any master plan for the *alteration* of J.C. Saddington Park.
- c) The City will consider adapting the three *buildings* at the former waterworks pumping station in J.C. Saddington Park for a seasonal or year-round public use.



Figure 39: Two of the former waterworks buildings located in J.C. Saddington Park. Adaptive re-use of these buildings is recommended. Credit: GRA.

12.1.6 Marina Park will be developed as an integral part of both Port Credit harbour and the Old Port Credit Village Heritage Conservation District, and its development will have regard for the following principles:

- a) Public access to the Credit River will be enhanced.
- b) Views of the Credit River from both the Port Street West and Bay Street road allowances will be extended through the site.
- c) New *building* heights will not exceed two storeys.

- d) *Buildings* will be articulated to reduce the perception of bulk.
- e) *Buildings* will be oriented to acknowledge the river, Front Street South frontage and District street grid.
- f) Service areas for any new development, including the provision of car parking, will be inconspicuous.
- g) Pedestrian links along the Credit River through the site and both north and south of it will be pursued where feasible.
- h) Historical interpretation of the site will be integrated into any future development.
- i) City will prepare a master plan for Marina Park prior to any development, and the plan will address the following:
 - i. The public will be consulted on the master plan.
 - ii. *Archaeological assessment* and any related detailed testing, excavation and artifact recovery will occur in conjunction with the master plan.
 - iii. A program for the historical interpretation of the site will be developed during the master plan process.

12.1.7 The feasibility of a river trail connecting Memorial Park north of the District and J.C. Saddington Park will be studied.

12.1.8 Development undertaken within the publicly-owned land on the east side of the Credit River could include matters such as providing waterfront access, recreational trails, open landscape space, or *buildings* that are *compatible* with the park function.

12.2 Guidelines for public landscape conservation

12.2.1 Street trees and boulevards

- a) The municipality is responsible for the public works within the road right-of-way and for the open space parkland. The planting and maintenance of the trees make a significant contribution to the heritage landscape *character* of the District.
- b) The majority of trees are mature, wide-canopy deciduous trees □ primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash and mountain ash. These species have green foliage in the summer and colourful reds, yellows and golds in the fall. Many of the trees are located adjacent to the sidewalk at the property line.
- c) Existing trees should be monitored on a regular basis to ensure that they remain healthy. Pruning of dieback, fertilization and pesticide treatments should be undertaken as required to preserve the existing trees.
- d) As trees mature and replanting is required, the selection of the species should re-establish the form and *character* of the existing streetscape. Where possible, the new trees should be large-canopied, green foliage deciduous trees.
- e) Undertakings such as road improvements and infrastructure upgrades should be assessed prior to the start of construction to determine if they will negatively affect the existing trees. It may not be possible to incorporate underground electrical services until such time that street trees are being replaced, due to the possibility of damage to trees and root systems.
- f) The feasibility of adding a grass boulevard and planting appropriate large-canopy trees, randomly spaced, should be investigated as part of future infrastructure and streetscape improvement initiatives.

12.2.2 Public park areas

There is a large amount of open space developed as parking space or parkland around the perimeter of the District. Marina Park's riverside lands provide services for tourists and well as residents. Marina Park consists of a northerly parcel containing parking lot, boat launch, charter boat docks, fish cleaning station, public washrooms, and pumping station, and a southerly parcel which is undeveloped and remains as an open gravelled lot. J.C. Saddington Park, a significant urban park serving not only District residents but also visitors from the broader community, was developed in the 1970s on extensive landfill at the foot of John Street South and Peter Street South. The park was designed by Lombard North Planning Limited, park designers from Winnipeg, who became well-known across Canada for their large-scale urban open space projects.

The design principles which are the foundation of J.C. Saddington Park include:

- a) Separating vehicles and pedestrians by locating parking in concentrated lots at the edge of the park;
- b) Defining the open space with landforms or berms located around the perimeter of the park;
- c) Creating unique features as attractions such as an artificial waterfall and stream course flowing through the park to a small pond;
- d) Adding year-round visual interest to the open space by planting a variety of both native and non-native tree species (conifers and deciduous shade trees) in informal groupings;
- e) Accommodating informal passive recreational activities by providing large areas of mowed turf (no sports fields);
- f) Providing visitor services by means of structures located throughout the park □ a playground, group picnic area, washrooms;
- g) Providing a pedestrian system which consists of a hierarchy of walkways throughout the park □ the lakefront trail close to the water's edge and internal walks crossing the park; and,
- h) Creating overlooks to the lake at specific locations along the lakefront trail.

J.C. Saddington Park is a significant urban park which provides passive recreational opportunities for a broad spectrum of users. The pedestrian trail system and the undulating landforms planted with native and non-native trees successfully define a variety of activity areas. These features should be retained and incorporated in long-term plans for the park.



Figure 40: J.C. Saddington park.
Credit: MHBC.



Figure 41: J.C. Saddington park.
Credit: MHBC.



Figure 42: J.C. Saddington park.
Credit: MHBC.



Figure 43: J.C. Saddington park.
Credit: MHBC.



Figure 44: Streetscape character.
Credit: MHBC



Figure 45: Streetscape character.
Credit: MHBC.

12.2.3 Streetscape elements

The grid layout of streets remains unchanged from the original survey of 1835. However, the street cross sections have changed significantly with road widening and servicing infrastructure upgrades undertaken since the 1960s. As a result of this work, the streets are wide with on-street parking lanes on one or both sides. The grass boulevard has been replaced with a curb-faced sidewalk, so the large deciduous trees whose canopies shade the streets are located on the outside of the sidewalk, on or close to the property line. Overhead electrical wires are carried on wooden utility poles which also support utilitarian cobra head streetlights.

13.0 Accessibility

The *Accessibility for Ontarians with Disabilities Act* became law on June 13, 2005. The Act's overall intent is to make the province accessible by 2025 through establishing a variety of accessibility standards, (i.e. mandatory rules) for customer service, transportation, information and communication, employment and the built environment. It is intended that accessibility standards will be phased in over time and are to be developed by people from the business and disability communities. The goal of the *Accessibility Standards for the Built Environment* is to remove barriers in public spaces and *buildings*. The standards for public spaces apply to new construction and planned redevelopment. It is anticipated that enhancements to accessibility in *buildings* will happen at a later date through *The Ontario Building Code*, which governs new construction and renovations in *buildings*.

The issue of compliance for heritage properties, specifically those designated under the *Ontario Heritage Act*, has yet to be fully addressed in legislation. Past practice suggests that greater accessibility must be met, but with a modified standard for designated heritage properties. This is intended to take into account the value of *heritage building fabric*, historical spaces and architectural features. The Old Port Credit Village HCD Plan encourages accessibility to heritage properties, but attempts to ensure that, as with other *alterations*, there is minimal or no intrusion into the *heritage building fabric* or impacts on the *heritage attributes*.

Some clarification has been provided through regulation (O.Reg. 191/11) related to outdoor walkways or sidewalks, and it is noted that exceptions from complying with the AODA are permitted in several situations, as outlined below:

1. *The requirements, or some of them, would likely affect the cultural heritage value or interest of a property identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value or interest.*
2. *The requirements, or some of them, would affect the preservation of places set apart as National Historic Sites of Canada by the Minister of the Environment for Canada under the Canada National Parks Act (Canada).*
3. *The requirements, or some of them, would affect the national historic interest or significance of historic places marked or commemorated under the Historic Sites and Monuments Act (Canada).*
4. *The requirements, or some of them, might damage, directly or indirectly, the cultural heritage or natural heritage on a property included in the United Nations Educational, Scientific and Cultural Organisation's World Heritage List of sites*

under the Convention Concerning the Protection of the World Cultural and Natural Heritage.

5. *There is a significant risk that the requirements, or some of them, would adversely affect water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values, whether the adverse effects are direct or indirect.*
6. *It is not practicable to comply with the requirements, or some of them, because existing physical or site constraints prohibit modification or addition of elements, spaces or features, such as where increasing the width of the exterior path would narrow the width of the adjacent highway or locating an accessible pedestrian signal pole within 1,500 mm of the curb edge is not feasible because of existing underground utilities.*

Exceptions 1 and 6 are applicable to the Old Port Credit Village Heritage Conservation District, in that complying with accessibility standards would affect, or could likely affect, the cultural *heritage value* of a property designated under the *Ontario Heritage Act*, and the existing *building*, street and sidewalk layout present physical limitations that prevent compliance with accessibility standards.

The following guidelines provide some specific guidance related to a variety of accessibility-related matters:

13.1 Guidelines for accessibility

- 13.1.1 Modifications to *buildings* and public spaces are permitted and encouraged in order to improve accessibility. Depending on the scope of work, a heritage permit may be required.
- 13.1.2 As outlined in the regulations associated with the *Accessibility for Ontarians with Disabilities Act*, the City is permitted to vary some of the standards associated with public walkways. Additional exceptions may be added in the future. It is important that any exceptions to compliance with standard accessibility requirements are implemented in such a manner as to not put people at risk.
- 13.1.3 Entrance ramps may be permitted for barrier-free access in accordance with applicable legislation, but should not be physically attached in order to avoid damage to the *heritage building fabric*. In some circumstances, attachments may be permitted where they cause the least amount of damage to *heritage building fabric*. Care should be taken in these circumstances.
- 13.1.4 Accessibility should be considered in the selection of materials and installation (refer to the *Accessibility for Ontarians with Disabilities Act* guidelines).

13.1.5 It is important that any *alterations* or additions to the streetscape ensure that there is accommodation and safety for pedestrians, as well as for a wide variety of other users and in particular cyclists, public transit, and people with mobility limitations and partial vision. Public seating furniture or pedestrian resting areas are encouraged.

13.1.6 The underlying principle for additions and *alterations* to sidewalks is that they should sustain accessibility and barrier free travel for pedestrians with a variety of challenges. Intersections may be altered with the addition of low contrast surface textures.

13.1.7 There is a balance to be made between the smooth surface required by mobility devices and the identification of landings at intersections for those with partial vision. It is important that the choice of materials for *alterations* or additions complements the traditional streetscape now found within the District. Concrete continues to be well suited for the continuation for sidewalks, curbs, landings and other features in the streetscape.



Figure 46: An example of an acceptable exterior barrier-free lift in the District, at 43 Peter Street South. The lift is suitable because it is not directly attached the heritage building fabric.



Figure 47: An example of an acceptable exterior barrier-free ramp in the District, at 7 John Street South. The ramp is suitable because it is not permanently impacting the heritage building fabric.

14.0 Energy conservation and sustainability

Energy conservation and sustainability are often linked to each other. Energy conservation typically involves making *buildings* more efficient, and may also include installations of green energy projects. Energy conservation can also be thought of in the sense of sustainability, as retaining carbon sequestered in existing *buildings* and systems (e.g. windows and doors), and saving the energy required to fabricate materials for new construction. Space is also saved in landfill sites in relation to construction debris if existing materials are retained. It is often said that the most energy efficient *building* is the one that is already standing.

The *Act to enact the Green Energy Act* is focused on promoting green energy projects and streamlining approvals processes in order to expedite these projects. Certain exemptions are made to approvals and there are also procedures for self-assessment. In seeking approvals under the *Green Energy Act* or related regulations, properties designated under the *Ontario Heritage Act* retain their status and any proponent of an energy renewal project must satisfy the approval authority that they will have all heritage permits and met any conditions used by a municipality.

The following additional policies and guidelines are applicable to green energy projects:

14.1 Policies for energy conservation and sustainability

14.1.1 The consideration of green energy and alternative energy projects is permitted.

14.1.2 The addition of personal wind turbines, solar panels or solar hot water heaters may be permitted on roofs, but should not damage or remove *heritage building fabric*. The installation of this type of equipment should be in the same plane as the roof (e.g. at the rear slope of a roof or on a flat or low pitched roof), and not visible from the street.

14.1.3 For larger-scale projects governed by the *Green Energy Act*, scale and impacts on views and the heritage *character* and value of the District shall be considered. These projects will be evaluated on a case by case basis through the heritage permit process.

14.2 Guidelines for energy conservation and sustainability

14.2.1 Installations of solar panels are encouraged to be located in places that are generally out of view from the street.

14.2.2 It is anticipated that technology related to renewable energy production will continue to evolve. The evaluation of future projects not specifically covered by these guidelines will be based on the protection and *conservation* of the cultural *heritage value* and attributes of the District.

15.0 Land use

15.1 Policies

- 15.1.1 Land use will conform to the land use policies in the official plan.
- 15.1.2 The District's predominately low-density residential land use character will be maintained.
- 15.1.3 Marina Park and J.C. Saddington Park will continue to provide public access to the water.
- 15.1.4 St. Mary's Roman Catholic Cemetery and its grave markers and mature trees will be preserved.
- 15.1.5 Open spaces associated with St. Mary's Separate School, St. Mary's Roman Catholic Church and First United Church will be preserved if at all possible. These spaces may contain unmarked graves.
- 15.1.6 The legally existing multi-unit residential *buildings* will be recognized.
- 15.1.7 The continued use of the District's institutional landmarks for their intended use will be encouraged, but allowance will be made for their reuse for other institutional purposes (preferably) or for other appropriate purposes. Any new use will preserve the *character* of the landmark *building* and its lot.
- 15.1.8 The Emma Peer House at 7 John Street South, the Ida and Benjamin Lynd House at 15 Mississauga Road South and the Wilcox Inn at 32 Front Street South will be used for *compatible* residential and/or commercial use.
- 15.1.9 Townhouses will be permitted only at 28 Front Street South.
- 15.1.10 Existing or new *buildings* on the west side of Front Street South, north of 28 Front Street South and south of 111 Lakeshore Road West, will be used as houses, commercial *buildings* or mixed commercial/residential *buildings*, provided that they have a single-detached residential appearance that is consistent with the form, design and scale of the District's low-density residential land use.

16.0 Lands adjacent to heritage conservation districts

Lands adjacent to a heritage conservation district are not subject to the policies and guidelines contained within a heritage conservation district plan. This section outlines the requirements related to development adjacent to heritage properties, as well as how this topic is assessed in the City of Mississauga.

The goal is to design any future adjacent development without negatively impacting the *heritage attributes* of the District, as listed in Section 3.3.

16.1 Existing policy context summary

The *Provincial Policy Statement (PPS)* provides direction for the development of properties adjacent to a *protected heritage property*. As noted earlier in this report, Section 2.6.3 of the *PPS* states that development and site *alteration* is not permitted on adjacent lands to *protected heritage property* except where it has been demonstrated that the *heritage attributes* of the property will be *conserved*.

The Region of Peel Official Plan echoes the PPS requirement in Section 3.6.2.8, and directs area municipalities to only permit development and site *alteration* on adjacent lands to *protected heritage property* where the proposed property has been evaluated and it has been demonstrated that *heritage attributes* of the *protected heritage property* will be *conserved*. The Official Plan defines 'adjacent lands' to mean lands that are contiguous, and where it is likely that development or site *alteration* would have a negative impact on the feature or area.

The City of Mississauga Official Plan contains additional guidance in Section 7.4.1.12, which notes the following:

7.4.1.12 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 Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

The Official Plan further states in Section 7.4.2.3 that development adjacent to a cultural heritage property will be encouraged to be *compatible* with the cultural heritage property.

In determining the negative impacts that may result from a proposed development on adjacent lands, the City of Mississauga will also use the guidance of the Ontario Heritage Toolkit and successor documents. Examples of possible negative impacts provided in the Ontario Heritage Toolkit include, but are not limited to, the following:

- Shadows created that *alter* the appearance of a heritage attribute or change the viability of a natural feature or plantings;
- 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.

16.2 Defining compatibility

It is important that new development proposed adjacent to the District be *compatible* with the *heritage attributes*, objectives and *character* of the District. This includes considerations such as the built form, building height, landscaping, and overall compatibility with the District.

The City of Mississauga Official Plan □ Local Area Plan states the following policies in regard to the adjacent vacant former refinery precinct:

10.3.2.2. Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent vacant former refinery site.

10.3.3.1 Building heights will provide appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

16.3 Requirements for adjacent properties

The Provincial Policy Statement, Region of Peel Official Plan and the City of Mississauga Official Plan set the framework for addressing the potential impacts associated with development on lands adjacent to protected heritage properties. The previous designation of the Old Port Credit Village Heritage Conservation District means that properties within the boundaries of the District are protected heritage properties.

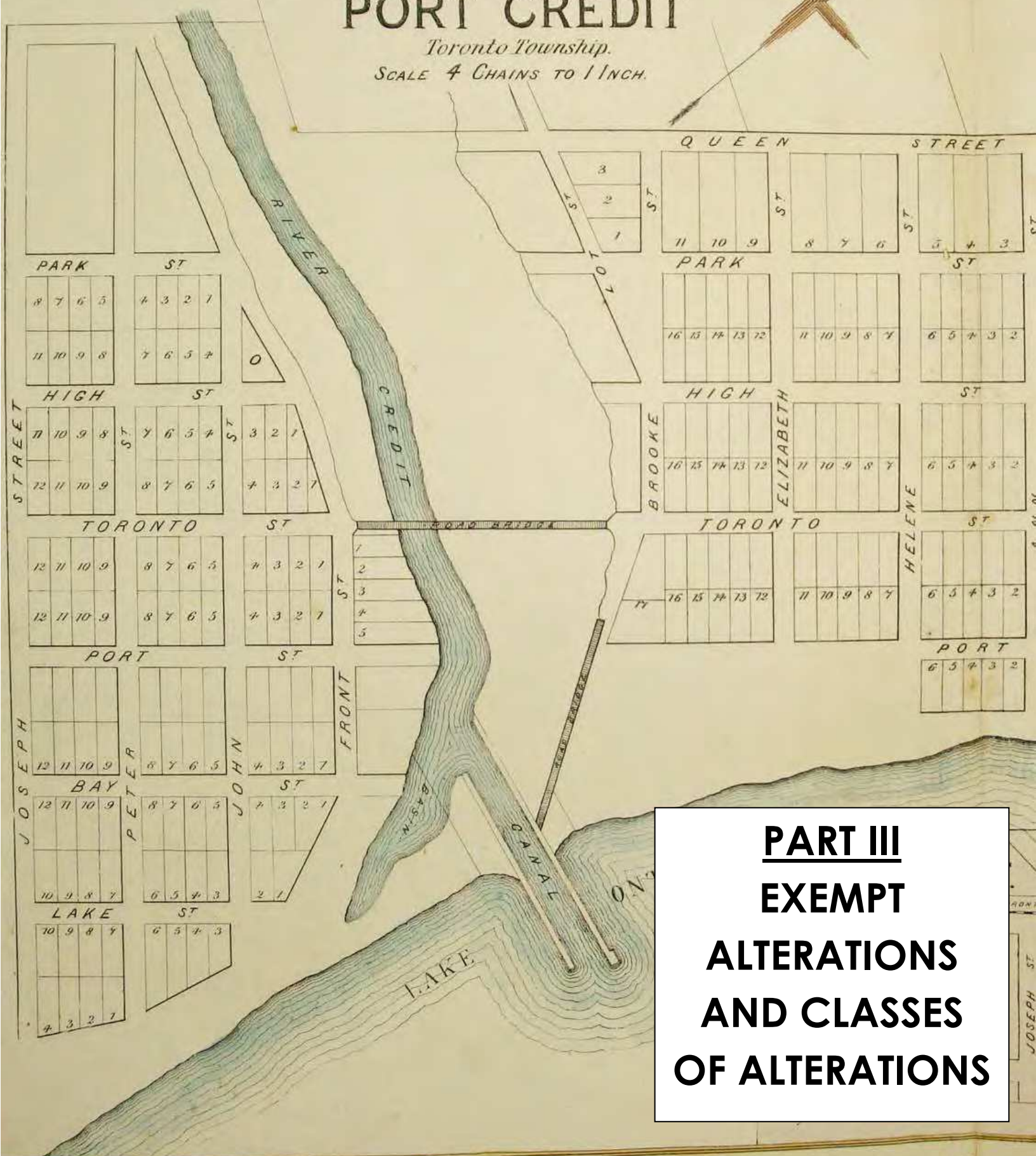
Therefore, if development or site *alteration* is proposed on lands adjacent (meaning contiguous) to the heritage conservation district, the proponent of such development shall be required to undertake the preparation of a cultural *heritage impact assessment*, as outlined in the City of Mississauga Official Plan and the Province of Ontario in the

Ontario Heritage Toolkit. The report shall demonstrate how the proposed development is *compatible* with the *heritage attributes* and objectives of the Old Port Credit HCD.

PLAN OF PORT CREDIT

Toronto Township.

SCALE 4 CHAINS TO 1 INCH.



PART III
EXEMPT
ALTERATIONS
AND CLASSES
OF ALTERATIONS

PART III - Exempt alterations and classes of alterations

17.0 Exempt alterations

17.1 Introduction

The *Ontario Heritage Act* allows a heritage conservation district plan to exempt some forms of *alterations* from the requirement for a heritage permit by providing that a heritage conservation district Plan shall include:

- (e) *a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42.2005, c.6,s.31.*

As such, this section includes a list of *alterations* that are considered to be minor in nature and that may be carried out without first obtaining a heritage permit. The various *alterations* have the same status as 'policies' found elsewhere in this document, in that they are required to be followed. These minor *alterations* have been guided generally by the principles of either being undertaken within a small area, confined to areas that are generally out of sight from public view, constitute routine maintenance, or are easily reversible. It should be noted that some of the exemptions listed in this section may not apply to properties designated under Part IV of the *Ontario Heritage Act*, where features listed within this section are included as *heritage attributes* of the property.

Consultation with City of Mississauga Heritage Planning staff is recommended before commencing any minor *alterations* to property, in order to confirm that a heritage permit is not required. In addition, consultation with Building Department staff is recommended to determine if a building permit is required.

Any property owner conducting non-exempt work on their *contributing property* within the District without a heritage permit will be prosecuted.

17.2 Exemptions for residential properties

Alterations that may be carried out without obtaining a heritage permit under Section 42 of the *Ontario Heritage Act* are:

- a) **Interior modifications:** The interiors of *buildings* are not subject to regulation within the heritage conservation district.

Exceptions: Structural interventions, as well as interior features designated under Part IV of the *Ontario Heritage Act* or interior features that have an exterior presence, including but not restricted to windows and doors in *building* façades require a heritage permit.

- b) **Roof Materials:** Replacement of existing roof materials in kind does not require a permit.

Exceptions: Replacing or removing original roofing materials including metal, slates, tiles or wood shingles with other materials requires a permit.

- c) **Skylights:** The installation of skylights located out of sight from street views and in the same plane as the roof (e.g. on the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

- d) **Solar panels:** The installation of solar panels located out of sight from street views and in the same plane as the roof (e.g. at the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

Exceptions: Freestanding panels on poles or those requiring a structural frame for support require a permit.

- e) **Satellite dishes:** The installation of satellite dishes that are located in such a way that they are not visible from the street either at the front, side or rear of *buildings* does not require a permit.

- f) **Security lighting and alarm systems:** The installation of security lighting and/or alarm systems does not require a permit.

- g) **Amenity Lighting:** The installation of porch lighting or other amenity or seasonal lighting does not require a permit.

- h) **Eaves trough and downspouts:** The removal and/or installation of new eaves troughs and downspouts does not require a permit.

- i) **Landscaping, soft:** The removal and/or installation of vegetative landscaping, such as planting beds, shrubbery and small ornamental trees and the pruning

and maintenance of trees or the removal of dead branches or limbs does not require a permit.

Exceptions: The removal of trees is subject to the City of Mississauga Private Tree Protection By-law.

- j) **Landscaping, hard:** The removal and installation of hard landscaping, such as driveways, entranceways, paths and parking areas in the same materials and of the same area and dimension do not require a permit.

Exceptions: The removal and/or installation of any hard landscaping, such as driveways, entranceways, paths and parking areas in any new material requires a permit.

- k) **Fencing:** The removal and/or installation of fencing in the rear yard of a property and behind the mid-point of the side façade of *building*, does not require a permit. Requirements of the City of Mississauga Fence By-law will also have to be met.

Exceptions: The removal and/or installation of fencing in the front yard of a property requires a permit. The removal and/or installation of fencing in the side yard but not beyond the mid-point of the side façade towards the front of a *building* require a permit.

- l) **Porches, verandas and decks:** The installation and/or removal of single-storey porches, verandas and decks located within the rear yard and away from views of the street or, in the case of corner lots, the frontage of the property, do not require a permit.

Exceptions: The removal and/or installation of porches, verandas and decks in the front and side yards of a property requires a permit.

- m) **Storm windows and doors:** The installation and/or removal of storm windows and screen doors does not require a permit.

- n) **Stairs or steps:** The removal of stairs or steps and replacement in kind (same dimensions and materials) does not require a permit.

- o) **Signage:** The installation of number and name signage on *building* façades or on free-standing supports does not require a permit.

- p) **Maintenance:** Ongoing maintenance to *buildings*, structures or small areas of paving that do not significantly affect the appearance of the outside of the property and do not involve the permanent removal or loss of *heritage attributes* do not require a permit.

Exceptions: The removal and/or installation of any cladding materials requires a permit. The cleaning of any *building* façade surface (using any method of

cleaning such as sandblasting, chemical cleaning, and pressurized water) requires a permit. Carrying out test patches in any location for any cleaning method requires a permit. The removal of any paintwork from a masonry *building* façade surface requires a permit.

- q) **Painting:** The painting of doors, window frames, muntins and mullions, trim, eaves troughs, downspouts and minor architectural detailing does not require a permit.

Exceptions: The painting of any masonry materials or synthetic cladding materials requires a permit.

- r) **Canopies and awnings:** The installation of new canopies and awnings that are replacing existing and are of an equal size and scale does not require a permit.

Exceptions: Canopies and awnings that are larger or require additional fastenings to the *building* require a permit.

As with any modifications being contemplated, it is beneficial to contact The City of Mississauga Heritage Planning staff to discuss proposals before commencing work. Some of the above modifications may also require a Building Permit, and appropriate staff should be consulted

17.3 Exemptions for commercial properties

Alterations that may be carried out without obtaining a permit under section 42 of the Act are:

- a) **Interior modifications:** The interiors of *buildings* are not subject to regulation within the heritage conservation district.

Exceptions: Structural interventions, as well as interior features designated under Part IV of the *Ontario Heritage Act* or interior features that have an exterior presence, including but not restricted to windows and doors in *building* façades require a heritage permit.

- b) **Roof Materials:** Replacement of existing roof materials (such as asphalt shingles or rolled asphalt roofing) in kind does not require a permit.

Exceptions: Replacing or removing original roofing materials including metal, slates, tiles or wood shingles with different roof coverings or asphalt shingles requires a permit.

- c) **Skylights:** The installation of skylights located out of sight from street views and in the same plane as the roof (e.g. on the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

- d) **Solar panels:** The installation of solar panels located out of sight from street views and in the same plane as the roof (e.g., at the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

Exceptions: Freestanding panels on poles or those requiring a structural frame for support require a permit.

- e) **Satellite dishes:** The installation of satellite dishes that are located in such a way that they are not visible from the street either at the front, side or rear of *buildings* does not require a permit.
- f) **Security lighting and alarm systems:** The installation of security lighting and/or alarm systems does not require a permit provided that the method of installation requires no removal of *heritage building fabric* such as masonry units or fascia boards.
- g) **Eaves trough and downspouts:** The removal and/or installation of new eaves troughs and downspouts does not require a permit.
- h) **Landscaping, soft:** The removal and/or installation of vegetative landscaping, such as planting beds, shrubbery and small ornamental trees and the pruning and maintenance of trees or the removal of dead branches or limbs does not require a permit.
- i) **Landscaping, hard:** The removal and installation of hard landscaping, such as driveways, entranceways, paths and parking areas in the same materials and of the same area and dimension does not require a permit.

Exceptions: The removal and/or installation of any hard landscaping, such as driveways, entranceways, paths and parking areas in any new material requires a permit.

- j) **Maintenance or small repairs:** Ongoing maintenance or small repairs to *buildings*, structures or small areas of paving that do not significantly affect the appearance of the outside of the property and do not involve the permanent removal or loss of *heritage attributes* do not require a permit.

Exceptions: The removal and/or installation of any cladding materials requires a permit. The cleaning of any *building* façade surface (using any method of cleaning such as sandblasting, chemical cleaning, and pressurized water) requires a permit. Carrying out test patches in any location for any cleaning method requires a permit. The removal of any paintwork from a masonry *building* façade surface requires a permit.

- k) **Painting:** The painting of doors, window frames, muntins and mullions, trimwork, eaves troughs, downspouts and minor architectural detailing does not require a permit.

Exceptions: The painting of any unpainted or previously painted masonry materials or synthetic cladding materials requires a permit.

- l) **Canopies and awnings:** The installation of new canopies and awnings that are replacing existing and are of an equal size and scale does not require a permit.

Exceptions: Canopies and awnings that are larger than existing or require additional fastenings to a *building* require a permit.

- m) **Amenity Lighting:** The installation of porch lighting or other amenity or seasonal lighting does not require a permit.

As with any modifications being contemplated, it is beneficial to contact The City of Mississauga Heritage Planning staff to discuss proposals before commencing work. Some of the above modifications may also require a Building Permit, and appropriate staff should be consulted.

17.4 Exemptions for institutional properties

Alterations that may be carried out without obtaining a permit under Section 42 of the Act are:

- a) **Interior modifications:** The interiors of *buildings* are not subject to regulation within the heritage conservation district, and no permit is required.

Exceptions: Structural interventions, as well as interior features designated under Part IV of the *Ontario Heritage Act* or interior features that have an exterior presence, including but not restricted to windows and doors in *building* façades require a heritage permit.

- b) **Roof Materials:** Replacement of existing roof materials in kind and of the same colour does not require a permit.

Exceptions: Replacing or removing original roofing materials including metal, slates, tiles or wood shingles with asphalt roof shingles or other materials requires a permit.

- c) **Skylights:** The installation of skylights located out of sight from street views and in the same plane as the roof (e.g. on the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

- d) **Solar panels:** The installation of solar panels located out of sight from street views and in the same plane as the roof (e.g., at the rear slope of a roof or on a flat or low pitched roof) would not require a permit.

Exceptions: Freestanding panels on poles or those requiring a structural frame for support require a permit located anywhere on the property.

- e) **Satellite dishes:** The installation of satellite dishes that are located in such a way that they are not visible from the street either at the front, side or rear of *buildings* does not require a permit.
- f) **Security lighting and alarm systems:** The installation of security lighting and alarm systems does not require a permit.
- g) **Amenity Lighting:** The installation of porch lighting or other amenity or seasonal lighting does not require a permit.
- h) **Eaves trough and downspouts:** The removal and/or installation of new eaves troughs and downspouts does not require a permit.
- i) **Landscaping, soft:** The removal and/or installation of vegetative landscaping, such as planting beds, shrubbery and small ornamental trees and the pruning and maintenance of trees or the removal of dead branches or limbs does not require a permit.
- j) **Landscaping, hard:** The removal and installation of hard landscaping, such as driveways, entranceways, paths and parking areas in the same materials and of the same area and dimension does not require a permit.

Exceptions: The removal and/or installation of any hard landscaping, such as driveways, entranceways, paths and parking areas in any new material requires a permit.

- k) **Signage:** The installation of number signage on *building* façades or on free-standing supports does not require a permit.
- l) **Maintenance or small repairs:** Ongoing maintenance or small repairs to *buildings*, structures or small areas of paving that do not significantly affect the appearance of the outside of the property and do not involve the permanent removal or loss of *heritage attributes* do not require a permit.

Exceptions: The removal and/or installation of any cladding materials requires a permit. The cleaning of any *building* façade surface (using any method of cleaning such as sandblasting, chemical cleaning, and pressurized water) requires a permit. Carrying out test patches in any location for any cleaning

method requires a permit. The removal of any paintwork from a masonry *building* façade surface requires a permit.

- m) **Painting:** The painting of doors, window frames, muntins and mullions, trim, eaves troughs, downspouts and minor architectural detailing does not require a permit.

Exceptions: The painting of any masonry materials or synthetic cladding materials requires a permit.

- n) **Canopies and awnings:** The installation of new canopies and awnings that are replacing existing and are of an equal size and scale does not require a permit.

Exceptions: Canopies and awnings that are larger or require additional fastenings to the *building* require a permit.

As with any modifications being contemplated, it is beneficial to contact The City of Mississauga Heritage Planning staff to discuss proposals before commencing work. Some of the above modifications may also require a Building Permit, and appropriate staff should be consulted.

17.5 Exemptions for public realm properties

Alterations that may be carried out without obtaining a permit under Section 42 of the Act are:

- a) **Maintenance or minor repairs:** Ongoing maintenance or minor repairs to road or sidewalks surfaces and areas of paving that do not significantly affect the appearance of the surface and that are exempt from review or approval under the Municipal Class Environmental Assessment do not require a permit.

Exceptions: The installation of any streetscape device (not including signage), new road or sidewalk surfaces requires permit.

- b) **Installation and/or repair of underground utilities or services:** Subsurface excavation for the installation and repair of utilities (water, sewage, gas, or communications) does not require a permit.

- c) **Repair of above-ground utilities or services:** Work undertaken for the repair of above-ground utilities (hydro, communications and lighting), including conduits, poles and associated boxes or covers and installation of non-permanent or non-fixed street furniture including but not restricted to seating, planters, tree grates, banners, hanging baskets, garbage receptacles and bike racks does not require a permit.

Exceptions: The installation of any new luminaires and/or poles.

- d) **Landscaping, soft:** The installation of any soft or vegetative landscaping confined to boulevard installation and associated planting beds does not require a permit.
- e) **Landscaping, hard:** The removal and installation of hard landscaping, such as driveways, entranceways, paths and parking areas in the same materials and of the same area and dimension does not require a permit. Playground equipment does not require a permit.

Exceptions: The removal and/or installation of any hard landscaping, such as driveways, entranceways, paths and parking areas in any new material require a permit. Signage that is part of the City's Commemorative Tree and Bench Program does not require a permit.

As with any modifications being contemplated, it is beneficial to contact The City of Mississauga Heritage Planning staff to discuss proposals before commencing work.

17.6 Emergency work

In some extraordinary circumstances, emergency work may have to be carried out to public or private property without the benefit of a Heritage Permit or ascertaining whether such work is exempt from regulation. These extraordinary circumstances are as follows:

- a) Natural disasters (e.g. fire, flood, tornado, earthquake, etc.)
- b) Emergency health and safety circumstances where the time of repairs makes it impossible to consult with municipal staff.

Notwithstanding this provision, all work should be undertaken in a manner that does not destroy valued *heritage building fabric*. Photographs of 'before and after' should be taken to confirm the condition of the *building* or property and the nature of the finished repairs, and supplied to City staff as a record of the work.



PART IV GLOSSARY

PART IV - Glossary

The following comprises a list of some of the more commonly used terms and definitions in this District Plan. Where applicable, sources are indicated to show where the term has been derived.

Alter means to change in any manner and includes to restore, renovate, repair or disturb and **alteration** has a corresponding meaning (Source: *Ontario Heritage Act*).

Animated sign means any kinetic or illusionary motion of all or any part of a sign and includes the rotation of a sign but does not include a changing copy sign (Source: City of Mississauga sign by-law 54-02;

Archaeological assessment means a report prepared by a licenced professional archaeologist for an applicant in cases where an applicant proposes development on lands which are deemed to contain archaeological potential, and that serves to identify sub-surface cultural resources and to assess the impact of development on them.

Ancillary structure means a subordinate *building* or structure on the same lot as the main *building*, or subordinate to part of the main *building* and used exclusively for a use that is naturally and normally incidental, subordinate and exclusively devoted to, and is located on the same lot as the permitted use.

Built heritage resource means a *building*, structure, monument, installation or any manufactured remnant that contributes to a property's cultural *heritage value* or interest as identified by a community, including an Indigenous community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers. (Source: *2014 Provincial Policy Statement*).

Building means:

- (a) a structure occupying an area greater than ten square metres consisting of a wall, roof and floor or any of them or a structural system serving the function thereof including all plumbing, works, fixtures and service systems appurtenant thereto,
- (b) a structure occupying an area of ten square metres or less that contains plumbing, including the plumbing appurtenant thereto,
- (c) plumbing not located in a structure,
 - (c.1) a sewage system, or
- (d) structures designated in the building code;

(Source: *Ontario Building Code Act*, 1992, updated 2018).

Buffering means allowing filtered views through material such as a deciduous shrub border or a partially enclosed fence (e.g. picket fencing). **Buffer** has a corresponding meaning.

Character means the collective physical qualities and visual attributes that distinguish a particular area or neighbourhood.

Character-defining elements are those historic materials and distinctive features that define the *building's* or *landscape's* character and make each special.

Compatible when used together with any *building*, use, *alteration* or any other form of change means consistent with the *heritage attributes* and cultural *heritage value* of a property, and which has little or no adverse effect on its appearance, *heritage attributes*, and integrity. **Compatibility** has a corresponding meaning.

Conservation means all actions or processes that are aimed at safeguarding the *character-defining elements* of a cultural resource so as to retain its *heritage value* and extend its physical life. This may involve *preservation*, *rehabilitation*, *restoration*, or a combination of these actions or processes. (Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*).

Conserved means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and archaeological resources in a manner that ensures their cultural *heritage value* or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, *archaeological assessment*, and/or *heritage impact assessment*. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. (Source: *2014 Provincial Policy Statement*).

Contributing properties are properties whose age, history, or architecture is significant or complementary to the District. *Contributing* properties may include both older *buildings* that are of historic interest, as well as more recent properties that are of a scale, type and built form that contributes to the District *character*. *Contributing* properties are listed in this Plan, shown on the accompanying map, and described and illustrated in the HCD Property Inventory, **Appendix B**.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural *heritage value* or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National

Historic Site or District designation, or a UNESCO World Heritage Site). (Source: 2014 *Provincial Policy Statement*).

Effects (adverse) include those conditions resulting in the attrition of protected heritage properties and include: the destruction, loss, removal or incompatible *alteration* of all or part of a *protected heritage property*; the isolation of a *protected heritage property* from its surrounding streetscape or setting; or the introduction of physical, visual, audible or atmospheric elements that are not in *character* with a heritage property and/or its setting. □Adversely affected□and □adversely affects□have a corresponding meaning.

Effects (beneficial) include those conditions resulting in: the protection of heritage properties from demolition or removal; the retention of a *protected heritage property* in situ in a structurally stable and sound condition or state of repair; accurate *restoration* of a *protected heritage property*; the sympathetic *alteration* or repair of a *protected heritage property* to permit an existing or new use; enhancement of a *protected heritage property* by accommodating *compatible* new development; or maintenance of a *protected heritage property* through the repair and replacement of worn-out components and using *compatible* materials and techniques.

Fenestration means the placement, size, and type of windows within a *building*.

Garage means a *building*, structure or part thereof, including a carport, used for the parking of motor vehicles.

Heritage Advisory Committee is a standing Municipal Heritage Committee of City of Mississauga Council that makes recommendations to Council on matters pertaining to heritage *conservation*.

Heritage attributes means, in relation to real property, and to the *buildings* and structures on the real property, the attributes of the property, *buildings* and structures that contribute to their cultural *heritage value* or interest (Source: *Ontario Heritage Act*).

Heritage building fabric means the physical components relating to the layout, materials and details of built and landscape heritage resources.

Heritage conservation easement is a binding legal agreement between a willing property owner and the City of Mississauga for the perpetual protection and care of a *building* of historic interest.

Heritage impact assessment is a report prepared by a qualified heritage consultant for an applicant according to the City's terms of reference in cases where the applicant proposes to demolish or significantly *alter* a *building* of historic interest or significantly *alter* historic property, and that serves to document the *building* or property and assess the impact of demolition or *alteration* on the District's historical *character*.

Heritage value means the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The *heritage value* of

an historic place is embodied in its *character-defining* materials, forms, location, spatial configurations, uses and cultural associations or meanings. (Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*).

Infill development means the construction of new *buildings* on vacant lands located within previously built-up areas of urban settlements. Infill often occurs within residential neighbourhoods or historic commercial areas.

Other properties are properties whose age, history, scale, form, or architecture is not *significant* nor complementary to the District, and are listed in this Plan, shown on the accompanying map, and described and illustrated in the HCD Property Inventory, **Appendix B**.

Preservation means the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its *heritage value*. (Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*).

Principal Façade means the *building* elevation (or elevations) that are visible from the public street or right-of-way.

Property means real property and includes all *buildings* and structures thereon (Source: *Ontario Heritage Act*).

Protected heritage property means property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a *heritage conservation easement* under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites. (Source: 2014 Provincial Policy Statement).

Rehabilitation means the action or process of making possible a continuing or *compatible* contemporary use of a historic place or an individual component, while protecting its *heritage value*. (Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*).

Restoration means the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its *heritage value*. (Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*).

Screening means the blocking of views through the use of solid fencing or evergreen material.

Significant means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural *heritage value* or interest for the important contribution

they make to our understanding of the history of a place, an event, or a people. (Source:
2014 Provincial Policy Statement).

1905

SEE SHEET NO. 1920

PARK WEST

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(SCALE FOR THIS SECTION - 100' = 1")

MISSISSAUGA ROAD S.

(LATE JOSEPH)

Water Works pumping station (for location, see below 8.1) (filter plant)

120,000 gal. Reservoir

190518 (O.B. 23)

Clotier

NOTE THIS SHEET FORMERLY PART OF SHEETS NO. 2 & 7 PORT CREDIT PLAN

TORONTO VOL. 1 (PORT CREDIT) JULY, 1952

190521

St. Andrew's Methodist Church (Wesleyan)

(O.B. 24)

SEE SHEET NO. 1902A

ROAD NORTH

MISSISSAUGA

NORTH

190501 (O.B. 3)

190502 (O.B. 4)

190509 (O.B. 5)

190500 (O.B. 2)

HIGH

WEST

(O.B. 8)

190503

(O.B. 7)

190504

(O.B. 6)

190505

190506 (O.B. 10)

190507 (O.B. 11)

190508 (O.B. 12)

190510 (O.B. 13)

190511 (O.B. 17)

190512 (O.B. 18)

190513 (O.B. 19)

190514 (O.B. 24)

190522 (O.B. 25)

SEE SHEET NO. 1904

ROAD SOUTH (LATE JOSEPH)

MISSISSAUGA

SOUTH

SOUTH

SOUTH

190515 (O.B. 15)

190516 (O.B. 20)

190517 (O.B. 21)

190520 (O.B. 21)

190519 (O.B. 22)

190506 (O.B. 10)

190518 (O.B. 23)

Lake Ontario

LAKE SHORE ROAD

MUNICIPAL OFFICES

Hall Br.

PART V
MUNICIPAL
IMPLEMENTATION

(SCALE FOR THIS SECTION - 100' = 1")

PART V – Municipal Implementation

18.0 Introduction

The successful implementation of a heritage conservation district and the management of change within a district are typically achieved through the review and approval of heritage permit applications under Section 42 of the *Ontario Heritage Act*. There are also other mechanisms, tools and actions both under the *Ontario Heritage Act* as well as other Ontario statutes, such as the *Ontario Planning Act*, that also can help complement municipal heritage initiatives. While the Old Port Credit Village Heritage Conservation District has been in place since 2004, the continued successful implementation of the District will be aided by initiatives and planning policies that directly support or provide a framework for focussing and implementing District *conservation* efforts.

This component of the Old Port Credit Heritage Conservation District Plan update project addresses aspects of *conservation* that are not necessarily related to the provisions of the *Ontario Heritage Act*, but will aid in the implementation of the District Plan. A number of initiatives are proposed in the following sections, as recommendations to City of Mississauga staff and Council. It is intended that these recommendations will be considered in the future as municipal resources and where applicable budgets allow.

19.0 Land use planning policies

19.1 Introduction

One of the matters to be addressed through the preparation of a heritage conservation district plan is the identification of any recommended changes to applicable Official Plans or Zoning By-laws. Accordingly, as part of the preparation of the Old Port Credit Village Heritage Conservation District Plan a review was undertaken of municipal Official Plan policies and Zoning By-law regulations in order to identify any significant conflicts or inconsistencies between the *conservation* initiatives anticipated in the District Plan and the direction contained in these other planning documents.

19.2 City of Mississauga Official Plan

The applicable City of Mississauga Official Plan policies were reviewed and summarized as part of the Issues Analysis Report (see Section 3.2). The policies

related to the Old Port Credit Village Heritage Conservation District are reflective of the existing and proposed direction contained in the District Plan, and there are no changes recommended to these policies at this time.

19.3 City of Mississauga Zoning By-law

The applicable City of Mississauga Zoning By-law regulations were reviewed and summarized as part of the Issues Analysis Report (see Section 3.3). The zoning regulations applicable to the heritage conservation district are in conformity with the direction proposed in the updated heritage conservation district, with the exception of building heights on some of the properties due to existing building form being approved and constructed prior to the district designation. Accordingly, there are no changes recommended at this time.

20.0 Related application processes

20.1 Background

In some instances, building or district permits within the Old Port Credit Village Heritage Conservation District may be preceded by applications for a planning approval pursuant to the *Planning Act*, e.g., plans of subdivisions, severances, minor variances, etc. These planning applications may involve development that has the potential to affect the *character* of the District. It is important that appropriate heritage planning input be gained at the earliest opportunity, prior to any approvals that may compromise consideration of a heritage permit application, later in the approvals process.

20.2 Recommendation #1: Planning and development applications

It is recommended that municipal Heritage Planning staff be consulted to provide advice on the appropriateness of the applications for following proposals located within or partially within the designated District, given the intent of the Old Port Credit HCD Plan, including:

- A variance or a consent;
- A Plan of Subdivision;
- A Zoning By-law amendment;
- Road closure;
- Road widening; or
- Any public works and improvements by a municipal authority or local utility.

20.3 Site Plan Control

In some heritage conservation districts, it has become a standard practice to use Site Plan Control provisions authorized under the *Planning Act* to complement the development review mechanisms of the *Ontario Heritage Act*.

In some municipalities, any property designated under the provisions of the *Ontario Heritage Act* is subject to Site Plan Control pursuant to Section 41 of the *Planning Act*. Development which involves new construction, or making *alterations* or additions to an existing *building* or structure to allow a substantial increase in size or usability requires the approval of municipal Council (unless authority has been delegated).

Site Plan Control allows the municipality to require facilities or improvements to the subject site, and in particular address matters such as landscaping and architectural details in the development of a property.

Whereas heritage designation is concerned primarily with the details of changes to properties as a means to conserve the *character* of the property, site plan control seeks to ensure that an acceptable standard of site amenity and maintenance is achieved. Site Plan Control and heritage conservation district permits have considerable potential to complement each other, although procedures and differing time spans for processing applications may be considered cumbersome.

The entire area within the Old Port Credit Heritage Conservation District is designated as a site plan control area by the City of Mississauga. As such, the site plan control process is required for any application that falls under the purview of the City's by-law.

20.4 Recommendation #2: Site Plan applications and heritage permits

In order to ensure that there is no duplication between site plan applications and heritage permit applications the following process for review is recommended:

- i) Applications for approvals under site plan control and permit approval under district designation should be treated as individual applications.
- ii) Wherever possible both applications should be submitted together at the same time and considered within the time period (or as otherwise extended and agreed to by the applicant) permitted under subsection 41 (12) of the *Planning Act*, (see also section vi below).
- iii) An application under the provisions of the *Ontario Heritage Act* should address all matters relating to the detailed design, *alteration* and construction of *buildings*, structures and other property *alterations*.

- iv) An application for site plan approval should address all matters relating to the conceptual design and specific location of *buildings* and structures and all other site considerations usually required by the City of Mississauga.
- v) Both applications should be considered in the context of the policies and guidelines provided in the pertinent sections of this heritage conservation district plan and appropriate conditions applied to each application if necessary.
- vi) If applications for site plan approval are submitted separately any requested permit under the *Ontario Heritage Act* should be determined first and the applicable site plans suitably annotated to include a note referencing the heritage permit number, date of approval and details of any granted *alterations*.

21.0 Communication regarding heritage conservation

21.1 Background

Through the consultation process, it was noted that communication about the presence of a heritage conservation district within Port Credit could be improved. The suggestion was made that information about the conservation of the District's *heritage value* could be made available to current and new property owners, as well as a copy of the heritage conservation district plan (or excerpts). It was suggested that a 'welcome package' could be provided to new property owners by local community representation.

The City of Mississauga currently has a section on their website regarding heritage conservation, including details about the Old Port Credit Village Heritage Conservation District. Information currently online includes a copy of the District Plan, as well as some general information about district designation. Additional information could be added in terms of a newsletter or pamphlet about Port Credit, in order to enhance communication about the District. Additionally, information could be provided to new property owners as properties change ownership.

21.2 Recommendation #3: HCD promotion

It is recommended that the City investigate ways in which to improve communication about the Old Port Credit Heritage Conservation District to residents within the District, including new property owners. This could be done in partnership with an interested group of local residents.

22.0 Heritage permit process

22.1 Introduction

Through the consultation process, information was provided to the study team that suggests improvements to the current heritage permit process would be desirable. Specific reference was made to the length of time and the expense associated with heritage permit applications.

The *Ontario Heritage Act* enables municipalities to establish municipal heritage committees to advise on matters under the *Ontario Heritage Act*, amongst other things. Part IV of the Act which addresses the designation of individual properties and the management of change through the review and approval of heritage permit applications provides a specific role for a municipality's heritage committee both in the property designation process and in advising on applications for *alterations* and demolition.

In Part V of the Act which addresses the designation of heritage conservation districts the role of the municipal heritage committee is relatively restricted. Specific direction is given in the preparation of a heritage conservation district plan and the involvement of the municipal heritage committee, yet there is no specific requirement for heritage committee action in the processing and determination of permit applications for *alteration* under Part V of the Act. The Act does provide that a municipal heritage committee is to be consulted on all applications for demolition or removal.

The City of Mississauga presently has a Municipal Heritage Committee which is made up of volunteers from the community appointed by Council and is supported by a City staff liaison and recording secretary. The Committee meets ten times per year, and advises Council on matters relating to the conservation of cultural heritage resources within the City.

Whether legislated or not, many municipalities utilise municipal heritage committees or sometimes purposefully created district advisory committees to provide expertise and to advise on heritage permit applications within Part V designated heritage conservation districts.

22.2 Recommendation #4: The role of the Municipal Heritage Committee

- a) It is recommended that the current municipal heritage committee continue as the primary adviser to Council (or its delegated authority) on the determination of heritage permit applications.

- b) It is recommended that effectiveness of the Municipal Heritage Committee in assisting with the management of the District Plan be monitored to ensure that the interests of the Old Port Credit community are appropriately represented in its advisory role to Council. Consideration could be given to amending the Committee membership if deemed appropriate.
- c) It is recommended that consideration be given to establishing a sub-committee to assist with implementation of the District Plan specific to Old Port Credit Village.
- d) It is recommended that City staff, in consultation with area residents examine the feasibility of establishing a local contact point for potential heritage permit applicants to contact. This will help ensure that application requirements and process are clear.

22.3 Delegated approval authority for alterations

Section 42 (16) of the *Ontario Heritage Act* provides for the delegation of Council's authority to grant permits for the *alteration* of property in a designated heritage conservation district to an employee or official of the municipality. The City of Mississauga has enacted such a by-law. The granting of permit approvals for *alterations* by municipal staff is considered to be a means of expeditiously processing permits and substantially reducing reports and reporting time to Council for decision making. Such action also assists in enhancing customer service and the provision of municipal services in an expeditious and efficient manner. It must be noted that delegation of approvals does not extend to the construction of new *buildings* or structures or the demolition of *buildings* and structures.

The removal of consultation with the *Heritage Advisory Committee* for *Part V* property *alterations* is pending Council approval.

23.0 Financial incentives

Typically heritage conservation activities in their most basic and fundamental form comprise two components: firstly, a system for regulating change to the cultural heritage resource usually through a formal process of designation and subsequent permit approval and secondly, a complementary program of financial assistance to assist in conserving valued *heritage building fabric*, features and materials. Balancing the carrot and stick approach to conservation is usually an uneven process with regulation remaining relatively consistent while financial incentives varying, usually being dependent on municipal or provincial budget commitments that may change from year to year.

The authority to provide financial incentives to heritage resource conservation is established under both the *Ontario Heritage Act* and the *Municipal Act*. Sections 39 and 45 of the *Ontario Heritage Act* provide that municipalities may establish by-laws to make grants or loans to owners of designated heritage properties, and Section 365.2 of the *Municipal Act* makes provisions for enabling municipal tax rebates to such properties.

To date, the City of Mississauga offers a heritage grant program that provides for up to one half of the approved actual eligible project costs, from a minimum of \$500 to a maximum of \$5,000, or \$10,000 for structural projects. This program is renewed annually, with a specific application process and deadline.

Appendix A

Permits & Approval Requirements

	Activity	Site Plan Approval Required	Building Permit Required	Heritage Permit Required	
				Contributing Properties	Other Properties
1	Demolition			×	
2	Relocation of existing <i>building</i>			×	
3	Structural interventions				
4	Erection of new <i>building</i>			×	×
5	Additions including enclosed porches				
6	Erection of new verandas or decks				
7	Erection of new <i>garages</i> or carports				
8	<i>Alteration</i> to roofline including demolition or erection of dormers				
9	New door and/or window openings				
10	Installation of skylights				
11	Demolition or erection of chimneys				
12	Masonry cleaning, masonry re-pointing				
13	Installation of new replacement windows				
14	Installation of replacement exterior cladding				
15	Installation of new roof materials different from existing roof materials				
16	<i>Alterations</i> of doors, windows, and their surrounds				
17	Removal or addition of architectural detail such as brackets, barge boards, finials, brick, or terracotta				
18	Installation of mechanical or electrical equipment visible from the exterior				
19	Installation of storm windows and doors				
20	Erection of fences				
21	Removal or <i>alteration</i> of any heritage attribute of properties designated under Part IV			×	
22	Exterior painting other than masonry				
23	Erection of small accessory <i>buildings</i> under 10 square meters				
24	Routine exterior maintenance				
25	Replacement of eaves troughs and downpipes				
26	Non-structural interior work				

NOTE: A Heritage Impact Assessment (HIA) is required for any development that does not comply with the Old Port Credit Village Heritage Conservation District Plan; additionally a HIA is always required for those categories indicated with 'X'

Heritage Permit Application Tip Sheet

To facilitate the review of Heritage Permits, please ensure the following is included with each application (as per *The City of Mississauga Heritage By-Law 109-16*):

- ☐ A completed Heritage Permit application form
- ☐ A statement of the proposed scope of work
- ☐ A site plan showing the building and its surrounding context
- ☐ Architectural, engineering, and/or landscape design drawings of the proposed work showing materials, dimensions, and extent of work, including:
 - ☐ Indicate the floor level on each drawing, if applicable
 - ☐ Label all features as ☐new☐or ☐existing☐
 - ☐ Identify material types (e.g. brick, wood, stone)
 - ☐ Identify all proposed alterations to the property, including signage and landscaping
 - ☐ Ensure all drawings are prepared at a standard, legible scale. Sufficient detail must be shown (e.g. drawings at a scale of 1:50)
- ☐ Images including:
 - ☐ A front-on photograph of each full side of the existing building's elevations
 - ☐ Photographs showing the existing landscape condition, if applicable
 - ☐ Archival photographs and/or illustrations of the building, if applicable
 - ☐ Pictures or plans of similarly-styled buildings in the community, if applicable

The following may also be required:

- ☐ Written specifications for the proposed work
- ☐ Materials, samples, and specifications of the proposed work
- ☐ A Heritage Conservation Plan

Heritage Impact Assessments:

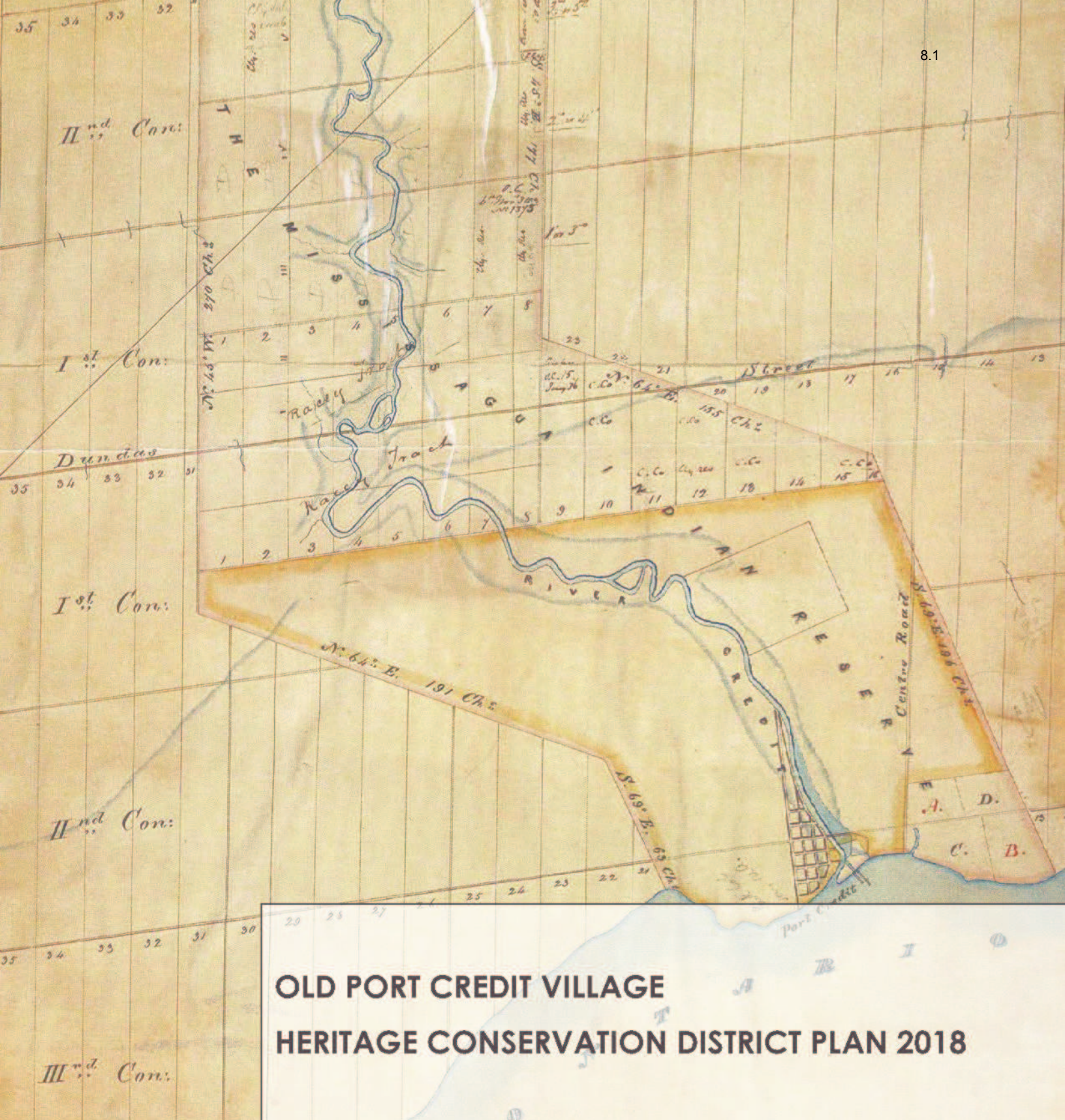
- ☐ Heritage impact assessment (HIA) is required for demolitions, new construction, or applications not compliant with the *Old Port Credit Village Heritage Conservation District Plan*
- ☐ For alterations, a heritage impact assessment (HIA) is not required for permit applications that comply with the *Old Port Credit Village Heritage Conservation District Plan*

Heritage Planning, Culture Division

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Appendix B



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT PLAN 2018

APPENDIX B: PROPERTY INVENTORY
Prepared for the City of Mississauga
April 2018

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT PROPERTY INVENTORY, 2018

Introduction

The *Old Port Credit Village Heritage Conservation District Property Inventory* is comprised of property data, heritage attributes, and photographs for each property within the District. Members of the consultant team visited the District on April 10, 2017, and on May 5, 2017 to collect data and to photograph the properties. If available, historic photographs from the City of Mississauga's Port Credit Gallery have been included.

The document is organized by street name, and then by property number. The order of the streets is as follows:

- Bay Street
- Front Street South
- John Street South
- Lake Street
- Lakeshore Road West
- Mississauga Road South
- Peter Street South
- Port Street West
- Stavebank Road South

The consultant team is comprised of George Robb Architect, MHBC Planning, Wendy Shearer Landscape Architect, and Historic Horizons Incorporated.

HOW TO SEARCH FOR A SPECIFIC ADDRESS

Step 1: press and hold the `CTRL' key, then press `F'

Step 2: type the address into the search bar

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT PROPERTY INVENTORY, 2018



Figure 1: Property inventory map for Old Port Credit Village Heritage Conservation District

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	26 Bay Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construct	1923 - 1928
2.3 Zoning	R15-1
2.4 Lot size (m ²)	411
2.5 Building front yard setback (m)	4.25
2.6 Building side yard setback (m)	1.2 /1.28
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Garden of annuals
3.3 Driveways and parking	Gravel driveway / detached garage
3.4 Landscape/property features	Flagstone path
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	150
4.3 Wall assembly	Frame / horizontal vinyl painted siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Front enclosed porch with steel sliding windows
4.7 Architectural style	Worker's cottage
5.0 HERITAGE	
5.1 Current status / designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Originally owned by Elizabeth Wilcox, who also originally owned the Wilcox Inn at 32 Front Street South. During Elizabeth Wilcox's ownership of the Wilcox Inn property, the property was subdivided; and this early cottage built on the new lot.</p> <p>The frame house was first illustrated on the 1928 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof shape • Horizontal wood siding • Scale • Extent of landscaping

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	27 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	1911 - 1923
2.3 Zoning	R15-1
2.4 Lot size (m ²)	662
2.5 Building front yard setback (m)	5.03
2.6 Building side yard setback (m)	6.3 / 5.38
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway / detached garage
3.4 Landscape/property features	Stone steps and planting beds
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	220
4.3 Wall assembly	Frame / brick veneer
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Rear addition
4.7 Architectural style	Edwardian Classical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Smooth unadorned brick, a symmetrical arrangement of fenestration and veranda supported by Classical pillars characterize this well-preserved house of the Edwardian era.</p> <p>Elizabeth Wilcox sold the lot in 1911 to Robert S. Corey, a fisherman, for \$300. The same property sold for \$6,000 in 1923. The brick-veneer house is first illustrated on the 1928 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Window shape and openings • Veranda with brick piers • Roof shape • Low-rise built form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 West elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	31 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	After 1867
2.3 Zoning	R15-1
2.4 Lot size (m ²)	560
2.5 Building front yard setback (m)	3.69
2.6 Building side yard setback (m)	2.93 / 6.02
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Detached garage
3.4 Landscape/property features	Concrete steps, paver path
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	220
4.3 Wall assembly	Frame / brick veneer
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Rear addition
4.7 Architectural style	Gothic revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>A central roof peak with delicate bargeboard, original wood sash and Victorian wood veranda distinguished this well-maintained house of picturesque appearance.</p> <p>Only one sale is recorded for the property in the nineteenth century. John Colbert sold the lot to Reverend Edward P. Wright in 1867. The brick-veneer house is first illustrated on the 1910 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Veranda • Scale • Roof line • Window shape, size, location

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 West elevation, 2017/08/05

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1989



6.4 West elevation, 1989

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.5 North elevation, 1980.

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	36 Bay Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construct	1890
2.3 Zoning	R15-1
2.4 Lot size (m ²)	367
2.5 Building front yard setback (m)	0.35
2.6 Building side yard setback (m)	5.67
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature trees and shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Corner lot
3.5 Fencing	Wood post-and-rail fence, wood picket fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	148.5
4.3 Wall assembly	Frame / wood shingle / board-and-batten
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Skylight, additions, restoration of shingle siding
4.7 Architectural style	Neoclassical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Between 1890 and 1892, the property changed hand three times. All three owners in the early 1890s were labourers - George G. Wilson, Frederick Grafton and William H. Harrison. Harrison lived here for several decades. His modest frame house is first illustrated on the 1910 fire insurance plan. The upper storey of the north wing is an addition built in the last decade.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Wood shingle siding • Roof shape • Window shape, size, openings

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/05/08



6.2 South elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	41 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	Early 1850s, altered about 1900
2.3 Zoning	R15-1
2.4 Lot size (m ²)	1042
2.5 Building front yard setback (m)	3.95
2.6 Building side yard setback (m)	4.99 / 0.98
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	150
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / steep / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Exterior lamppost in front yard, cladding restoration
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The L-shaped, frame house occupies one of the original one-quarter acre lots in the village survey. The house was built by the owner of the Crown patent for the lot - Alexander M. McGregor. His wife, Elizabeth, taught village children in the house.</p> <p>Informed by her great-grandmother Elizabeth McGregor, Etta Pearson (nee Thompson) wrote an account of the building's history in Ida Lynd Bradley's 1966 scrapbook, "Some Early Families of Port Credit." She stated that Alexander McGregor built the house in the early 1850s and that Elizabeth planted the lilac in the front yard. To support her story is the version of the 1837 patent plan copied in 1975 by the Ministry of Natural Resources, which shows Alex. McGregor on Lot 6. In addition, the 1843 plan also shows Alex. McGregor on the lot but no building.</p> <p>Etta Pearson also stated that Joseph Thompson and his wife, Victoria Grafton, who had lived in the house since 1884, remodelled the house about 1900. The house's appearance suggests the end of the nineteenth century. The title records the property passing from Alexander McGregor to Joseph Thompson, a tailor, in 1882.</p>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

	The house with its verandah wrapping around the northwest corner is first illustrated on the 1910 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none">• Roof shape• Low-rise form• Window openings and locations• Gable

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northeast corner, 2017/08/05

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1971



6.4 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	42 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	About 1902
2.3 Zoning	R15-1
2.4 Lot size (m ²)	1010
2.5 Building front yard setback (m)	0.78
2.6 Building side yard setback (m)	0; 5.14
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Flagstone path
3.5 Fencing	Wood post-and-rail
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	232
4.3 Wall assembly	Frame / brick veneer / wood shingle / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt
4.5 Storeys	1.5
4.6 Alterations	Rear addition, second store front addition
4.7 Architectural style	Arts and Crafts
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>William John Kivell, described either as a mariner or labourer, most likely built the house when he mortgaged the property in 1902. Remarkably, a 1910 agreement between William Kivell and Mary Kivell lists the rooms in the house - parlour, bedroom over parlour, dining room, small bedroom over the dining room, kitchen, bedroom over kitchen, halls, and cellar.</p> <p>By 2003, the house had been in the same family for a century.</p> <p>The L-shaped house at 42 Bay Street occupies one of the original one-quarter acre lots in the village survey.</p> <p>Its brick-veneer walls, first illustrated on the 1910 fire insurance plan, are decorated with terracotta panels, window heads, and stringcourses - all probably manufactured at the local brickyard established by Thomas Nightingale in 1889. The veranda with stone piers does not appear on the 1910 plan, but does in the 1928 plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> Decorative terracotta panels Brick

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

- Low-rise built form
- Veranda stone piers
- Roof shape

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 Southwest corner, 2017/05/08



6.3 South elevation decorative terracotta brick profiles, 2017/05/08



6.4 South elevation decorative terracotta brick profiles, 2017/05/08



6.5 South elevation decorative terracotta brick profiles, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	45 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	2003
2.3 Zoning	R15-1
2.4 Lot size (m ²)	1027
2.5 Building front yard setback (m)	6.17
2.6 Building side yard setback (m)	2.72 / 0.24
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway Interlock pavers
3.4 Landscape/property features	Walkway Interlock pavers
3.5 Fencing	Contemporary
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	480
4.3 Wall assembly	Frame / EIFS
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	46 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	1910 - 1920
2.3 Zoning	R15-1
2.4 Lot size (m ²)	814
2.5 Building front yard setback (m)	4.88
2.6 Building side yard setback (m)	1.94 / 8.39
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	218
4.3 Wall assembly	Frame / brick veneer / wood shingle / horizontal synthetic siding
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Rear addition
4.7 Architectural style	Dutch Colonial Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The gambrel roof indicates the Dutch Colonial Revival style, popular in the early twentieth century.</p> <p>The brick-veneer house does not appear on the 1910 fire insurance plan, but does on the 1928. It was likely built by Abraham Blowers, described either as a contractor or labourer, prior to 1920 when he sold a portion of Lots 7 and 8 to David Mills.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Gambrel roof • Low-rise form • Wood shingle siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northeast corner and detached garage, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	47 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	509
2.5 Building front yard setback (m)	5.29
2.6 Building side yard setback (m)	4.88 / 5.05
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Corner lot
3.5 Fencing	Wood fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	172
4.3 Wall assembly	Frame / faux stone and horizontal synthetic
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Cladding
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof shape

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northwest corner and front yard, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Northeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	50 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	1900 - 1910
2.3 Zoning	R15-1
2.4 Lot size (m ²)	801
2.5 Building front yard setback (m)	4.54
2.6 Building side yard setback (m)	7.23 / 2.75
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Mature trees, hedges
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Pavers, detached garage
3.4 Landscape/property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	106
4.3 Wall assembly	Frame / horizontal wood
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Skylights, rear addition
4.7 Architectural style	Modified Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>George Blowers, a mariner, and Diantha, his wife, may have first lived in the frame house, perhaps only the north wing with its Gothic Revival profile and Italianate door.</p> <p>Contractor Abraham Blowers may have added to the north wing and built the main part of the house in about 1910, as it is illustrated on the 1910 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Cladding • Mature trees

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northwest corner and front yard, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Northwest corner, 1980



6.4 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	54 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construct	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	266
2.5 Building front yard setback (m)	0
2.6 Building side yard setback (m)	0 / 5.21
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Gravel driveway
3.4 Landscape/property features	Concrete steps
3.5 Fencing	Wood picket
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	153
4.3 Wall assembly / cladding	Frame, horizontal wood
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Side addition
4.7 Architectural style	Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Low-rise form • Porch pediment • Gable

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 Southwest corner and driveway, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	57 Bay Street
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construction	2012
2.3 Zoning	R15-1
2.4 Lot size (m ²)	1010
2.5 Building front yard setback (m)	3.8
2.6 Building side yard setback (m)	0.5 / 6.3
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	1010.74
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Side addition
4.7 Architectural style	Replica Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	The property is one of the original one-quarter acre lots in the village. The house that previously occupied the lot is illustrated on the 1910 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Horizontal siding • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northeast corner, driveway, and detached garage, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	10 Front Street South
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	1910 - 1928
2.3 Zoning	C4-48
2.4 Lot size (m ²)	612
2.5 Building front yard setback (m)	2.99
2.6 Building side yard setback (m)	0.86 / 4.62
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrub
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	n/a
3.4 Landscape/property features	Concrete paver walkway
3.5 Fencing	Wood fence
4.0 ARCHITECTURE	
4.1 Building type	Former dwelling converted into commercial
4.2 Building size (m ²)	276
4.3 Wall assembly / cladding	Frame / vertical board and batten, EIFS
4.4 Roof shape / pitch / material	Hip / flat (addition)
4.5 Storeys	2
4.6 Alterations	Side addition with flat roof, altered window openings, windows replacement, balcony.
4.7 Architectural style	Commercial shop front
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	C&C Yachts originated at 10 Front Street South.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Hip roof • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/05/08



6.2 Northeast corner, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	12 Front Street South
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	1910 - 1928
2.3 Zoning	C4-48
2.4 Lot size (m ²)	367
2.5 Building front yard setback (m)	4.48
2.6 Building side yard setback (m)	0.36 / 1.89
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Former dwelling converted into commercial
4.2 Building size (m ²)	242
4.3 Wall assembly / cladding	Frame / stucco
4.4 Roof shape / pitch / material	Gambrel / steep / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Rear addition, replacement cladding, altered window openings, replacement windows.
4.7 Architectural style	Dutch Colonial Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Gambrel roof • Low-rise form • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast corner, 2017/04/10



6.2 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	14 Front Street South
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	1928 - 1952
2.3 Zoning	C4-48
2.4 Lot size (m ²)	367
2.5 Building front yard setback (m)	6.25
2.6 Building side yard setback (m)	0.36 / 1.87
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete steps and walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Former house converted into commercial
4.2 Building size (m ²)	242
4.3 Wall assembly / cladding	Split-faced concrete block, painted (original), horizontal aluminum siding (addition)
4.4 Roof shape / pitch / material	Hip / low pitch / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Enclosed front porch addition, rear addition, altered window openings, replacement windows.
4.7 Architectural style	Modified Foursquare
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Split-face concrete block • Low-rise form • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 Southeast corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	16 Front Street South
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	2003
2.3 Zoning	C4-48
2.4 Lot size (m ²)	672
2.5 Building front yard setback (m)	1.26
2.6 Building side yard setback (m)	0.0/2.5
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached garage
3.4 Landscape/property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	
4.3 Wall assembly / cladding	Frame / brick veneer, faux stone, EIFS
4.4 Roof shape / pitch / material	Gable
4.5 Storeys	2.5
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	24 Front Street South
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	2003
2.3 Zoning	C4-42
2.4 Lot size (m ²)	432
2.5 Building front yard setback (m)	5
2.6 Building side yard setback (m)	1.1/1.9
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached garage
3.4 Landscape/property features	Low stone wall
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	
4.3 Wall assembly / cladding	Frame / EIFS
4.4 Roof shape / pitch / material	Hip and flat / shallow / tile
4.5 Storeys	2.5
4.6 Alterations	
4.7 Architectural style	Neo-electric
5.0 HERITAGE	
5.1 Current status/designation	n/a
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	28 Front Street South
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	1999
2.3 Zoning	C4-1
2.4 Lot size (m ²)	1181
2.5 Building front yard setback (m)	4.28
2.6 Building side yard setback (m)	3.59 / 0.77
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached garage
3.4 Landscape/property features	Trees planted in 1999
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Townhouse
4.2 Building size (m ²)	356
4.3 Wall assembly	Frame / EIFS
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt
4.5 Storeys	3.5
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	32 Front Street South
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	Prior to 1843
2.3 Zoning	C4-50
2.4 Lot size (m ²)	427
2.5 Building front yard setback (m)	1.33
2.6 Building side yard setback (m)	2.67 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached garage
3.4 Landscape/property features	Wood double entrance steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Former hotel
4.2 Building size (m ²)	358
4.3 Wall assembly	Frame / horizontal wood
4.4 Roof shape / pitch / material	Gable / medium / wood shingle
4.5 Storeys	2
4.6 Alterations	Rear addition
4.7 Architectural style	Neoclassical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV, Part V, and conservation easement
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The Wilcox Inn is the only building left from the formative years of Old Port Credit Village - 1834 to 1847.</p> <p>The main building appears on the 1843 plan, making it the oldest surviving building in the study area. The brick veneer west wing was constructed later. Illustrated on the 1910 fire insurance plan are both the frame main building (divided into two parts and with a verandah extending along the front) and the brick veneer wing.</p> <p>The historian Betty Clarkson in 1967 explained that Wilcox closed the hotel and became a lake captain after the hotel's trade diminished on account of the 1855 fire and 1856 Grand Trunk Railway. His 1872 will gives his occupation as mariner.</p> <p>Anna-Marie Raftery in 1996 wrote that the Wilcox Inn was restored about 1988. Its present-day appearance (except for the retaining wall, staircase and hedge) matches an illustration in John Ross Roberston's</p>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

	<i>Landmarks of Toronto.</i> In spite of the impact made by the recent row house development, the Wilcox Inn remains a village landmark and a good example of Neoclassical commercial design.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Rubble stone foundation wall • Brick chimneys • Horizontal wood siding • Low-rise form • Roof line • Window openings

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.2 Southeast corner, 2017/04/10



6.3 Northeast corner, 1989

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.4 East elevation, 1976



6.5 Southeast corner, c. 1950s

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	35 Front Street South
2.0 LOT	
2.1 Land use designation	Residential high density
2.2 Period of construction	1971-1972
2.3 Zoning	RA2-25
2.4 Lot size (m ²)	10,129
2.5 Building front yard setback (m)	12.19
2.6 Building side yard setback (m)	13.71
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, underground parking structure
3.4 Landscape/property features	Waterfront property. Building surrounded by open soft landscaping
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Multi-unit apartment building
4.2 Building size (m ²)	15,200
4.3 Wall assembly	Concrete / brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	20
4.6 Alterations	Brick veneer
4.7 Architectural style	International Style
5.0 HERITAGE	
5.1 Current status/designation	Designated Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	Partially man-made land from late 1960s
5.4 Heritage attributes	<ul style="list-style-type: none"> Views of the Credit River and Lake Ontario Access to the Credit River and Lake Ontario

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 Aerial view of 35 Front Street South under construction, 1972

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	36 Front Street South
2.0 LOT	
2.1 Land use	Residential medium density
2.2 Period of construction	After 1952
2.3 Zoning	RA2-32
2.4 Lot size (m ²)	1,865
2.5 Building front yard setback (m)	6.32
2.6 Building side yard setback (m)	5.11 / 4.32
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway and parking lot
3.4 Landscape/property features	Digital vacancy signage
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Multi-unit apartment building
4.2 Building size (m ²)	1,209
4.3 Wall assembly / cladding	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	5
4.6 Alterations	EIFS re-cladding
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	42 Front Street South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	1880s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	757
2.5 Building front yard setback (m)	3.03
2.6 Building side yard setback (m)	15.59 / 4.79
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete steps and walkway
3.5 Fencing	Chain-link fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	147
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Rear addition, storm windows
4.7 Architectural style	Regency
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Although altered, this is the cottage where Abram Block, Jr. and his wife, Susannah, lived for many years. A c.1908 photograph published in Verna Mae Weeks' 1995 history shows the one-storey house with front verandah and shade trees along a picket fence. The photo matches the illustration of the house on the 1910 fire insurance plan.</p> <p>According to a 1933 story reprinted in Robert Townsend's <i>Tales from the Great Lakes</i>, Abram Block's house was new in the late 1880s. Block received the Crown deed to his one-half acre property in 1882.</p> <p>Abram Block was a mariner who owned a stonehooker, the Mary E. Ferguson. He also built and repaired boats with John Miller in a workshop located in the Front Street road allowance. He was a school trustee for 42 years. Both he and his wife were active in Port Credit Methodist (later, First United) Church. As a boy of five, he witnessed the 1855 fire.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 South elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	7 John Street South
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	1890s
2.3 Zoning	C4-66
2.4 Lot size (m ²)	1,500
2.5 Building front yard setback (m)	2.38
2.6 Building side yard setback (m)	4.88 / 5.29
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway and parking lot
3.4 Landscape/property features	Hydro box
3.5 Fencing	Wood picket fence, and brick wall.
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	138
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Additions, accessible ramp
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV and Part V, conservation easement
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>In 1889, Emma Peer of Toronto Township, the widow of James Peer, sailor, acquired Lots 3 and 4 south of Toronto Street (Lakeshore Road West) from Jane Capreol of Toronto. At the time of Emma's death in 1896, she had a fixed place of abode at Port Credit. By her 1891 will, she bequeathed Lots 3 and 4 and her household effects to sons Stephen Lester Peer and William Hewey Peer.</p> <p>The house, set back deeply from Toronto Street, is first illustrated on the 1910 fire insurance plan. A creek ran across the northeastern corner of this large, open property. A photo in Betty Clarkson's 1967 history shows a round-arched window in the central peak and two-over-two sash throughout the house.</p> <p>Although the context for the house has changed with commercial development in front and an apartment building behind, the Emma Peer House, now used as a restaurant, remains an interesting example of late Ontario Gothic Revival frame construction.</p>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof shape • Wood siding • Low-rise form • Mature trees • Window openings
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6.0 PHOTO DOCUMENTATION



6.1 Northwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.2 West elevation, 2017/04/10



6.3 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.4 North elevation, 1985



6.5 West elevation, 1977

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	11 John Street South
2.0 LOT	
2.1 Land use designation	Residential medium density
2.2 Period of construction	1960s
2.3 Zoning	RA2 -31
2.4 Lot size (m ²)	2,022
2.5 Building front yard setback (m)	7.1
2.6 Building side yard setback (m)	9.04 / 4.68
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Tree and shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway and parking lot
3.4 Landscape/property features	Corner lot
3.5 Fencing	Wood fence
4.0 ARCHITECTURE	
4.1 Building type	Multi-unit apartment
4.2 Building size (m ²)	2,835
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	5
4.6 Alterations	
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	18 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928-1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	673
2.5 Building front yard setback (m)	4.95
2.6 Building side yard setback (m)	4.22 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Concrete driveway
3.4 Landscape/property features	Concrete steps and walkway
3.5 Fencing	Post-and-rail wood fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	121
4.3 Wall assembly / cladding	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature tree • Roof line • Horizontal wood siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Northeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	20 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	671
2.5 Building front yard setback (m)	6.23
2.6 Building side yard setback (m)	3.19 / 0.88
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Concrete driveway, detached garage
3.4 Landscape/property features	Concrete steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	151
4.3 Wall assembly / cladding	Frame / brick
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Low-rise form • Buff brick

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

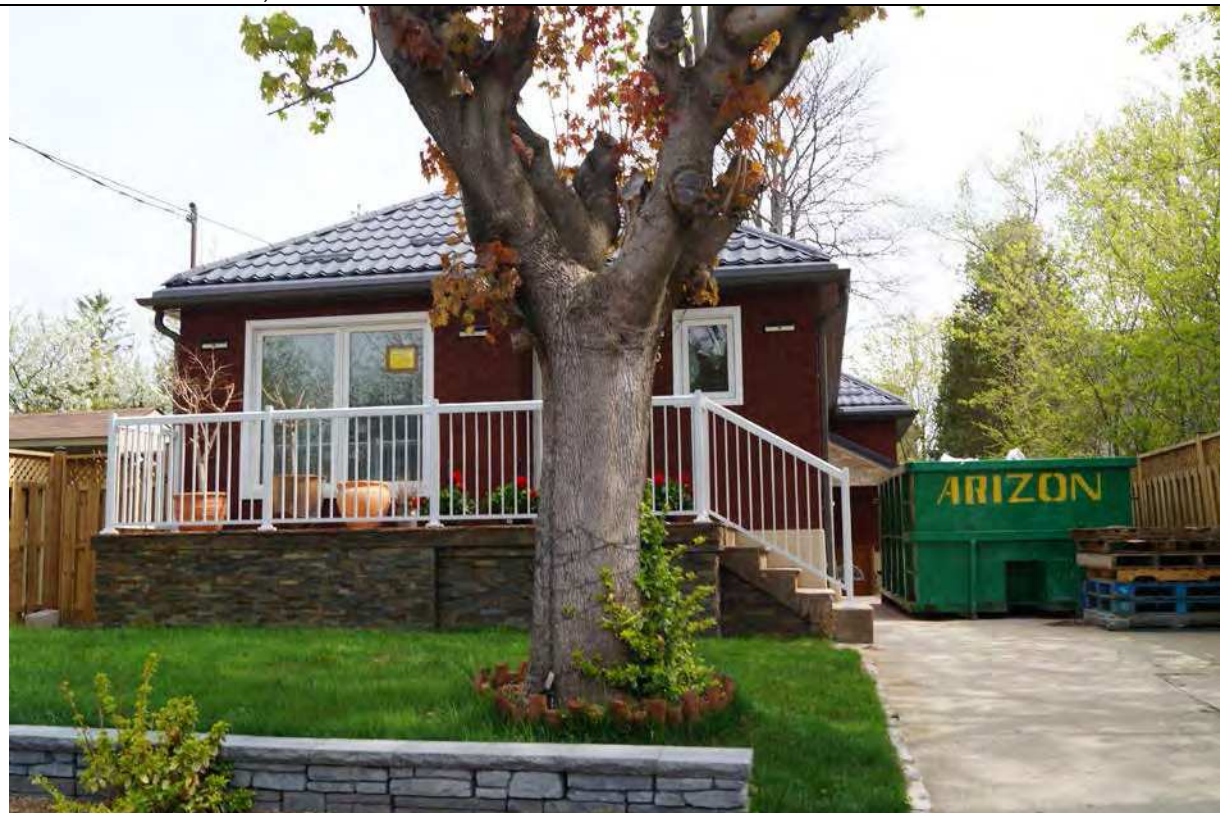
1.0 ADDRESS	23 John Street South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	1928-1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	497
2.5 Building front yard setback (m)	5.66
2.6 Building side yard setback (m)	1.1 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Concrete driveway, detached garage
3.4 Landscape/property features	Concrete steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	152
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Hip / pitch / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Rear and side additions
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Brick • Low-rise form • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2018/05/14



6.2 Landscape features, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	24 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1917 - 1921
2.3 Zoning	R15-1
2.4 Lot size (m ²)	673
2.5 Building front yard setback (m)	8.94
2.6 Building side yard setback (m)	1.55 / 4.71
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Detached garage (proposed)
3.4 Landscape/property features	Former cut mature tree (now stump)
3.5 Fencing	Wood picket fence
4.0 ARCHITECTURE	
4.1 Building type	Detached house
4.2 Building size (m ²)	115
4.3 Wall assembly	Frame / roughcast plaster
4.4 Roof shape / pitch / material	Hip / medium / asphalt
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Cottage
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Ellis Chandler, described as a gardener from New Toronto, bought parts of Lots 5 and 6 south of Port Street West in 1917 for \$400; and sold the property in 1921 for \$2,500. The roughcast cottage with front veranda is first shown on the 1928 fire insurance plan.</p> <p>New construction is pending for a neo-eclectic single-detached two storey residence</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	26 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	273
2.5 Building front yard setback (m)	5.9
2.6 Building side yard setback (m)	4.7 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	133
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt
4.5 Storeys	1.5
4.6 Alterations	Replacement of soft landscape with asphalt paving
4.7 Architectural style	Cape Cod Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Split-face concrete block foundation wall • Horizontal siding • Low-rise form • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	27 John Street South
2.0 LOT	
2.1 Land use designation	Residential Medium Density
2.2 Period of construction	1960s
2.3 Zoning	RA2-31
2.4 Lot size (m ²)	2,030
2.5 Building front yard setback (m)	5.6
2.6 Building side yard setback (m)	4.74 / 9.03
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway and parking lot
3.4 Landscape/property features	Concrete walkway and steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Multi-unit apartment building
4.2 Building size (m ²)	3,080
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	5
4.6 Alterations	Balcony rail replacement
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Northwest corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	28 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	367
2.5 Building front yard setback (m)	3.86
2.6 Building side yard setback (m)	3.94 / 4.29
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature birch trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	175
4.3 Wall assembly	Brick / horizontal siding in gable
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Window openings and windows
4.7 Architectural style	Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Brick • Mature trees • Roof line • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	34 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	304
2.5 Building front yard setback (m)	1.76
2.6 Building side yard setback (m)	6.1 / 4.95
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete walkway, corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	116
4.3 Wall assembly	Frame / Stucco
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Second-storey addition
4.7 Architectural style	Modified Cape Cod Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	36 John Street South
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construction	1950s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	306
2.5 Building front yard setback (m)	5.82
2.6 Building side yard setback (m)	5.27 / 0.91
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Hedge
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete path
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	154
4.3 Wall assembly	Frame / stucco, horizontal siding in gable
4.4 Roof shape / pitch / material	Gable shed / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	
4.7 Architectural style	Replica Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line • Horizontal siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast elevation, 2017/04/10



6.2 East corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	38 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1901
2.3 Zoning	R15-1
2.4 Lot size (m ²)	359
2.5 Building front yard setback (m)	2.11
2.6 Building side yard setback (m)	3.25 / 4.01
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers, attached carport
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	198
4.3 Wall assembly	Frame / horizontal wood
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Fenestration and bargeboard in the front gable end, veranda and carport addition
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>In 1897, John Charles Peer, mariner, inherited Lot 5 south of Bay Street from his mother, Emma Peer. Certainly, the frame house gives the appearance of the turn of the twentieth century. It is first illustrated on the 1910 fire insurance plan.</p> <p>The bargeboard in the front gable end, the fenestration, and the Victorian veranda / carport are all contemporary changes.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Low-rise form • Horizontal wood siding • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/10



6.2 Southeast corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	39 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1912
2.3 Zoning	R15-1
2.4 Lot size (m ²)	500
2.5 Building front yard setback (m)	2.89
2.6 Building side yard setback (m)	1.85 / 2.52
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers, detached garage
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	170
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Bay window
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Albert E. Block, carpenter, received the southerly end of Lots 3 and 4 south of Bay Street from his father, Abram, in 1912. The frame house, which does not appear on the 1910 fire insurance plan but does on the 1928 plan, may have been built about 1912.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature tree • Roof line • Brick chimney

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Northwest elevation, detached garage, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	42 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1897
2.3 Zoning	R15-1
2.4 Lot size (m ²)	333
2.5 Building front yard setback (m)	2.48
2.6 Building side yard setback (m)	0 / 1.59
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers, attached carport
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	204
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Bay window, carport addition, rear sun room
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	In 1897, John Charles Peer, mariner, acquired the northerly portion of Lot 3 north of Lake Street from his brother. Although altered cosmetically, the general design of the frame house indicates a date of construction at the turn of the twentieth century. The house is first illustrated on the 1910 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line • Horizontal siding • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast corner, 2017/04/10



6.2 Northeast corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	43 John Street South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	518
2.5 Building front yard setback (m)	1.81
2.6 Building side yard setback (m)	3.98 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, shrub
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete steps and walkway
3.5 Fencing	Wood picket fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	134
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Siding
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	46 John Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1910 - 1928
2.3 Zoning	R15-1
2.4 Lot size (m ²)	317
2.5 Building front yard setback (m)	1.34
2.6 Building side yard setback (m)	5.69 / 1.06
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	150
4.3 Wall assembly	Frame / board and batten
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Fenestration, cladding, veranda
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Although this frame house appears to be Gothic Revival in style and so have a date of construction in the nineteenth century, it is not illustrated on 1910 fire insurance plan. It is, however, drawn on the 1928 plan. Has the house been moved to the site?
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Low-rise form • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast corner, 2017/04/10



6.2 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	47 John Street South
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construction	1910 - 1928
2.3 Zoning	R15-1
2.4 Lot size (m ²)	612
2.5 Building front yard setback (m)	0.84
2.6 Building side yard setback (m)	7.83 / 5.77
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees and shrub
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers
3.4 Landscape/property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	176
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Gable shed / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Two-car garage addition
4.7 Architectural style	Modified mid-century bungalow
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	36 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1850
2.3 Zoning	R15-1
2.4 Lot size (m ²)	505
2.5 Building front yard setback (m)	1.93
2.6 Building side yard setback (m)	1.65 / 12.39
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs, mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Corner lot
3.5 Fencing	Wood picket fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	127.5
4.3 Wall assembly	Frame / horizontal wood
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Various repairs and restorations
4.7 Architectural style	Neoclassical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Behind the sunroom stands an early three-bay clapboard front wall where a two-over-two double sash window rests to either side of the central door. The house has a Neoclassical profile and a simplicity in its fenestration that suggest a date of construction in the mid-nineteenth century.</p> <p>A single building was recorded on Lot 3 north of Lake Street in the 1873 plan, but it was located right at the corner of Lake Street and John Street South. More closely matching the existing house is the illustration of a building on the 1910 fire insurance plan. In 1872 when James Peer, sailor, bequeathed Lot 3 to his children, there were buildings on the lot, one of which was probably the existing house. The Peer family owned Lot 3 from 1867 to 1900.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Horizontal siding • Low-rise form • Roof line • Mature trees

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/04/10



6.2 Southeast corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



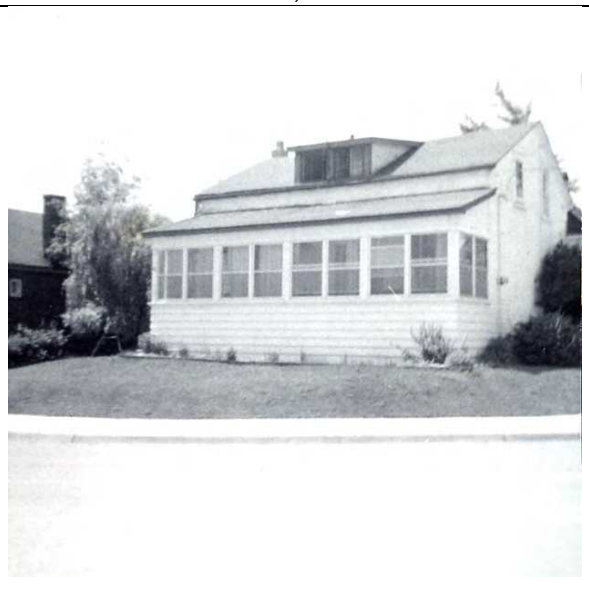
6.3 Northeast corner, 1964



6.4 Northwest corner, 1965



6.5 Southwest corner, 1965



6.6 South elevation, 1966

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	40 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 2000
2.3 Zoning	R15-1
2.4 Lot size (m ²)	576
2.5 Building front yard setback (m)	7.22
2.6 Building side yard setback (m)	0.66 / 2.38
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached driveway
3.4 Landscape/property features	Exterior lamp post
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	
4.3 Wall assembly	Frame / EIFS
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/04/10



6.2 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	42 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	644
2.5 Building front yard setback (m)	5.27
2.6 Building side yard setback (m)	0.2 / 4.3
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway Interlock pavers, detached garage
3.4 Landscape/property features	Walkway Interlock pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Detached house
4.2 Building size (m ²)	176
4.3 Wall assembly	Frame / Stucco
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Cladding, second-storey addition, fenestration
4.7 Architectural style	Neo-electic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature trees • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southwest elevation, 2017/04/10



6.2 Southwest elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	46 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1990s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	735
2.5 Building front yard setback (m)	5.21
2.6 Building side yard setback (m)	4.01 / 3.18
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, attached garage
3.4 Landscape/property features	Flagstone walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	
4.3 Wall assembly	Frame / brick veneer, wood shingles
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingles
4.5 Storeys	2.5
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southwest elevation, 2017/04/10



6.2 Landscaping, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	48 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density1
2.2 Period of construction	About 1852
2.3 Zoning	R15-1
2.4 Lot size (m ²)	467
2.5 Building front yard setback (m)	0.21
2.6 Building side yard setback (m)	0 / 6.68
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway
3.4 Landscape/property features	Concrete steps and walkway, corner lot
3.5 Fencing	Post-and-rail wood fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	294
4.3 Wall assembly	Frame / horizontal wood siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt
4.5 Storeys	1.5
4.6 Alterations	Rear addition, dormer with window in roof.
4.7 Architectural style	Neoclassical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Like 36 Lake Street, 48 Lake Street has a Neoclassical profile and a simplicity in its fenestration that suggest a date of construction in the mid-nineteenth century. The historian Betty Clarkson dated the house to about 1852 and gave its owner as John Thompson. John Thompson was a yeoman (farmer) when he sold Lot 6 north of Lake Street 1882. Earlier, he is listed in directories as a wharfinger, steam boat agent, and harbour master of the Port Credit Harbour Company.</p> <p>A building located on the lot line was illustrated on the 1843 plan, but this does not seem to be the existing house. In addition to its illustration on the 1910 fire insurance plan, it was photographed by Harold Hare in the earlier twentieth century.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature trees • Horizontal siding • Roof line • Low-rise scale

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1984



6.4 Southwest corner, 1920

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	53 Lake Street
2.0 LOT	
2.1 Land use designation	Public open space
2.2 Period of construction	1922 to 1923
2.3 Original owner	Village of Port Credit, waterworks pumping station
2.4 Current owner	Credit Valley Conservation Authority
2.5 Zoning	OS2
2.6 Lot size (m ²)	103,577.08
2.7 Building front yard setback (m)	54
2.8 Building side yard setback (m)	0.0 / 39.0
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Some mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Located in J.C. Saddington Park
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Industrial detached
4.2 Building size (m ²)	116
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Truncated hip / pitch / asphalt shingle
4.5 Storeys	1
4.6 Alterations	n/a
4.7 Architectural style	Arts and Crafts Industrial
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Example of 20th century infrastructural buildings

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, pumping station, 2017/05/08



6.2 South elevation, pumping station, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 South elevation, pumping station

6.4 2017/05/08



6.5 West elevation

6.6 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	56 Lake Street
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1950 -1960
2.3 Zoning	R15-1
2.4 Lot size (m ²)	368
2.5 Building front yard setback (m)	4.55
2.6 Building side yard setback (m)	9.14 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Detached garage
3.4 Landscape/property features	Concrete walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	122
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	West vestibule addition
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Brick • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/04/10



6.2 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	58 Lake Street
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	Late 19 th century
2.3 Zoning	R15-1
2.4 Lot size (m ²)	367
2.5 Building front yard setback (m)	0
2.6 Building side yard setback (m)	12.17 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Concrete pavers
3.4 Landscape/property features	Concrete walkway and steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	172
4.3 Wall assembly	Frame / Brick veneer under aluminum siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt
4.5 Storeys	1.5
4.6 Alterations	Rear addition, enclosed porch front addition.
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Displaying the typical front elevation of modest Gothic Revival houses in Ontario, the house's general form survives despite alterations. The house, with front veranda encroaching on the public right-of-way, is first illustrated on the 1910 fire insurance plan. At that time, the property was owned by Mark Blower, Sr., a sailor.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Roof line • Low-rise form • Horizontal siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/04/10



6.2 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	65 Lake Street
2.0 LOT	
2.1 Land use designation	Public open space
2.2 Period of construction	1975
2.3 Original owner	
2.4 Zoning	OS2
2.5 Lot size (m ²)	103,577.08
2.6 Building front yard setback (m)	0.0
2.7 Building side yard setback (m)	0.0 / 0.0
3.0 LANDSCAPE /SETTING/CONTEXT	
3.1 Trees and shrubs	Some mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot / pedestrian paths
3.4 Landscape/property features	Located in J.C. Saddington Park
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Shade structure and public toilets
4.2 Building size (m ²)	84 each
4.3 Wall assembly	n/a / precast concrete
4.4 Roof shape / pitch / material	Modified hip roof / medium /
4.5 Storeys	1 each
4.6 Alterations	n/a
4.7 Architectural style	Postmodern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Example of Postmodernism • Quality of architectural detailing

6.0 PHOTO DOCUMENTATION



6.1 North elevation, shade structure, 2018/05/14



6.2 Detail, shade structure, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Northeast corner, public washrooms, 2018/05/14



6.4 South elevation, public washrooms, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.5 Detail, public washrooms, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	105 Lakeshore Road West
2.0 LOT	
2.1 Land use	Public open space
2.2 Period of construction	1990
2.3 Zoning	OS2-9
2.4 Lot size (m ²)	566.23
2.5 Building front yard setback (m)	1.6
2.6 Building side yard setback (m)	3.6 / 9.8
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees and shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Adjacent to 15 Front Street South asphalt parking lots.
3.4 Landscape/property features	Corner lot, concrete ramp and steps
3.5 Fencing	Concrete posts and painted metal guard
4.0 ARCHITECTURE	
4.1 Building type	Replicated lighthouse pumping station operated by the Region of Peel conducting Wastewater Class EA. Landing point for the west end of the pedestrian bridge, and parking/staging/storage area for the boat launch on this west bank of the Credit River.
4.2 Building size (m ²)	117
4.3 Wall assembly / cladding	Precast concrete
4.4 Roof shape / pitch / material	Articulated gable / medium / pre-finished steel
4.5 Storeys	1 to 3
4.6 Alterations	A building permit application was issued in 2015 for a restaurant with accessory outdoor/rooftop patio
4.7 Architectural style	Post-Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Example of postmodern architectural style

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northwest corner, 2017/04/10



6.2 South elevation, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	111 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	Late twentieth century
2.3 Zoning	C4-34
2.4 Lot size (m ²)	1832
2.5 Building front yard setback (m)	3.74
2.6 Building side yard setback (m)	3.34 / 18.17
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Glass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Patio
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Commercial
4.2 Building size (m ²)	759
4.3 Wall assembly	Steel frame / stucco / storefront
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle (front building). Flat (rear building).
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Commercial plaza
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/10



6.2 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	113 Lakeshore Road West
2.0 LOT	
2.1 Land use	Mixed use
2.2 Period of construction	1935 - 1945
2.3 Original owner	
2.4 Current owner	
2.5 Zoning	C4-34
2.6 Lot size (m ²)	506
2.7 Building front yard setback (m)	2.17
2.8 Building side yard setback (m)	0.28 / 2.78
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways and parking	n/a
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
3.6 Character summary	n/a
4.0 ARCHITECTURE	
4.1 Building type	Commercial
4.2 Building size (m ²)	127
4.3 Wall assembly / cladding	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	1
4.6 Alterations	Awning has been added.
4.7 Architectural style	Commercial shop front
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Brick cladding with quoins at corners • Low-rise built form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/10



6.2 Northeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	119-121 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	1980s
2.3 Zoning	C4-34
2.4 Lot size (m ²)	1499
2.5 Building front yard setback (m)	1.6
2.6 Building side yard setback (m)	0.3 / 0.3
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways and parking	n/a
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Multi-tenant commercial with covered mall and rear court
4.2 Building size (m ²)	740
4.3 Wall assembly	Steel frame / stucco
4.4 Roof shape / pitch / material	Flat with gables
4.5 Storeys	1 with accessible basement
4.6 Alterations	
4.7 Architectural style	Post Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	141 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Mixed use / Private open space
2.2 Period of construction	1952
2.3 Zoning	C4 / OS3
2.4 Lot size (m ²)	1068
2.5 Building front yard setback (m)	9.82
2.6 Building side yard setback (m)	1.92 / 3.69
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Cemetery, stone retaining wall
3.5 Fencing	Chain-link fence
4.0 ARCHITECTURE	
4.1 Building type	Church
4.2 Building size (m ²)	914
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Gable / steep / steel shingle
4.5 Storeys	1 storey, 41 feet to ridge
4.6 Alterations	
4.7 Architectural style	Modern Romanesque
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	This church consists of brick with cut limestone detail including window and door surrounds, brackets, et cetera. The gable roof has a steep pitch and is covered with steel shingles.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Cut limestone window and door surrounds • Other decorative limestone elements

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/04/10



6.2 Cemetery / private open space, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	151-157 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Community facilities (worship, Montessori school)
2.2 Period of construction	1894 and 1950 - 1951
2.3 Zoning	C4
2.4 Lot size (m ²)	2820
2.5 Building front yard setback (m)	7.9
2.6 Building side yard setback (m)	3.39 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot at 58 Port Street West
3.4 Landscape/property features	Corner lot, concrete pedestrian paths
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Church
4.2 Building size (m ²)	1375
4.3 Wall assembly	Brick / Stone veneer
4.4 Roof shape / pitch / material	Gable / steep / asphalt shingle
4.5 Storeys	1894: 18 feet to eaves, 30 feet to ridge 1950 to 1951: 15 feet to eaves, 35 feet to ridge
4.6 Alterations	Rear additions, some cladding replacement
4.7 Architectural style	Gothic Revival and Modern Gothic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	The church complex consists of two linked parts. The 1894 church on Lot 10 belonging to the Wesleyan Methodists since 1835 and where they built the Wesleyan Methodist church of 1849. The 1849 Wesleyan Methodist Church was moved off site to 45 Port Street West when the 1894 church was erected. The 1894 church was built of Port Credit pressed brick by George Carson, a carpenter from Oakville, and Water Page, a stone mason from Toronto, and set on foundation stone hauled out of Lake Ontario by Abram Block, John Miller, and Walter Hare. Around 1951, to a design by architects Stanford + Wilson, the steeple on the 1894 church was removed, the brick faced in stone or pargetted, and the nave connected to the new church. The complex, faced in Indiana limestone, also incorporates a 1942 addition and a 1960 Christian Education wing.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Stone cladding • Limestone details • Door and window openings • Low-rise scale • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/04/10



6.2 North elevation detail, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation detail, 1980



6.4 Northeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.5 East elevation, 1975

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	161 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Community facilities
2.2 Period of construction	1921
2.3 Zoning	C4
2.4 Lot size (m ²)	1062
2.5 Building front yard setback (m)	5.53
2.6 Building side yard setback (m)	0 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways and parking	Rear asphalt parking lot (2006 m ²)
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Community hall
4.2 Building size (m ²)	700
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Truncated hip / low / tile
4.5 Storeys	2 stories plus basement
4.6 Alterations	
4.7 Architectural style	Spanish Colonial Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV and Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Alfred W. Briggs, one of the original trustees appointed by Mary Louise Clarke to oversee Alfred Russell Clarke Memorial Hall, explained to the historian William Perkins Bull how the hall was built. Reverend J.H. Dudgeon, of Port Credit Methodist Church, convinced Mary Louise Clarke of Toronto and Lorne Park to purchase next door to the church to build a hall. The hall was used for Methodist Sunday School and other church meetings as well as community concerts, court games, gymnastics, banquets, and small gatherings. She and her committee were issued a building permit in 1922. She named the hall in memory of her late husband who had died as a result of pneumonia which set in after he had initially survived the 1915 sinking of the Lusitania luxury liner on the North Atlantic.</p> <p>The hall's ownership and management were assumed by Port Credit Village in 1941; and from 1941 to 1974 the hall housed the Port Credit Council chambers and municipal offices as well as accommodating community functions. It remains a community hall.</p>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

	Alfred Russell Clarke Memorial Hall stands out as a landmark by its prominent location on the village's main east-west street and by its uncommon architectural style □ Spanish Colonial Revival.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Brick • Low pitch terracotta tile roof • Cast concrete details (trim, keystones, pilasters) • Fenestration • Wood ornamental bracket • Chimneys • Low-rise form

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.2 Northeast corner, 1975



6.3 Front entrance detail, 1976

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	167-169 Lakeshore Road West
2.0 LOT	
2.1 Land use designation	Mixed use
2.2 Period of construction	1960s
2.3 Zoning	C4
2.4 Lot size (m ²)	1005
2.5 Building front yard setback (m)	3.81
2.6 Building side yard setback (m)	0 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single-story strip mall
4.2 Building size (m ²)	565
4.3 Wall assembly / cladding	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Commercial shop front
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	Lakeshore Road West Bridge
2.0 LOT	
2.1 Land use designation	n/a
2.2 Period of construction	1960
2.3 Zoning	n/a
2.4 Lot size (m ²)	n/a
2.5 Building front yard setback (m)	n/a
2.6 Building side yard setback (m)	n/a
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways / parking	n/a
3.4 Landscape / property features	n/a
3.5 Fencing	Bridge guardrail
4.0 ARCHITECTURE	
4.1 Building type	Three-span concrete deck four-lane bridge with sidewalks on either side.
4.2 Building size (m ²)	n/a
4.3 Wall assembly / cladding	n/a
4.4 Roof shape / pitch / material	n/a
4.5 Storeys	n/a
4.6 Alterations	n/a
4.7 Architectural style	Infrastructural
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The Lakeshore Highway, the first big highway paving job in Ontario, opened in 1915, changing the configuration of the area's main east-west street. In 1919, a concrete two-lane bowstring bridge replaced the earlier narrow iron bridge over the main channel of the corner of Lakeshore Road West and Front Street South. These road improvements spurred on the flow of summer visitors who remodelled old houses in the Village.</p> <p>In 1960, the bowstring bridge was demolished in favour of the current four-lane bridge, to connect the widened Lakeshore Highway.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> Views of and access to the Credit Village Marina Port Credit Harbour Views of and access to the Credit River

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2018/05/14



6.2 Construction of two-lane bowstring bridge (now replaced) with temporary bridge to the left, 1919.

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Aerial view of bridge (now replaced), 1919



6.4 Looking west from the east side of the Credit River, c. 1910

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	15 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1907
2.3 Zoning	R15-5
2.4 Lot size (m ²)	1013
2.5 Building front yard setback (m)	4.3
2.6 Building side yard setback (m)	6.76 / 11.27
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, hedges
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Corner lot
3.5 Fencing	Painted metal fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	355
4.3 Wall assembly	Frame / brick veneer
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	2.5
4.6 Alterations	South stairwell addition, gable addition
4.7 Architectural style	Queen Anne Revival <input type="checkbox"/> Edwardian Classical
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>On the site of local merchant and financier James Robinson Shaw's pioneer frame house, his daughter, Ida Ella Lynd, built herself and husband, Benjamin Brown Lynd this house faced in Port Credit red brick. In 1966, Ida Lynd Bradley stated the house was built in 1907 and the 1907 bird's eye photographic view shows the house nearing completion. The land title for Lot 12 north of Port Street records Ida Ella Lynd inheriting the property in 1908 after James Robinson Shaw's death in 1907.</p> <p>Both Ida and Benjamin Lynd were active in the Port Credit Methodist Church. In his early life, Benjamin Lynd sailed Lake Ontario probably as a stonehooker, and by the time of the house's construction, he was described as a labourer.</p> <p>The house combines both slightly dated Queen Anne Revival stylistic features and more contemporary Edwardian Classical elements.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Turret • Stone piers at porch • Brick • Low-rise form • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1976



6.4 Southwest corner detail, 1976

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.5 Window detail, 1976

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	21 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	553
2.5 Building front yard setback (m)	4.03
2.6 Building side yard setback (m)	3.68 / 0.19
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Tree, shrubs, hedge
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Grass driveway
3.4 Landscape/property features	Concrete steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	128
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Skylights
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Horizontal siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	23 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	553
2.5 Building front yard setback (m)	3.85
2.6 Building side yard setback (m)	2.89 / 0.92
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree, shrub
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Concrete steps and walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	144
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Cladding
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Split-face concrete block at foundation wall above grade (behind contemporary stucco) • Low-rise form • Horizontal siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 West elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	25 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	About 1880
2.3 Zoning	R15-1
2.4 Lot size (m ²)	491
2.5 Building front yard setback (m)	3.49
2.6 Building side yard setback (m)	1.32 / 1.65
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Detached garage
3.4 Landscape/property features	Concrete walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	180
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Rear addition, fenestration, front vestibule addition
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The property on which this Gothic Revival frame house stands came into the possession of the local merchant and financier James Robinson Shaw in 1882. The house's appearance □ of a type that is both common to old Port Credit and to several rural Ontario and village settings □ suggests a date of construction about 1880 or somewhat earlier. However, the house does not appear on the 1907 bird's eye photographic view, indicating that it has been moved. It is first illustrated on the 1910 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Horizontal siding • Roof line • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1989

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	27 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1910 - 1928
2.3 Zoning	R15-1
2.4 Lot size (m ²)	511
2.5 Building front yard setback (m)	5.65
2.6 Building side yard setback (m)	3.67 / 0.82
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	232
4.3 Wall assembly	Frame / contemporary stucco
4.4 Roof shape / pitch / material	Gable / low / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Heavily modified cottage, second storey addition, new fenestration, new cladding
4.7 Architectural style	Modified Worker's Cottage
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.2 West elevation, 2017/04/10



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	29 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1914
2.3 Zoning	R15-1
2.4 Lot size (m ²)	491
2.5 Building front yard setback (m)	8.1
2.6 Building side yard setback (m)	1.06 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Concrete steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	244.5
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Windows
4.7 Architectural style	Modified Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The historian Verna Mae Weeks states that William Chandler built a house next door to his father Ellis'. She also describes William's occupation as chief brick burner at the brickyard across the street and later as chief of the kilns at the Cooksville Brick Yard. The land title records William E. Chandler in possession of the property in 1914.</p> <p>The house is first illustrated on the 1928 fire insurance plan.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Horizontal siding • Roof line • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	31 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1911
2.3 Zoning	R15-1
2.4 Lot size (m ²)	507
2.5 Building front yard setback (m)	7.7
2.6 Building side yard setback (m)	2.87 / 0.95
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass Lawn
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Corner lot, concrete walkway and steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	177
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Rear addition, second storey addition
4.7 Architectural style	Cottage
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	The historian Verna Mae Weeks both describes and illustrates the frame house as Ellis Chandler's. The land title records Ellis Chandler, a labourer, both buying and mortgaging the southern half of Lots 11 and 12 north of Bay Street 1911. Weeks gives his occupation as delivering mail from the train station to the post office. He is the same Ellis Chandler associated with 24 John Street South, married to Jane Chandler. In 1921 when his son William owned the property at today's 31 Mississauga Road South, he was described as a gardener from New Toronto. The house is first illustrated on the 1928 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Horizontal siding • Roof line • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2018/05/14



6.2 West elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southwest corner, 2017/04/10



6.4 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	33 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential low density
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	796
2.5 Building front yard setback (m)	7.94
2.6 Building side yard setback (m)	1.78 / 4.38
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs, hedges
3.2 Soft landscaping	Grass lawns
3.3 Driveways and parking	Asphalt driveway, detached garage
3.4 Landscape/property features	Corner lot
3.5 Fencing	Chain-link fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	230
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / low pitch / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Second storey addition and south side addition
4.7 Architectural style	Modified Worker's Cottage
5.0 HERITAGE	
5.1 Current status/designation	Designation under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	37 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1905
2.3 Zoning	R15-1
2.4 Lot size (m ²)	612
2.5 Building front yard setback (m)	10.03
2.6 Building side yard setback (m)	0.86 / 2.82
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Driveway pavers
3.4 Landscape/property features	Climbing ivy on house
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	216
4.3 Wall assembly	Frame / brick veneer (as described in the 1910 fire insurance plan)
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Rear addition
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV and Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>In 1900, Eliza Jane Parkinson bought Lots 11 and 12 south of Bay Street. In 1905, she and her husband, Risdon Morville Parkinson, mortgaged the property, perhaps indicating construction of the house. The brick veneer house is first illustrated on the 1910 fire insurance plan.</p> <p>There are similarities between this well-preserved house and 42 Bay Street, which was built about the same time.</p> <p>The land on which the house was built was surveyed in 1834 and in 1900 was bought by Risdon Morville Parkinson, who married Eliza Jane Peer. The house was probably built of materials from the Port Credit Brick Co., the town's first industry. Parkinson was the first employee of the hydro committee of the Township of Toronto and when the hydro commission was formed a year later, he became superintendent, a post he held for 13 years. He later became Reeve of Port Credit and was in office for 6 years, and in 1921 was appointed warden. Parkinson belonged to numerous organizations, including the Independent Order of Foresters, Masonic Lodge, Port Credit</p>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

	Oddfellows and other lodges. He was also a member of Trinity Anglican Church. Eliza died in 1949, Risdon in 1962, and their son, Morville, sold the house in 1976. It was acquired by the Kings in 1985. Designated under the terms of the Ontario Heritage Act and located within the Old Port Credit Village Heritage Conservation District.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Finials • Fenestration • Roof shape and pitch • Brick • Mature trees

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.2 Front yard, 2017/04/10



6.3 East elevation, showing rear addition, 1990

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	39 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1960s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	612
2.5 Building front yard setback (m)	6.81
2.6 Building side yard setback (m)	1.3 / 1.3
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Attached garage / asphalt driveway
3.4 Landscape/property features	Low stone wall
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	202
4.3 Wall assembly / cladding	Brick
4.4 Roof shape / pitch / material	Hip / low / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Fenestration
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature tree • Roof line • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	41 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1915 - 1921
2.3 Zoning	R15-1
2.4 Lot size (m ²)	612
2.5 Building front yard setback (m)	4.72
2.6 Building side yard setback (m)	4.56 / 2.41
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Detached garage / asphalt driveway
3.4 Landscape/property features	Concrete walkway
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	153
4.3 Wall assembly	Frame / horizontal siding over brick
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Cladding, front enclosed porch, rear addition
4.7 Architectural style	Modified early 20 th c. Georgian Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	In 1915, Mark Blower, Jr., mariner, received the northerly part of Lots 9 and 10 north of Lake Street from his parents. Mark Blower, Jr. and his wife, Olive Elizabeth, sold the same property for \$1,500 in 1921. The frame house is first illustrated on the 1928 fire insurance plan. Its southern elevation is shown on a 1950 photograph in Al Yarnell's history of Texaco in Port Credit.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Mature trees • Roof line

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

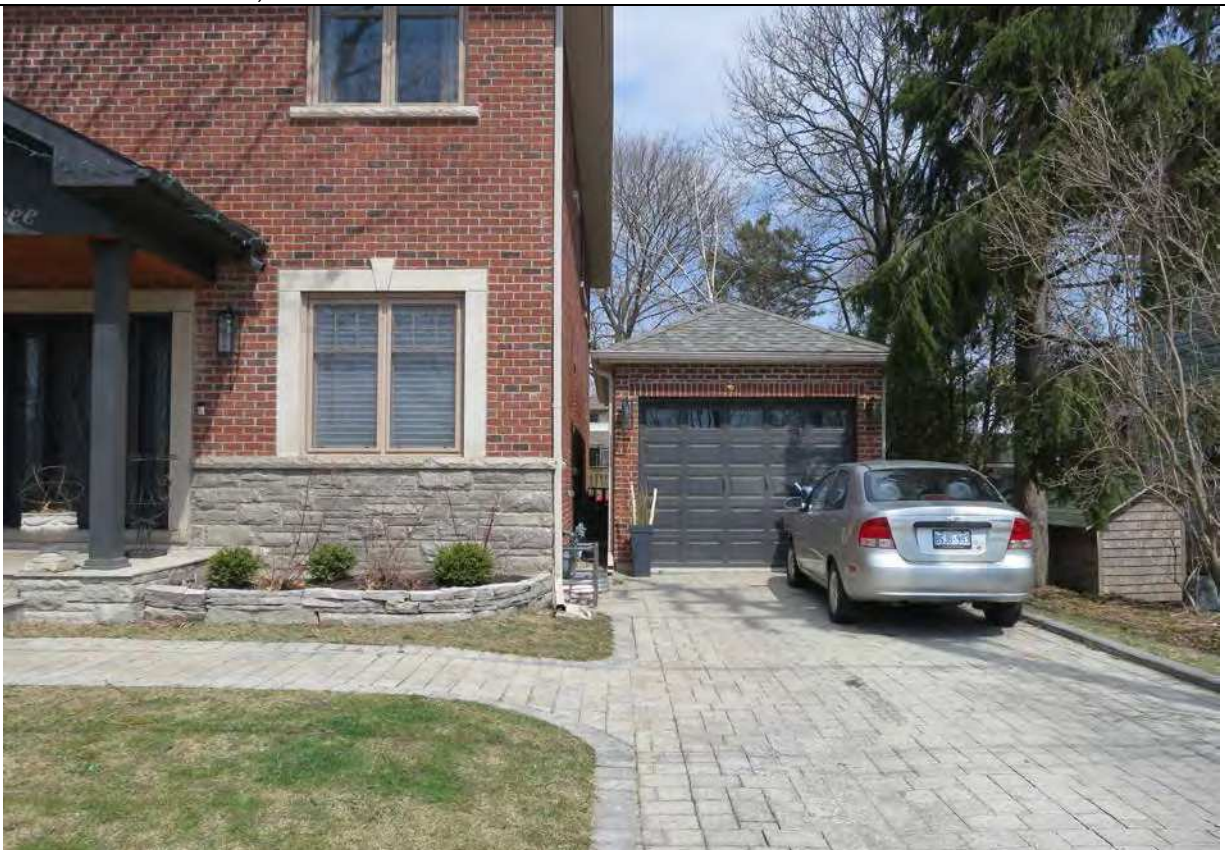
1.0 ADDRESS	43 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	2013
2.3 Zoning	R15-1
2.4 Lot size (m ²)	673
2.5 Building front yard setback (m)	6.4
2.6 Building side yard setback (m)	2.38 / 5.17
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Pavers / detached garage
3.4 Landscape/property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	250
4.3 Wall assembly	Frame / brick veneer
4.4 Roof shape / pitch / material	Hip / shallow / asphalt shingle
4.5 Storeys	2
4.6 Alterations	
4.7 Architectural style	Neo-eclectic
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	In 1919, Emily Jane Burrows purchased the property from Mark Blower Sr. The original brick veneer cottage was demolished.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature tree • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Garage, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	47 Mississauga Road South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	733
2.5 Building front yard setback (m)	5.6
2.6 Building side yard setback (m)	3.54 / 3.83
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, hedge, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape/property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	128
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Upper floor addition, fenestration replacement,
4.7 Architectural style	Modified Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mature tree • Low-rise form

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 South elevation with detached garage, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 West elevation, 1980



6.4 South elevation with detached garage, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	22 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1950s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	355
2.5 Building front yard setback (m)	2.82
2.6 Building side yard setback (m)	0.57 / 2.65
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature maple on north property line
3.2 Soft landscaping	n/a
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape/property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Five-plex apartment building
4.2 Building size (m ²)	393
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	2 plus basement
4.6 Alterations	Removal of soft landscaping
4.7 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Mid-century apartment building
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast corner, 2017/04/10



6.2 South elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	23-25 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	About 1914
2.3 Zoning	R15-1
2.4 Lot size (m ²)	977
2.5 Building front yard setback (m)	20.2
2.6 Building side yard setback (m)	5.54 / 4.32
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature maple and spruce trees front lawn
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Gavel semi-circular driveway
3.4 Landscape / property features	Foundation planting
3.5 Fencing	Vertical board fencing at driveway
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	360
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	
4.7 Architectural style	Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV and Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>At the height of the bungalow's popularity, Elizabeth Ann (Annie) Dennison built this example. She mortgaged the property for \$1,000 in 1914, two years after she had acquired it. The frame house with sunrooms is first illustrated on the 1928 fire insurance plan, and a 1937 photograph published in Verna Mae Weeks' history shows the original sunrooms. Annie Dennison's husband, Herbert, was a mechanic.</p> <p>The deep front yard, which is not common in old Port Credit, sets off the house in a parkland setting of lawn.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Early twentieth century bungalow • Roof form and dormers • Symmetrical 3 bay façade • Pediment over entrance • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Front yard trees, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.4 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	24 Peter Street South
2.0 LOT	
2.1 Land use	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	490
2.5 Building front yard setback (m)	5.82
2.6 Building side yard setback (m)	1.31 / 2.69
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt parking lot, garage behind
3.4 Landscape / property features	Concrete entrance steps
3.5 Fencing	Board/picket fence along driveway
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	88
4.3 Wall assembly / cladding	Siding over original stucco
4.4 Roof shape / pitch / material	Hip / medium pitch/ asphalt
4.5 Storeys	1
4.6 Alterations	Bay window, siding,
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Medium pitch roof • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation showing front yard, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	26 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	698
2.5 Building front yard setback (m)	9.96
2.6 Building side yard setback (m)	4.24 / 3.17
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Birch and spruce in front yard
3.2 Soft landscaping	Stone lined gardens with specimen trees
3.3 Driveways / parking	Wide asphalt driveway; garage behind
3.4 Landscape / property features	Vertical board screen across driveway
3.5 Fencing	Wood picket
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	132
4.3 Wall assembly	Frame / stucco and horizontal siding in gable
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingles
4.5 Storeys	1.5
4.6 Alterations	Stucco cladding
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation showing front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	27 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	402
2.5 Building front yard setback (m)	3.9
2.6 Building side yard setback (m)	1.3 / 0.22
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt drive, attached garage
3.4 Landscape / property features	Foundation planting
3.5 Fencing	Vertical board fence on north property line
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	101
4.3 Wall assembly	Frame / brick
4.4 Roof shape / pitch / material	Hip with flat / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Garage addition
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Cast split-face concrete block foundation visible above grade

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	30 Peter Street South
2.0 LOT	
2.1 Land use	Residential low density
2.2 Period of construction	After 1915
2.3 Zoning	R15-1
2.4 Lot size (m ²)	674
2.5 Building front yard setback (m)	13.79
2.6 Building side yard setback (m)	1.01 / 1.94
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature horse chestnut, shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Deeply setback from road
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	327
4.3 Wall assembly / cladding	Frame / brick veneer
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Significant north addition with attached garage
4.7 Architectural style	Modified Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Part IV
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>This house is set back quite far from the street. A large horse chestnut shades the front yard. Since its construction in the early twentieth century, the house has doubled in the size; but the front garage has altered the appearance of the original house the most.</p> <p>The house is first illustrated on the 1928 fire insurance plan. Either William Maxwell (Mack) Delaney, an electrician, or his sister, Alberta L.E. Hodgson, built the house after 1915.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-pitch roof • Early twentieth-century construction

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 Front yard, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North east corner, before addition, 1980.

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	32 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	Before 1880
2.3 Original owner	Roman Catholic Episcopal Corporation
2.4 Current owner	
2.5 Zoning	R15-1
2.6 Lot size (m ²)	398
2.7 Building front yard setback (m)	4.84
2.8 Building side yard setback (m)	6.44 / 0.27
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Numerous mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Brick paving
3.4 Landscape / property features	Wide driveway edged with timber
3.5 Fencing	n/a
3.6 Character summary	2-storey late-nineteenth century house
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	228
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Architectural decoration of recent origin as are round headed gable windows at the second floor
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	A newspaper clipping in the William Perkins Bull Collection explains that the Gothic Revival frame house at 32 Peter Street South served as the first place of worship for Roman Catholic in Port Credit. The house originally stood on the site where the first St. Mary's Church was built in 1880, and was moved to the corner of Bay and Peter Streets. For several decades, the house was owned by the Delaney family. It is first illustrated on the 1910 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none"> • 2-storey, 3-bay, Gothic Revival house dating from the late-nineteenth century • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/08



6.2 Front yard and east elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 East elevation, 1976.

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	34 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	Before 1927
2.3 Zoning	R15-1
2.4 Lot size (m ²)	673
2.5 Building front yard setback (m)	1.41
2.6 Building side yard setback (m)	1.16 / 22.16
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Lawn
3.3 Driveways / parking	Gravel driveway
3.4 Landscape / property features	Corner lot
3.5 Fencing	Vertical board fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	163.5
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Possible enclosed front porch
4.7 Architectural style	Modified Bungalow Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	This frame house, which bears some similarities to 31 Mississauga Road South, was probably built by carpenter John Peter Burns sometime after 1910 and before his death in 1927. The use of the premises by his widow, Sarah Ellen, is written into a 1927 agreement; and the house is first illustrated on the 1928 fire insurance plan.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Horizontal siding

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/10



6.2 Front yard and east elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 2017/04/10



6.4 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	39 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1940s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	136.5
2.5 Building front yard setback (m)	4.06
2.6 Building side yard setback (m)	11.35 / 2.93
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature maple tree in front yard
3.2 Soft landscaping	Lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	
3.5 Fencing	Vertical board fence
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	136.5
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Pitch / medium / asphalt shingles
4.5 Storeys	2
4.6 Alterations	Second storey addition
4.7 Architectural style	Modified Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	Second storey addition to 1940 bungalow
5.4 Heritage attributes	<ul style="list-style-type: none"> • Early bungalow • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 Southwest corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	40 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	337
2.5 Building front yard setback (m)	6.31
2.6 Building side yard setback (m)	0.23 / 6.79
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Front and side wood porch steps
3.5 Fencing	Chain-link
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	114
4.3 Wall assembly	Frame / buff brick under stucco, fieldstone, and horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Cladding
4.7 Architectural style	Arts and Crafts
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Medium pitch gable roof • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 East elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	42 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	627
2.5 Building front yard setback (m)	6.24
2.6 Building side yard setback (m)	5.99 / 1.41
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway / detached garage
3.4 Landscape / property features	Wood porch steps, deep setback
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	169
4.3 Wall assembly	Frame / brick
4.4 Roof shape / pitch / material	Gable /low pitch/ asphalt shingle
4.5 Storeys	1-storey bungalow with 2-storey addition
4.6 Alterations	Cladding, rear 2-storey addition, bay window, front porch under construction
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-pitch gable roof • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	43 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	462
2.5 Building front yard setback (m)	1.95
2.6 Building side yard setback (m)	0.24 / 16.27
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Specimen shrubs in front yard
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway / detached garage
3.4 Landscape / property features	Accessible lift, flagstone path
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	118
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Front and rear addition, front timber deck with accessible lift
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Hipped roof

6.0 PHOTO DOCUMENTATION



6.1 West elevation, 2017/04/10



6.2 West elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	44 Peter Street South
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	Late-twentieth century
2.3 Zoning	R15-1
2.4 Lot size (m ²)	643
2.5 Building front yard setback (m)	5.5
2.6 Building side yard setback (m)	3.15 / 1.79
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Foundation planting
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway / detached garage
3.4 Landscape / property features	Cedar hedge on south property line
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	202
4.3 Wall assembly	Frame / brick veneer / horizontal siding
4.4 Roof shape / pitch / material	Gable / low / asphalt shingle
4.5 Storeys	2
4.6 Alterations	n/a
4.7 Architectural style	Raised Ranch Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Gable roof

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	23 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	C4-48
2.4 Lot size (m ²)	531
2.5 Building front yard setback (m)	6.05
2.6 Building side yard setback (m)	1.53 / 2.92
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature spruce on northeast corner
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Concrete driveway
3.4 Landscape / property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	136
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable and hip / medium pitch / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Cladding, rear addition
4.7 Architectural style	Ranch Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Mid-century • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northeast corner, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	25 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	531
2.5 Building front yard setback (m)	5.98
2.6 Building side yard setback (m)	1.37 / 2.78
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature spruce in front yard, smaller shrubs beyond
3.2 Soft landscaping	Lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Concrete porch steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	102
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium slope/ asphalt shingle
4.5 Storeys	1
4.6 Alterations	Cladding, artificial stone at foundation
4.7 Architectural style	Ranch Style
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Mature tree

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	27 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	529
2.5 Building front yard setback (m)	6.82
2.6 Building side yard setback (m)	0.88 / 2.78
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Concrete entrance steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	94
4.3 Wall assembly / cladding	Frame / horizontal and vertical siding
4.4 Roof shape / pitch / material	Gable / medium pitch / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Cladding / glass block window
4.7 Architectural style	Ranch Style
5.0 HERITAGE	
5.1 Current status/designation	Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	29 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	Early 1950s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	511
2.5 Building front yard setback (m)	5.75
2.6 Building side yard setback (m)	5.29 / 0.43
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature birch tree in front yard with annual flowers at base
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Precast paver surfaced driveway
3.4 Landscape / property features	Walkway pavers
3.5 Fencing	Hedges in both side yards
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	91
4.3 Wall assembly / cladding	Frame / brick
4.4 Roof shape / pitch / material	Gable and hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form • Roof line • Brick

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	31 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	511
2.5 Building front yard setback (m)	5.89
2.6 Building side yard setback (m)	5.37 / 0.23
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Hedge on east property line
3.2 Soft landscaping	Annual flower garden in front lawn surrounding single mature tree, stone edging
3.3 Driveways / parking	Asphalt driveway / attached garage
3.4 Landscape / property features	Flagstone steps and path
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	183
4.3 Wall assembly / cladding	Frame / brick
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Former single-storey with second floor addition and new front porch, recessed gable and deck on north elevation
4.7 Architectural style	Modified Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Former bungalow • Low-rise built form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	33 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	511
2.5 Building front yard setback (m)	6.31
2.6 Building side yard setback (m)	4.16 / 2.09
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees and shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway / attached carport
3.4 Landscape / property features	Corner lot
3.5 Fencing	Vertical board privacy fence along John Street
4.0 ARCHITECTURE	
4.1 Building type	Detached house
4.2 Building size (m ²)	84
4.3 Wall assembly / cladding	Frame / brick
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Alterations	Rear, front, and side additions including car port, timber deck on north elevation
4.7 Architectural style	Modified Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise form

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 West elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	43 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1960s
2.3 Zoning	R15-1
2.4 Lot size (m ²)	355
2.5 Building front yard setback (m)	8.86
2.6 Building side yard setback (m)	0.32 / 0
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Wood entrance steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	116
4.3 Wall assembly	Frame / brick with EIFS
4.4 Roof shape / pitch / material	Truncated hip / medium / asphalt shingle
4.5 Storeys	1
4.6 Bays	N/A
4.7 Alterations	Windows, EIFS cladding
4.8 Architectural style	Mid-century Modern
5.0 HERITAGE	
5.1 Current status/designation	Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise, single storey

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	44 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1953
2.3 Zoning	R15-1
2.4 Lot size (m ²)	6590
2.5 Building front yard setback (m)	6.03
2.6 Building side yard setback (m)	30.47 / 24.28
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature deciduous and coniferous trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt parking to the west
3.4 Landscape / property features	Fenced playground to the east
3.5 Fencing	Chain link
4.0 ARCHITECTURE	
4.1 Building type	School
4.2 Building size (m ²)	839
4.3 Wall assembly	Brick and continuous strip windows
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	1
4.6 Alterations	Windows
4.7 Architectural style	Mid-Century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	The Port Credit Roman Catholic Separate School, erected in 1953 according to a 1961 Junior Chamber of Commerce pamphlet, is one Modern school left largely intact. It is the only purpose-built school ever constructed in Old Port Credit Village. Along with St. Mary's Church and Cemetery, the school is part of a religious compound in the block bounded by Lakeshore Road West, John Street South Port Street West and Peter Street South.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low rise, single storey, flat roofed modern design • Continuous strip windows • Canted entrance canopy

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 South elevation of school yard, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	45 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1849 and 1926
2.3 Zoning	R15-4
2.4 Lot size (m ²)	686
2.5 Building front yard setback (m)	3.8
2.6 Building side yard setback (m)	2.31 / 14.31
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Trees, shrubs
3.2 Soft landscaping	n/a
3.3 Driveways / parking	Asphalt parking lot
3.4 Landscape / property features	Symmetrical concrete entrance stair and railings
3.5 Fencing	Contemporary handrails at entrance
4.0 ARCHITECTURE	
4.1 Building type	Hall
4.2 Building size (m ²)	219
4.3 Wall assembly /	Frame / roughcast plaster
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	See 5.3 below
4.7 Architectural style	Neoclassical
5.0 HERITAGE	
5.1 Current status/designation	Designated, Part IV
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Encased in the walls of the 1926 Mississauga Masonic Temple is the Wesleyan Methodists Church of 1849. The Wesleyan Methodist Church, the oldest church in Port Credit (having opened on May 23, 1849), was a 30 by 40 foot, Neoclassical-style church with a coating of roughcast plaster over its frame walls. A 1907 bird's eye photographic view in Ida Lynd Bradley's scrapbook shows the side and rear of the church.</p> <p>In 1894, the church was moved from the Methodist church lot now occupied by First United Church to its current location. There, it became Shaw's Hall, a community hall in the years before Clarke Memorial Hall was built.</p> <p>The Mississauga Masonic Corporation acquired the building in 1917; and in 1928, took out a \$5,000 mortgage for an enlargement of it. The building's present-day temple-like appearance dates from 1926.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Remnant Wesleyan Methodist Church inside current Masonic temple • Entrance stair • Low-rise built form • Neoclassical style

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northwest corner, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Entrance door detail, 1976



6.4 Northwest corner of the Wesleyan Methodist Church, early twentieth century.

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	53 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density
2.2 Period of construction	1890 - 1893
2.3 Zoning	R15-1
2.4 Lot size (m ²)	537
2.5 Building front yard setback (m)	3.86
2.6 Building side yard setback (m)	4.5 / 10.39
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway / detached garage
3.4 Landscape / property features	Mature deciduous and coniferous plantings
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	162
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingles
4.5 Storeys	1.5
4.6 Alterations	Rear vestibule addition, exterior cladding restoration
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV and Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	In 1890, Russell J. Walker, a carpenter, purchased the property and in 1893 sold it at a significantly higher price. It is illustrated on the 1910 fire insurance plan with a bay window on both the Port Street West and Peter Street South elevations. In addition, a 1907 bird's eye photographic view in Ida Lynd Bradley's scrapbook shows the house's west and rear walls.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Two storey low-rise house form • Projecting bay windows on Port Street and Peter Street facades • Shaped shingles in gable ends • Horizontal siding • Mature trees

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner 2017/05/08



6.2 East elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Northeast corner, 1980



6.4 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	54 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1881
2.3 Zoning	R15-1
2.4 Lot size (m ²)	613
2.5 Building front yard setback (m)	0
2.6 Building side yard setback (m)	3.24 / 2.15
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature trees, shrubs, hedges
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Pavers / carport
3.4 Landscape / property features	Rubble stone wall
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	303
4.3 Wall assembly	Frame / parging over horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt
4.5 Storeys	1.5
4.6 Alterations	Parged siding, carport
4.7 Architectural style	Gothic Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part IV
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>In 1879, the Crown granted Lot 9 north of Port Street to David Harrison, a labourer. He and his wife Sarah mortgaged the property to James Robinson Shaw in 1881. They took out another mortgage ten years later. A 1907 bird's eye photographic view in Ida Lynd Bradley's scrapbook shows the Port Street elevation of the Gothic Revival house, while the 1910 fire insurance plan illustrates the frame house in plan. The house and property stayed in the Harrison family until 1981.</p> <p>A previous owner has returned the window sash to a kind appropriate to the age of the house. However, the previous owner's pargetting of the original wood siding is likely irreversible.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Original 3-bay façade • 1.5 storey low-rise form • shaped shingles in gables

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 East elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 Stucco detail, 2017/05/08



6.4 Southeast corner, 1977

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	57 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	639
2.5 Building front yard setback (m)	7.25
2.6 Building side yard setback (m)	3.15 / 5.51
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt / detached garage
3.4 Landscape / property features	Concrete / stone entrance steps
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	152
4.3 Wall assembly	Frame / brick veneer, artificial stone, horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Stone veneer
4.7 Architectural style	Victory Housing
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Simple 1.5 storey form • Rough cast concrete block foundation exposed above grade • Bay window

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	61 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1928 - 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	474
2.5 Building front yard setback (m)	8.02
2.6 Building side yard setback (m)	5.93 / 1.86
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt driveway
3.4 Landscape / property features	Walkway pavers
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	177
4.3 Wall assembly	Frame / horizontal siding
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	1.5
4.6 Alterations	Cladding, windows
4.7 Architectural style	Cape Cod Revival
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Roof shape • Horizontal siding

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 North elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	62 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	1955
2.3 Zoning	R15-1
2.4 Lot size (m ²)	967
2.5 Building front yard setback (m)	8.02
2.6 Building side yard setback (m)	5.93 / 1.86
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	n/a
3.2 Soft landscaping	n/a
3.3 Driveways / parking	Asphalt driveway/parking
3.4 Landscape / property features	n/a
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Fire hall
4.2 Building size (m ²)	513
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	2
4.6 Alterations	Roof replaced in 2000. See 5.3 below
4.7 Architectural style	Mid-Century Modern
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>Erected by local builders H. Lee and Sons for the Village of Port Credit, the fire hall and police station was opened on December 12, 1955. The fire hall was staffed by a volunteer fire brigade.</p> <p>While the window sash and doors have changed, the front elevation remains as it was nearly sixty-five years ago. The use of Indiana limestone at the entrance, for the window surrounds and as coping along the flat roof, the band of windows with grooved panels between the windows and the picture window distinguish the Modern landmark in the village.</p> <p>The building is the oldest surviving fire hall in Mississauga.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Example of Modernist architecture • Brick with rectangular stone window surrounds

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 South elevation, 2017/05/08



6.2 South elevation, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	63 Port Street West
2.0 LOT	
2.1 Land use designation	Residential Low Density 1
2.2 Period of construction	After 1952
2.3 Zoning	R15-1
2.4 Lot size (m ²)	479
2.5 Building front yard setback (m)	5.62
2.6 Building side yard setback (m)	5.68 / 5.26
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Several mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt
3.4 Landscape / property features	Corner lot
3.5 Fencing	n/a
4.0 ARCHITECTURE	
4.1 Building type	Single detached
4.2 Building size (m ²)	160.5
4.3 Wall assembly / cladding	Frame / stucco
4.4 Roof shape / pitch / material	Gable / medium / asphalt shingle
4.5 Storeys	2
4.6 Alterations	Rear addition, cladding, window replacements
4.7 Architectural style	Modified Worker's Cottage
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	The building was once located closer to the waterfront and was moved to this lot at a later date.
5.4 Heritage attributes	<ul style="list-style-type: none"> • Low-rise built form • Roof shape • Porch with hipped roof

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 West elevation, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

1.0 ADDRESS	12-14 Stavebank Road South
2.0 LOT	
2.1 Land use designation	Public Open Space
2.2 Period of construction	Pedestrian bridge construction in 1995
2.3 Zoning	G1-11, OS2-4
2.4 Lot size (m ²)	16,036.96
2.5 Building front yard setback (m)	n/a
2.6 Building side yard setback (m)	n/a
3.0 LANDSCAPE / SETTING / CONTEXT	
3.1 Trees and shrubs	Several mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	n/a
3.4 Landscape / property features	Asphalt pedestrian paths, planted landscaping, and low stone walls and curbs.
3.5 Fencing	Metal picket guardrail on pedestrian bridge sympathetic in design to those of the adjacent Lakeshore Road immediately north.
4.0 ARCHITECTURE	
4.1 Building type	Pedestrian footbridge
4.2 Building size (m ²)	n/a
4.3 Wall assembly / cladding	n/a
4.4 Roof shape / pitch / material	n/a
4.5 Storeys	n/a
4.6 Alterations	n/a
4.7 Architectural style	Infrastructural three-span box-girder bridge with concrete deck with bend.
5.0 HERITAGE	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	<p>The Credit River Corridor is noted as a Cultural Landscape for a variety of reasons. The corridor is a scenic rare natural landmark in the city. The 93km river cuts through both the Peel and Iroquois Plains. In some of these areas underlying Paleozoic bedrock of shale and sandstone is exposed. There are also heavily treed and marshy areas. Benches and alluvial terraces provide for a variety of recreational opportunities.</p> <p>The Mississaugas settled on the banks of the river until they were displaced by European settlers. Pioneers established mills on the river in Meadowvale Village, Streetsville and Erindale. Some mill remnants remain. Thus, the river is not only ecologically significant, it is also an invaluable archaeological site that yields information about our native, pioneer and industrial history, as well as a link to the historic community development along the river corridor.</p>
5.4 Heritage attributes	<ul style="list-style-type: none"> Views of and access to the Credit Village Marina Port Credit Harbour

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018

- Views of and access to the Credit River
- Mature trees
- Pedestrian-scale

6.0 PHOTO DOCUMENTATION



6.1 South elevation, pedestrian bridge, 2018/05/14



6.2 South elevation, pedestrian bridge, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.3 View of the Credit River, 2018/05/14



6.4 View of the Credit Village Marina, 2018/05/14

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
PROPERTY INVENTORY 2018



6.5 Waterfront trail, 2018/05/14



6.6 View of the Port Credit Yacht Club from 12-14 Stavebank Road South, 1978

HERITAGE CONSERVATION FEASIBILITY STUDY
OF OLD PORT CREDIT VILLAGE
STAGE 1 REPORT

by the Team Organized by George Robb Architect
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for the City of Mississauga

November 28, 2003
(Updated February 09, 2018)

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HERITAGE CONSERVATION FEASIBILITY STUDY OF OLD PORT CREDIT VILLAGE

Background

In 1988, the City of Mississauga defined by by-law old Port Credit village south of Lakeshore Road West on the west side of the Credit River as an area to be examined for possible future designation as a heritage conservation district. Section 40 of the *Ontario Heritage Act* enables municipal councils to study areas whose special historical or architectural qualities are worthy of preservation.

The Port Credit District policies in the official plan, which superseded the Port Credit District Plan approved in 1986, first came into effect in July, 1997, and were reaffirmed in Mississauga Plan (approved by the Region of Peel in May, 2003). They refer to a "character area" called the Historical Village of Port Credit, which approximates the study area delineated in 1988. In the Historical Village, preservation of the street pattern, residential character, natural features and historic housing stock is supported. These policies also reiterate the City's intention to investigate the old town site of Port Credit as an area for future designation as a heritage conservation district.

In May, 2003, the City authorized the feasibility study and passed an interim control by-law under the *Planning Act*. The by-law provides development control for one year while study of old Port Credit village is underway.

George Robb Architect was chosen in mid-July to undertake the study. The aims of the study were twofold: 1) to determine the merit in conserving the old Port Credit village study area; and, 2) to consider the feasibility of conserving old Port Credit village through designation as a heritage conservation district under the *Ontario Heritage Act* and/or by other means under the *Planning Act*.

The consultant team organized by George Robb Architect met several times with a Staff Steering Committee, Volunteer Advisory Committee and the public. The report is the result of the consultant team's discussions among all the interested parties and its own observations, research and analysis.

Introduction to the Study Area

The study area is bounded by Lakeshore Road West, the Credit River, Lake Ontario and Mississauga Road South (see map next page). The study area covers the southern part of the 1835 village plot. There are few historic features north of Lakeshore Road West, the study area's northern boundary, where extensive redevelopment has taken place.

Mississauga Plan calls the Credit River a heritage corridor. The river's mouth at Lake Ontario has been the key geographic factor in the study area's long history. Mississauga Road South, originally called Joseph Street in old Port Credit village, separates the village

from the former oil refinery lands.



The Study Area

An Overview of the Study Area's Historical Development

For a small place, there are three published histories about Port Credit. Betty Clarkson wrote a 230-page book in 1967, she wrote a condensed monograph with a new chapter by Lorne Joyce in 1977, and Verna Mae Weeks wrote a 194-page book in 1995.

In an essay published in the 1967 history of Peel County, Hilda Kirkwood said, "Port Credit is not very big, but has a most interesting history and a very real present identity for those who know more than its surface."¹

The long and layered history of the west bank of the mouth of the Credit River is presented chronologically in nine broad periods of human use and activity. Almost all the dates beginning or ending the period are milestones in Port Credit's historical development. Some periods overlap in time, and gaps in time between periods are explained in the text which follows. One or more representative map or photograph illustrates each period. The periods are:

1. First Nations History, to late 1600s;
2. The Mississaugas of the Credit First Nation Settlement, early 1700s to 1826;
3. The Credit Harbour Company and the Port Credit Village Survey, 1834-1847;
4. A Busy Port, 1848-1856;
5. A Port in Decline, 1857-1883;
6. A Brickyard Next Door, 1889-1927;
7. Twentieth-century Infrastructure and Improvements, 1909-1928;
8. An Oil Refinery as Neighbour, 1932-1978;
9. Modern Development, 1961-1973.

1. First Nations History, to late 1600s

The Credit River valley was formed during the melting of the glaciers at the end of the last ice age. The retreat of the ice left behind 30 to 60 metres of glacial deposits over the Ordovician bedrock. In the vicinity of Port Credit along the north shore of Lake Ontario the soils are glaciolacustrine sands and gravels that formed the near-shore deposits of Lake Iroquois, a larger version of Lake Ontario, which existed about 12,000 years ago. Its former shore bluff can still be seen just south of Dundas Street. Soon afterward, the lake was reduced in size and the water level dropped to about 60 metres lower than at present.² About this time (approximately 10,000 to 11,000 years ago) people were able to travel into the land that became Ontario. These first people (Paleo-Indian) were hunter gatherers who made use of large territories in order to exist in the harsh post-glacial landscape. The campsites they made were small and widely scattered and the few artifacts preserved consist mainly of chipped stone tools. Many of their habitation sites on the former north shore of the lake are now underwater, far out into the lake bed.

By about 10,000 years ago, environmental warming allowed indigenous populations to expand. Woodworking tools (ground stone axes), and manos with metates for grinding seeds and nuts, start to appear in the archaeological record. Boreal forest gave way to hemlock, then maple-beech forests. The people of the Archaic period exploited resources by migrating seasonally around the land, with spring and fall gatherings at fish spawning areas, and winters further inland for upland hunting. They also participated in long distance trade networks, bringing exotic materials into Ontario. Dozens of Archaic sites have been found in the Credit River watershed.³

The Archaic period lasted for about 8,000 years. By about 2,600 years ago, the Early Woodland Indigenous cultures began to produce pottery. Lifestyles of the Early and Middle Woodland peoples did not change dramatically at first though there was a growing influence from peoples outside Ontario. After the introduction of maize (corn) horticulture by about A.D. 500, the Late Woodland cultures shifted from seasonal camping to semi-permanent villages associated with the cultivation of domestic plants, including beans, squash and tobacco. Pottery and smoking pipe designs become more elaborate and better executed. Late Woodland archaeological sites are well-represented in the Credit River drainage, many of them dating after about A.D. 1000, inhabited by people of the Ontario Iroquoian traditions, particularly the Huron. Some sites, such as the Scott-O'Brien site about two kilometres upriver from the study area, indicate that strategic locations were reoccupied over thousands of years.⁴ The mouth of the Credit is also such a location.

The Credit River slows and flattens as it approaches Lake Ontario. The 1806 survey of Toronto Township noted that the mouth consisted largely of marsh with a forest behind on higher ground.⁵ As part of the northern limit of the Deciduous Forest Province or Carolinian zone, the Port Credit area is able to support vegetation and wildlife normally found in more southern climes. An 1820 visitor remarked that the Credit was "a fine clear stream with a strong bottom ... a great resort of salmon, trout etc. in the spring or fall."⁶ Many other fish, including bass, bullheads, pike and redhorse, were also noted.

Mississauga has a strong archaeological heritage of sites from all the periods of Ontario Indigenous people's history, and many may yet be discovered. There is, as yet, very little formal archaeological evidence of their habitation in old Port Credit. There are currently only two archaeological sites registered with MTCS within the study area, and unfortunately, no details have been recorded as to the nature of the Indigenous artifacts found, although one of these sites is thought to have been associated with the historic Mississauga First Nation

settlement (see next page). A lack of registered sites is not a reflection of the actual presence of site evidence. Oral history records that Indigenous artifacts (pottery and projectile points) and graves have been found in the Port Credit area.



Pre-contact Indigenous artifacts from upper Credit River sites: Woodland Period pottery and a variety of projectile points. Courtesy of Ontario Ministry of Transportation

2. The Mississaugas of the Credit First Nation Settlement, early 1700s to 1826

The Mississauga moved down into Southern Ontario from their original homeland north of Lake Superior and Lake Huron, after driving the Iroquois from the north shore of Lake Ontario during the fur trade wars of the late 1600s. The origin of their name may be related to the Mississagi River on the north shore of Huron.⁷ It may also relate to the eagle clan, Ma-se-sau-gee, of which many are members. The people referred to themselves as Anishinabeg, which means "people." The English also called them Ojibway, or Chippewa.

Like many earlier First Nations groups, the Mississauga practiced a subsistence strategy which involved seasonal movements around the landscape to take advantage of particular resources. Each spring and fall, they gathered near the mouths of rivers to take advantage of the spawning runs of salmon, trout and other fish. At other times of the year small family groups moved inland to hunt and trap game, harvest wild plants, and trade. The mouth of the Credit River was an important location for seasonal fishing and a semi-permanent settlement was established here by the 1700s.

In the early 18th century, they established settlements and fishing and hunting territories along the north shore of the lower Great Lakes from the Rouge River on Lake Ontario to Long Point on Lake Erie.⁸ The Credit River, called Missinnihe by the Mississaugas, was a favourite location, used for resource access and spiritual purposes. Surveyor Augustus Jones noted that the name meant 'Trusting Creek'.^{8,1} By the mid-1700s, French maps of Lake Ontario began to document the Credit River as "Rivière aux Credie"⁹ or "R. au Credit", referring to the seasonal trade credit extended to the Mississauga at the post there. Both terms suggest that the mouth of the Credit had already become an important location for annual fur trade rendezvous.

The European fur trade, which depended on the First Nations to hunt and trap animals for their furs or hides, had altered the traditional way of Indigenous peoples' lives by introducing new technology such as guns, iron axes, brass kettles and woven fabrics, upon which they came to depend. Intermarriage between First Nations women and European fur traders who lived with their wives and children in Indigenous settlements cemented bonds between the two cultures.

In 1781, the Mississaugas of the Credit began to cede to the British Crown, lands around the west end of Lake Ontario and the north shore of Lake Erie. The 1806 Head of the Lake Treaty (No. 14) was the first to surrender lands near the Credit River, extending inland for six miles along the lake shoreline from Etobicoke Creek to Burlington Bay, but reserving lands for one mile on either side of three streams (Credit River, Twelve Mile Creek and Sixteen Mile Creek). By 1820, most of these lands were also ceded in Treaties 22 and 23, reserving only 200 acres upriver from the mouth. As a result, the first survey of Toronto Township kept the reserve lands separate from the regular lot and concession patterns. In 1818 the territory inland from the 1806 treaty had been ceded in Treaty No. 19.¹⁰

In 1829, problems with European raiding of the fishery led the Mississaugas of the Credit to petition the government to once again secure the fishing rights to them; and this was granted under law, but not enforced.¹¹

The loss of important hunting and fishing grounds, decimation by European diseases and encroachment of European settlers all took heavy tolls on the Mississauga people. In the early 1820s, Methodist Episcopal missionaries, including Reverend Peter Jones (Kahkewaquonaby) and John Jones (sons of surveyor Augustus Jones and Tuhbenahneequay, a daughter of a Mississauga of the Credit chief) converted many to Christianity and encouraged adaptation to a more European way of life with agriculture and trades. In 1826, more than 200 Mississaugas of the Credit finally moved their settlement from the Credit River flats to the small agricultural village reserve lands upriver that had been built for them near where the Queen Elizabeth Way now crosses the Credit.¹² They did, however, retain some involvement with the lands that were about to become the village of Port Credit.



Elizabeth P. Simcoe, View of the River Credit (showing Mississauga people fishing in canoes), 1796, National Archives of Canada, C-13917 (NAC 23204), published in Frank A. Dieterman, Ed. *Mississauga: The First 10,000 Years* (Toronto: Mississauga Heritage Foundation and East End books, 2002), p. 20.



D.W. Smyth, *A Map of the Province of Upper Canada* (detail) (London: W. Faden, 1813), National Map Collection # 15294. Note the lands belonging to the Mississaugues. □

3. The Credit Harbour Company and the Port Credit Village Survey, 1834-1847

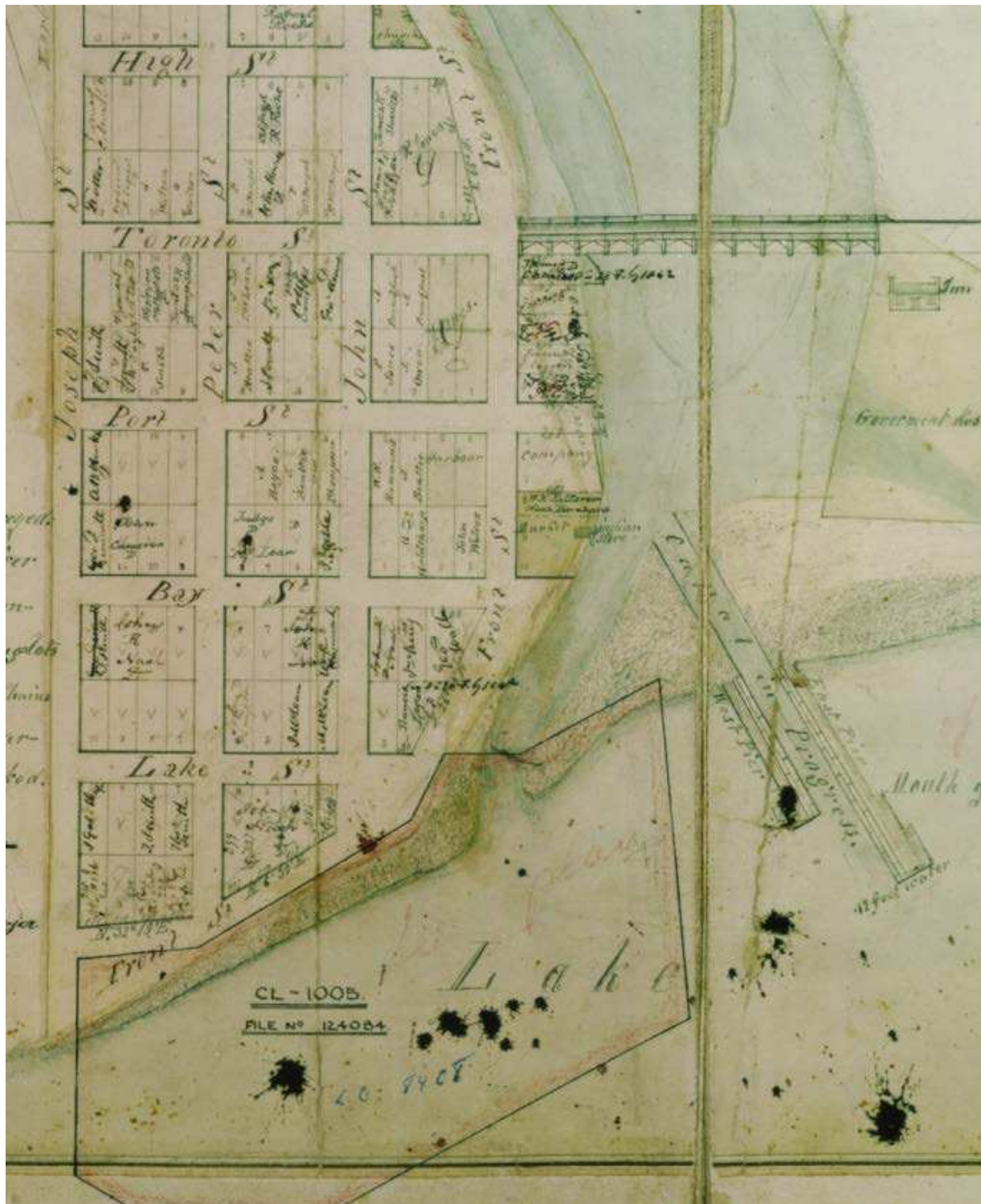
In 1834, eight years after the resettlement of the Mississaugas of the Credit upriver, the government chartered the Credit Harbour Company, a joint stock company established to construct a harbour at the mouth of the Credit River. The Mississauga invested heavily in the project, acquiring two-thirds of the shares; and three of their chiefs, Joseph Sawyer, Peter Jones and John Jones, were directors. A government loan in 1837 supported the works underway by contractor, E.W. Thomson. To recoup the shareholders' investment, tolls were placed on the passage of boats and vessels and the shipment of potash and pearl ash, pork, whiskey, salt, beef and lard, flour, merchandise, butter and lard, West India staves, pipe staves, wheat and other grain, lumber, pine timber, oak timber and firewood.¹³

To complement the harbour project, the government in 1835 planned a village on the west bank of the river. The village plot, bounded by Lake Ontario, the Credit River and Joseph Street (today's Mississauga Road South), was laid out as a grid, somewhat modified by the curvature of the Credit River bank and Lake Ontario shore. The rectangular blocks typically contained eight lots of one-quarter acre each. In the area south of Toronto Street (now Lakeshore Road West), there were thirteen blocks. Front Street was closest to the Credit River, and extended along the original shoreline of Lake Ontario. John, Peter and Joseph Streets were named for the Mississauga chiefs who were directors on the Credit Harbour Company. Lots were reserved for the company's use, and a market square where the Mississauga store and warehouse had stood since 1832 occupied lots on the east side of Front Street, at Bay Street. Robert Lynn's 1837 plan shows the market square and Indian store as well as the 1832 timber truss bridge on Toronto Street (now Lakeshore Road West) crossing the river and the 1798 government inn.¹⁴ The bridge replaced a ferry in about 1820.^{14.1}

Lynn's patent plan displays the names of the first owners of each lot, recorded as the parcels were sold. The first lots were sold in 1835 at the Courthouse in Toronto.

By 1846, there were about 150 people living in the new Port Credit village. From the port were shipped quantities of lumber, square oak and pine timber, wheat and flour.¹⁵

The formative years of Port Credit, when the Mississaugas were active partners in its development, came to an end in 1847 when they left their mission village and agricultural reserve upriver from Port Credit. They had been denied security of tenure. On invitation from the Six Nations Iroquois of the Grand River, the Mississaugas of the Credit moved to the southwestern corner of the Tuscarora reserve near present-day Hagersville, and named their new settlement the New Credit Reserve.¹⁶



Robert Lynn, "Plan of the Survey of Port Credit, A Village Plot at the mouth of the River Credit, on the Indian Reserve, laid out by order from the Surveyor General, dated 20 June 1835," surveyed 11 November 1837, Archives of Ontario, Patent Plan, RG 1-100 C-42.

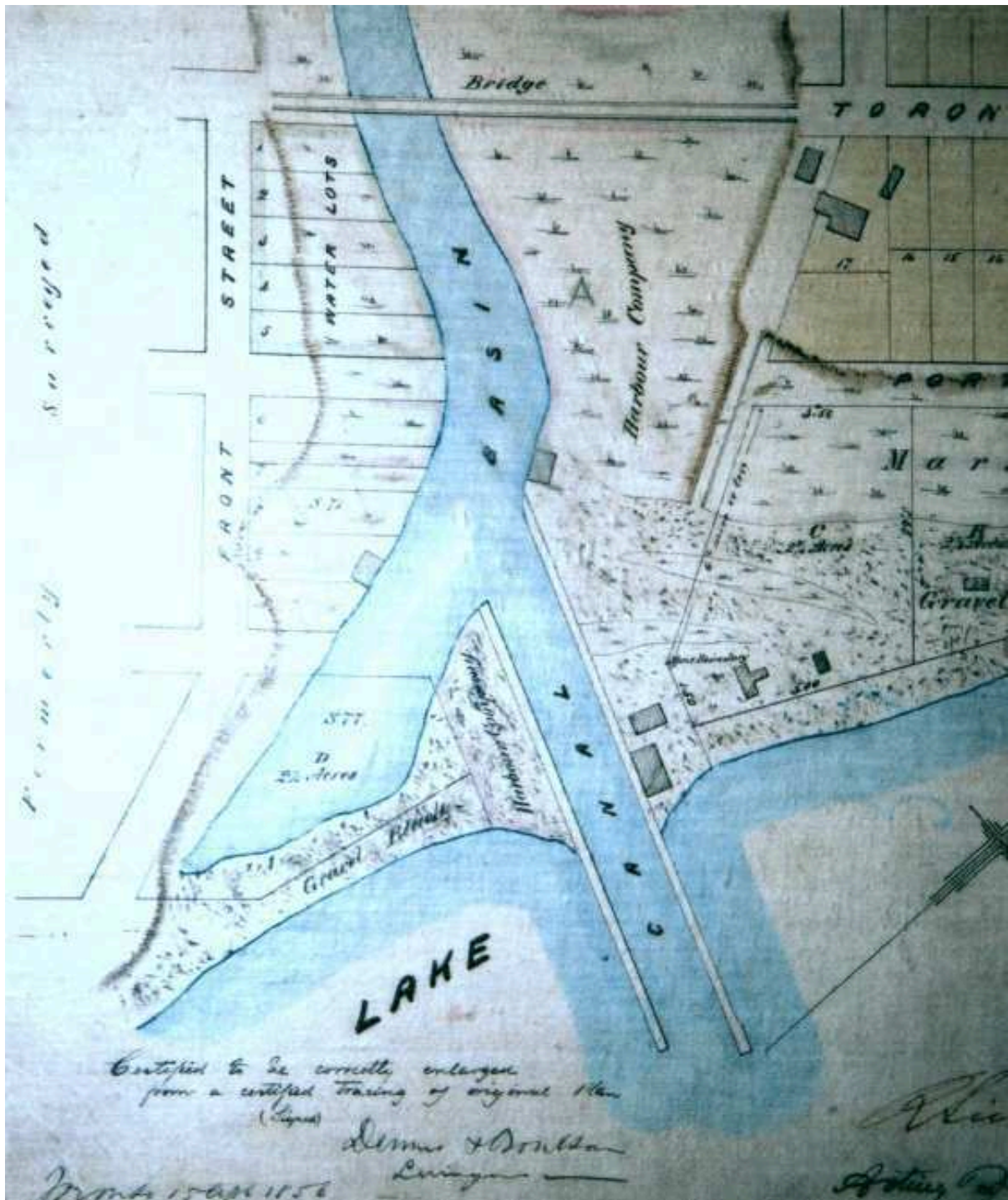
4. A Busy Port, 1848-1856

By 1851, the village on both sides of the river had grown to a population of 250 and the port had experienced large increases in lumber, wheat and flour shipments.¹⁷

The harbour at Port Credit was the only harbour besides the port of Toronto to rate an inset map on John Ellis and Company's 1853 map of Ontario, York and Peel Counties, extending along the Lake Ontario shoreline from Whitby Township in the east to Toronto Township in the west.¹⁸

Two factors caused a reversal in the village's fortunes. In 1855, fire destroyed the buildings along the west bank of the river. In 1856, the Grand Trunk Railway connected the grain-growing region around Brampton to Toronto's harbour, bypassing Port Credit.¹⁹

Dennis & Boulton's 1856 plan shows the harbour after the devastating fire. One building stood on the river's west bank. Much of the ground east of Front Street was marsh. A gravel beach, usually called Lot D of the Shingle Beach, lined Lake Ontario.



Dennis & Boulton, "Tracing of a Portion of the Plan of the Extension of the Town Plot of Port Credit," 15 April 1856, Port Credit Registered Plan 4, Peel Region Land Registry.

5. A Port in Decline, 1857 to 1883

The boom years had boosted the village's population to about 400 in 1857; after declining, the population rose merely to about 450 in 1877.²⁰

When the trade in lumber and grain languished, stonehooking continued. From Lake Ontario's shoals, stonehookers removed shale and lifted granite boulders. They shipped the stone to Toronto where it was used in the building industry.²¹ Fishing also kept the port active. The 1857 Canada-wide directory and the 1866, 1866 & 1867 and 1873-74 county directories list the following occupations: harbour master, collector of customs, shipyard owner, wharf and storehouse owner, ship owner, ship builder, boat builder, wharfinger, steam boat agent, manager of the Port Credit Harbour Company and sailor (of which there were 15 listed in 1873-74).²²

The 1866 & 1867 directory also includes the Port Credit Rock Oil Refinery. It was located at the northeast corner of Front and Port Streets, and its storage tanks were on the northwest corner.²³

A year before the government closed the outport of Port Credit (under the Port of Oakville) in 1883²⁴, it erected a wooden lighthouse at the outer end of the breakwater pier. The lighthouse served the local port trade until 1919 when it was abandoned; in 1936, it burned down.²⁵

During this period, another landmark was erected – St. Mary's Star of the Sea Roman Catholic Church – its cornerstone laid in 1880. When the brick church was opened, the first place of worship – a frame house – was moved to the corner of Bay and Peter Streets where it became a private residence. Although the brick church has since been replaced, tombstones survive in the adjacent cemetery, which was blessed in 1875.²⁶ By the late nineteenth century, there were two landmark churches – the Methodist and Catholic – side by side, on Toronto Street (Lakeshore Road West).



Methodist Episcopal Church, Harold Hare Collection, Mississauga Central Library



St. Mary's Church, Harold Hare Collection, Mississauga Central Library

6. A Brickyard Next Door, 1889-1927

St. Mary's Church was made of brick brought in from Belleville²⁷; but by the end of the same decade as the church's construction, Port Credit had its own supply of brick. In 1889, Thomas Nightingale established the Nightingale Pressed Brick Company on land immediately west of Joseph Street (Mississauga Road South) and south of Toronto Street (Lakeshore Road West).²⁸

The brickyard continued after Nightingale's death, expanded under a succession of owners, and finally ceased operations in 1927 when it was known as the Port Credit Brick Company Limited. At the end, the yard contained a two-storey brick office, a frame workshop, six rectangular brick kilns, a five-storey frame pressed brick plant, a large brick and frame dryer and machine house, a two-and-a-half-storey brick house, a two-storey bunk house, outhouses and a water slip leading to Lake Ontario.²⁹

The yard employed 15 men in the beginning. In 1909, it employed 250 full-time. At least one employee, William Chandler, the chief brick burner, erected a house in which to live on Joseph Street in the study area.³⁰

A landmark constructed of locally manufactured brick was the new Methodist Church on the site of the old frame church. The 1894 edifice was laid on foundations of stone hauled out of Lake Ontario by stonehookers John Miller, Abram Block and Walter Hare.³¹



Port Credit brickyard, c. 1907 in Ida Lynd Bradley, "Some Early Families of Port Credit," 1966, Mississauga Central Library.



Methodist Church, Lakeshore Road West, Mississauga South Historical Society,
Mississauga Central Library



J.E. Maybee, Abram Block's house on the lake, foot of Front Street, c. 1908, published in
Verna Mae Weeks, p. 44.

7. Twentieth-century Infrastructure and Improvements, 1909-1928

In 1909, the newly formed police village of Port Credit, an unincorporated entity, resolved to pay any ratepayer twenty-five cents for every maple tree planted on the street ten feet from the street line in front of his property and living a year. The council also decided to replace boardwalks with concrete sidewalks.³²

In the spirit of the times, Charles Elliott in 1912 organized an improvement society with the purpose of removing rubbish and unsightly fences, planting trees and gardens and painting buildings.³³ The same year, hydro poles and lines were installed on village streets.³⁴ A photograph taken after the installation of hydroelectric power shows West Main Street (Toronto Street or Lakeshore Road West), the poles placed in ample grass verges.

The Lakeshore Highway, the first big highway paving job in Ontario, opened in 1915, changing the configuration of the study area's main east-west street. In 1919, a concrete bowstring bridge replaced the earlier narrow iron bridge over the main channel of the Credit. A 1919 aerial photograph shows the bridge under construction, lumber piled at the corner of Lakeshore and Front. The flats remained undeveloped. These road improvements spurred on the flow of summer visitors who remodelled old houses in the village.³⁵

In 1922, Mary Louise Clarke of Lorne Park erected Alfred Russell Clarke Memorial Hall beside the Methodist Church. The community hall memorialized her husband who survived the 1915 sinking of the Lusitania only to die later of pneumonia from exposure to the cold Atlantic.³⁶

Yet another addition to the village's infrastructure was the waterworks that opened at the foot of Joseph Street (Mississauga Road South) in 1923.³⁷ The waterworks, as shown on a 1928 fire insurance plan, consisted of two small brick buildings and a steel water tower, at 85 feet high the tallest structure in the study area.³⁸

The tallest buildings were the churches at 30 feet tall. Other buildings ranged in height from one to two-and-a-half storeys. Although the waterworks pumping station, Clarke Memorial Hall, First United (formerly, Methodist) Church, St. Mary's Church and three houses were made of brick, the building stock was mostly frame. Some of the frame houses were finished in brick veneer or roughcast plaster. There were frame drive sheds behind First United and St. Mary's and several frame, detached automobile garages. Outhouses outnumbered the garages. In 1928, the lots varied in size and did not necessarily conform to the original village plan. Several were large, and a number were vacant (unbuilt). This made for a relatively high degree of open space and low population density. A creek ran from near the southwest corner of Bay and Joseph Streets, flowed down the Joseph Street road allowance, crossed Joseph Street under a concrete bridge, and ended on the south side of Lake Street halfway to Peter Street.

Another creek, depicted on a 1910 fire insurance plan ³⁹, had disappeared by 1928. It used to run across Lakeshore Road West and over the lots between John and Front Streets in a southeasterly direction to the river. Also by this time, the Lake Ontario shoreline had eroded, submerging Front Street and parts of lakefront lots.



Lakeshore Road West, looking west from the river, Harold Hare Collection, Mississauga Central Library.



McCarthy Aero Services, "Port Credit", July 1919, Archives of Ontario C 285-1-0-0-834.



Underwriters Survey Bureau, "Port Credit, Ont.," (Toronto and Montreal: Underwriters Survey Bureau, Dec. 1928), Plate 7, The Thomas Fisher Rare Book Library, University of Toronto, # 3524 P637 G475 1928 U53. Copied with permission from Insurers' Advisory Organization Inc./CGI.

8. An Oil Refinery as Neighbour, 1932-1978

On the brickyard site, L.B. Lloyd of Lloyd's Tankers started Lloyd's Refineries Limited in 1932.⁴⁰ Initially, 300 barrels of crude oil brought in by tanker to the water slip were processed each day; by 1935, output had increased to 3,000 barrels. After the Good Rich Refining Company purchased the refinery in 1937, production climbed to 4,000 barrels. Besides 17 grey steel storage tanks, a thermal cracking unit and boilers, the Good Rich refinery boasted an administration building in a converted mansion, rose gardens and lawns and 15 acres of woodlands.

Trinidad Leaseholds acquired the refinery in 1946, adding a steam plant in 1947, a platforming unit in 1954 and a new crude stilling unit in 1955. Under McColl Frontenac, the Canadian subsidiary of Texaco, a fluid catalytic cracking unit producing 7,500 barrels per day was put into operation in 1957. In the 1950s, brush and orchards were cleared out, more ground levelled for tanks, and the mansion left for larger offices (the mansion and its grounds were removed in 1961). A photograph taken in 1950 (see next page) shows the impact of the refinery on the east side of Mississauga Road South.

When Texaco Canada Limited, the new name for McColl Frontenac, built a new steam plant with four smokestacks close to Mississauga Road South in 1959-62, the refinery's presence loomed larger on the study area. The refinery also had an effect on traffic patterns in the study area: the shunting of tank cars in and out of the plant along the rail spur held up traffic on the Lakeshore Highway. In 1965, during a period of expansion, the refinery employed 250.

The plant reached its peak in the mid-1970s, processing 50,000 barrels a day. Hemmed in by surrounding residential and commercial development, Texaco decided to build a new facility at Nanticoke on Lake Erie. When the Nanticoke plant opened in 1978, the Port Credit refinery closed, leaving the petrochemical unit to function alone until 1985. Dismantling of the process units, tanks, buildings and pipelines took place in 1987.⁴¹

Meanwhile, after years of neglect, the harbour revived for use by pleasure boats. In 1938, the *Port Credit Weekly* described the launches and other boats moored at the Port Credit Yacht Club.⁴² The harbour also supported a commercial lake fishery that supplied the American and local markets principally with herring and whitefish. The fishery, based on the east side of the river, lasted until the mid-1950s when oil discharges from the Clarkson refinery up the lake contaminated the spawning grounds. Furthermore, in the 1930s and '40s, the west bank of the river below the Lakeshore Highway was the favorite spot for swimming.⁴³

Changes were occurring to two study area landmarks at this time. In 1950-51 at First United Church, the 1894 Methodist church was converted to a chapel and faced in stone to match the new church attached to it. Beside First United, St. Mary's Roman Catholic

Church was demolished and replaced by a new brick church in 1952. Another landmark – St. Mary's Separate School – was built in 1953; and the fire hall and police station on Port Street was erected in 1955.⁴⁴



A winter view of Mississauga Road South in 1950 taken from the village water tower on the lake and looking north, showing the refinery on the left and the study area on the right, in Al Yarnell, ["A History of Texaco in Port Credit"], [1965], Mississauga Central Library, Can. Ref. 338.4 7665 538 Yar.



A winter view of the harbour – west side – in 1949 in A.E. LePage, n.t., [1973], Local Archives – Port Credit, Mississauga Central Library.

9. Modern Development, 1961-1973

Town planning was a major preoccupation of Modernists, and for them modern development meant changes that suited a “machine-oriented civilization.”⁴⁵ The effects of Modernist ideas are clearly evident in the study area.

In 1959, village council decided to encourage an increase in population density. Existing zoning at the most permitted duplexes. With the assistance of the Metropolitan Toronto Planning Board, a new zoning by-law allowing high-rise apartments was passed. The Ontario Municipal Board approved the new zoning by-law in 1961, the year Port Credit became a town.⁴⁶

A comparison between the 1949 and 1973 views of the harbour – deliberately presented together to showcase improved recreational facilities “for thousands where previously only hundreds were served” –⁴⁷ demonstrates the municipality’s success in increasing population density. Within a decade, apartment buildings had been built in the study area; and most noticeably, an apartment tower was erected on Lot D of the Shingle Beach, which had been enhanced by landfill. This 1971 landmark remains the tallest building in the study area.⁴⁸

By 1973, the river flats below the Lakeshore Highway had been levelled for a parking lot and marina where smaller power boats could berth. Between the parking lot/marina and the apartment tower rested a boat yard as before. The two-lane concrete bowstring bridge had been demolished in favour of a four-lane bridge, opened in 1960, to connect the widened Lakeshore Highway. Lake fill had been deposited in Lake Ontario south of Lake Street for a park. In 1970, the Town of Port Credit engaged Rumble Contracting Limited to deposit the fill. In 1971, Crysler & Lathem, consulting engineers, and Lombard North Planning Limited, landscape architects, prepared a plan for the lakefront park encompassing 14 acres of landfill and 3.6 acres of contiguous land and buildings south of Lake Street, including the waterworks. J.C. Saddington Park, named after a village reeve and later town mayor, was the result.⁴⁹



A summer view of the harbour – west side – in 1973 in A.E. LePage, n.t., [1973], Local Archives – Port Credit, Mississauga Central Library.

10. Conclusions

The formative years of old Port Credit, from 1834 to 1847, were influenced by two groups of people – the Native Mississauga who had lived at the mouth of the Credit River for over a century and the white Europeans. The Mississauga people owned two-thirds of the shares in the Credit Harbour Company, a joint stock company established in 1834 to construct a harbour at the river's mouth. Three of their chiefs – Joseph Sawyer, Peter Jones and John Jones – were directors. Peter and John Streets are named after the Joneses, and Mississauga Road South was originally called Joseph Street.

The village did not spring up around a mill or at a crossroads like other communities. Instead, the village was planned by the government. To complement the harbour project, the government in 1835 planned a village on the west bank of the river. The original grid of streets, somewhat modified by the curvature of the Credit River bank and Lake Ontario shore, still exists.

Water-based activities have affected the use of land. The oldest surviving building in the study area is a hotel, the Wilcox Inn, that catered to port traffic. Another Front Street building stands on Credit Harbour Company lands. Marina Park with its boat slips has a long record of human use – from Native fishing in canoes, to wharves and warehouses before the 1855 fire, and later to a favorite spot for swimming in the 1930s and 40s.

Methodism had an important influence in old Port Credit. The conversion of the Mississauga people to the Methodist branch of Christianity and their removal to an agricultural village upriver paved the way for the laying out of Port Credit village and the Mississauga people's co-operation in the harbour development. The first church in old Port Credit was the Wesleyan Methodist Church of 1849, originally on Lakeshore Road West but now encased in the walls of the Mississauga Masonic Temple of 1926. A minister at Port Credit Methodist Church encouraged Mary Louise Clarke to build Clarke Memorial Hall. First United Church, which descends from the Methodist Church, and Clarke Memorial Hall create the institutional character of this block along Lakeshore Road West. The decision of the Roman Catholic Church to locate in the next block over in 1870 has led to the institutional development of that block.

Oil refining was carried out in the study area as early as 1866. The Port Credit Rock Oil Refinery was located at the corner of Front and Port Streets. In 1932, another refinery started up just outside the study area on Mississauga Road South. By 1962, the refinery's presence loomed large on the study area.

A supply of lumber was available since the village's early days. Many of the study area's historic houses are timber framed. Some are brick veneer, and these date from the time after Thomas Nightingale established the Nightingale Pressed Brick Company in 1889. After the brickyard ceased operations in 1927, L.B. Lloyd made use of the water slip the brickyard had built to bring in crude oil by tanker.

Large lots were typical for many years in the village. Homeowners had gardens, raised livestock, and disposed of rubbish on their lots. The large lots made for a very low population density in the village and a landscape of few buildings and much open space. When infilling occurred it was slow and gradual. Density only increased dramatically after Port Credit council in 1961 passed a zoning by-law that allowed, and encouraged, highrise apartments.

The mouth of the river and the Lake Ontario shore have changed since the government laid out old Port Credit village. Both the mouth and shoreline eroded, submerging the lakeside extension of Front Street and parts of lakefront lots. In 1970, the Town of Port Credit contracted to deposit fill in Lake Ontario south of Lake Street for a park and on Lot D of the Shingle Beach. The result was J.C. Saddington Park and the Rivergate Apartments.

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Archaeological Inventory

1. Background Research

In conducting the archaeological background study, a review of information related to identifying any known or potential archaeological heritage resources in the study area was required. This information included past and current environments, topography, drainage and the history of both Aboriginal and European settlement in the area. A check of the National Archaeological Site Registration Database was carried out to determine the presence of registered archaeological sites in or near the study area. An overview of the land use history was prepared to determine the course and timing of urban development. Relevant archaeological reports, historic maps, air photos, land records, artifact collections and other documentary evidence were reviewed. Local museums and archives were contacted for additional information.

2. Archaeological Site Potential

Potential models for finding archaeological sites, particularly those associated with Native cultural occupation, are generally based on established geographic criteria of site distribution. These models take into consideration factors such as distance to bodies of water (streams and lakes), topography and soils.

The Port Credit village study area is located at the mouth of a major river system, emptying into Lake Ontario, entirely in a zone with a distance to water of 0 to approximately 300 metres. Within standard potential models, the 300 metre distance is considered to contain a large proportion of the nearby archaeological sites. When plotted in relation to the original nineteenth century shoreline, this zone covers most of the original Port Credit village site.

Visual examination of the study area found that the general inland topography was not substantially altered from the original landscape in many parts of the village, and many older buildings remain *in situ*. The original water line, however, was found to have been profoundly altered, having been paved, terraced, shored up or filled in along the entire length, from Lakeshore Road West down the Credit River and west along a short portion of the Lake Ontario shore. In those areas which have been filled rather than shored, particularly in J.C. Saddington Park, it is possible that the original shoreline and beach deposits lie buried and relatively undisturbed.

Although much of the study area is infilled with houses and apartments, some open spaces remain and may retain some site integrity for buried archaeological remnants. Spaces between buildings that have been simply paved or grassed over (lawns, driveways, parking lots) may remain relatively undisturbed below. Areas of site integrity where archaeological remnants remain relatively intact below grade may be found where deep soil excavation has not previously occurred. Deep excavation would be defined as the

disturbance created by digging more than 25 centimetres below original grade to install or remove building footings or to bury utility lines. The stripping of topsoil layers for pavement installation, generally does not remove all buried archaeological features, particularly graves.

3. Registered Sites

Within the study area, there are two site areas registered with the National Archaeological Site Database at the Ontario Ministry of Culture. Both sites were registered in 1972 by V. A. Konrad, on speaking with local informants who related brief descriptions of artifacts found in the vicinity. Although Konrad suggests in the registration forms that both sites have been destroyed by development, more recent approaches to archaeological assessment for urban locations that were developed prior to the mid-twentieth century indicate that some sites retain pockets of undisturbed potential and should not be written off without archaeological assessment. Both registered sites fall within 300 metres to water, and have been included on the map of archaeological potential. No known formal archaeological investigations have as yet been carried out in the study area.

(a) Port Street Site (AjGv-11)

Located near Port Street West and Mississauga Road South, this site was reported in the 1970s by Elsa Craemer of Clarkson, who knew of Native artifacts found in the garden of one of the house lots. The site is indicated as being one to three acres in size. Of note is the fact that one of the responses to the questionnaire distributed to neighbourhood residents in August, 2003, states that Native artifacts were found on at least one property nearby.

(b) Fort Toronto (AjGv-13)

Located at the present-day public marina site, this site is erroneously named, as Fort Toronto was located near the mouth of the Humber River. Historic Mississauga artifacts were presumably observed in the field but are not described in the registration form.

4. Unregistered Sites

A number of site locations are inferred or partially described in several local and oral history sources. These are mentioned here as unregistered sites for the purposes of identifying historic site potential.

(a) Original Credit River Banks

Ida Lynd Bradley's 1966 scrapbook, "Some Early Families of Port Credit," provides a transcript of an unidentified newspaper clipping. The article reported on events at a 1945

meeting of the Forrest Avenue Home and School Association. At the meeting, Mrs. C. Hook exhibited "a collection of arrowheads gathered on the banks of the river."

(b) Original Lake Ontario Shore

It is not known if any Native or contact period European artifacts were ever found on the original shoreline prior to the 1970s construction of J.C. Saddington Park. Although the infill landscaping of the park has buried the original shore line, the construction may not have included a stripping out of soils; so the earlier deposits may remain intact.

(c) Lake Street

A photo of a house on Lake Street is identified in the Harold Hare Photo Collection as the "Old Fort," supposedly identified by older village residents as the site of the original trading post at the mouth of the Credit. The post was presumed to have been in operation before the mid-eighteenth century. This is the only reference to a location for a former trading post that was found during our research and no corroborating primary documentation has been found. An article by E.J. Hathaway in *Ontario History* (V. 26, 1930) suggests that a French post at the mouth of the Credit may pre-date the post at Fort Rouille, Toronto (1750). Presumably, the site was identified by local occupants because of artifacts found near it. This assumption has recently been confirmed by Martin Franchetto, who grew up in this house, and states that he found Native artifacts in the yard, as did many of the other local children.

This street had several buildings by the time of the 1843 village plan.

(d) Indian Store

The site of the 1832 "Indian Store" built by the Mississauga on Lot 9 east side of Front Street now appears to be located in the southern extension of Marina Park. It was associated with a "Market Lot" now also under the parking lot which encompassed Lots 8, 9 and 10 east of Front Street. The site of the store itself may remain partially intact if the terracing for the current parking lot has buried it rather than stripped out the foundation and any associated sub-grade features.

(e) Other Store/Wharf Complexes

Along the east side of Front Street, south of the Lakeshore Road West and north of Port Street, several store/wharf complexes were constructed prior to the 1843 village plan. Warehouses mentioned in the various local histories and maps include Mr. Charles' warehouse and store (1842) and later, MacDonald's Dock. Although most of these enterprises were abandoned after the 1855 fire devastated the wharf area, archaeological remnants may remain below the current marina parking lot.

The original lands of the Credit Harbour Company, Lots 6 and 7 east of Front Street, and Lots 1 and 2 south of Port Street West, may retain archaeological deposits associated with shipping activity and storage. The house at 24 Front Street South, thought to have been constructed about 1855, may have been associated with these lands and the operation of the Harbour Company.

(f) Wilcox Inn, 32 Front Street South

As the oldest standing structure in the study area and a designated building, the Wilcox Inn with its surrounding property is considered to be archaeologically significant. The 1843 village plan shows a structure in this location on lots owned by James Wilcox. The archaeological zone would comprise about a half acre, covering the original extent of the property, Lots 1 and 2 on the north side of Bay Street. Very few of Ontario's nineteenth century inns have been archaeologically investigated.

(g) Methodist Church

The First United Church property is on the site of the first church in the village, built in 1849 on Lot 10. Much of the property (now Lots 9 and 10 south of Lakeshore Road West and part of Lots 9 and 10 north of Port Street West) is now covered by buildings with deep footings, but it is possible that the lawns retain archaeological potential. A building appears on the road frontage of Lot 9 on the 1843 village plan. The Perkins Bull Collection file on the Methodist church mentions that: "Arrowheads, axeheads, bits of pottery, etc., are still found in the neighbourhood, and Indian graves yield their dead, both in the former cemetery and elsewhere, the bodies in one place being buried sitting up and painted red." The reference to a former cemetery is puzzling as no other reference to a Methodist cemetery in association with the church has been found to date.\

(h) Industry

Port Credit is important for its industrial sites, several of which may retain significance for the industrial archaeology. Although the former brickyard/oil refinery is just west of the study area, the site of the first oil refinery in Port Credit was located on Front Street at the northwest corner of Port Street West (Numbers 14 and 16, and possibly 10 and 12 Front Street South), and the northeast corner (Lot 5 of the village plan). The site of the Port Credit Rock Oil Refinery, which may have processed product from the Petrolia district, may provide significant information about early refinery operations in Ontario. It appears to have operated from the 1850s to about 1867. A 1933 newspaper clipping in the Perkins Bull Collection mentions that the refinery was torn down "over half a century ago" and that the buried wooden tanks, built into a small rise, were revealed during grading of Port Street West in the 1920s. Of note is the fact that the property was not redeveloped until after the 1930s, perhaps due to the presence of refinery waste products in the ground.

The site of the Nightingale Pressed Brick Company brickyard, though located just outside the western boundary of the study area, may retain some remnant of the building footings and processing areas. It is noted for future development of the refinery lands.

The site of the 1922-23 waterworks at the foot of Mississauga Road South retains some buildings. Parking lots and lawns associated with J.C. Saddington Park surround it. A structure shows in this area as early as the 1843 village plan and its proximity to a small stream raises the potential for Native site location. Several paved urban sites have been shown in recent decades to have protected archaeological sites by sealing them in, relatively intact.

A shop for the construction and repair of boats was located across from Abram Block's house in the Front Street Road allowance. It is shown on the 1910 fire insurance plan. A building in the general location of Block's house appears on the 1843 village plan. 42 Front Street South is Block's 1880s house which is near or on the footing of a structure that appears on this lot in the 1843 village plan.

(i) St. Mary's Star of the Sea Roman Catholic Church and Cemetery

The only known cemetery in the study area is the burial ground associated with St. Mary's Star of the Sea Roman Catholic Church, in use between 1875 and 1917. Its current configuration, on Lots 5 and 6, south side of Lakeshore Road West, is smaller than the original extent of the grounds. The Halton-Peel Branch of the Ontario Genealogical Society (OGS) report on the site (St. Mary Star of the Sea Roman Catholic Cemetery, Toronto Township Cemetery No. 20, 1998) indicates that the graveyard originally covered $\frac{3}{4}$ acre of the two-acre church lot. The 1910 fire insurance plan shows the area with only the church building, but does not label the cemetery. The 1952 plan labels the cemetery on Lots 5 and 6, north side of Port Street West.

The OGS report notes that after the old church was remodelled as a school around 1952, lands were needed for school grounds and parking, and a large portion of the original cemetery was taken up for these purposes. It is not known what happened to the monuments and the graves. Some of them, but not likely all, were removed to the new cemetery on Lot 3, Concession III, SDS. A local resident has commented that he remembers the cemetery being moved when the nearby Catholic school grounds and parking lots were built. Air photos show that the lots at the northwest corner of Port and John Streets were grassy playing fields as late as the 1970s. An enquiry to the Ontario Cemeteries Registrar found that their files are also incomplete for this cemetery and they have no records for either of the St. Mary's cemeteries that pre-date the 1960s. It must be recommended that development of any of the four village lots which originally were associated with this church, will require archaeological assessment to determine the presence of unmarked graves.

On the 1843 village plan, two buildings appear at the road frontages of Lots 6 and 8,

along the south side of Lakeshore Road West. Remnants of these structures may remain under the front lawn of the church and cemetery.

5. Summary of Criteria for Archaeological Potential and Significance

The following criteria are recommended for determining archaeological potential and significance in Port Credit village:

- area is within 300 metres to the original bank of the Credit River or Lake Ontario shoreline;
- area is within 100 metres of an archaeological site location registered with the National Archaeological Site Registration database;
- area contains or has contained a building that predates the middle decades of the nineteenth century;
- area has been reported by documentary evidence, oral history or modern informant to have produced artifacts – this includes all artifacts of aboriginal origin from any time period, and artifacts and structural remnants of Euro-Canadian origin predating the middle decades of the nineteenth century;
- area contains or has contained a special purpose building or buildings that predates the twentieth century – this includes institutional sites (churches, schools), commercial sites (inns, stores) and small industrial sites (refineries, brickworks, boat works);
- area contains or has contained a known cemetery;
- area has been reported by incidental documentary evidence, oral history or modern informant to have contained human remains from any time or cultural origin;
- area has not been deeply disturbed (more than 25 centimetres) by excavation for building footings, deep utility trenching or deep soil grading.

6. Conclusions

The geographic location of the old village of Port Credit at the mouth of the Credit River puts it in a high potential zone for Native archaeological sites going back perhaps as much as 10,000 years. Lands around the mouth would have been used for camping during fishing season and for other resource exploitation, over many centuries. The conjunction of transportation routes would have created a logical stopping place for breaking travel and for trade, especially after the European fur traders arrived. Both the

naming of the river by French traders and the fact that numerous Native sites have been found in the Credit River watershed establish support for these assumptions.

The entire study area can be encompassed within a distance to water zone of 0-300 metres from the original shoreline, and is thus of high archaeological potential in all areas that have not been disturbed by deep structural footings, utility trenching or soil grading deeper than 25 centimetres.

Two archaeological site locations are registered with the National Archaeological Site Database at the Ontario Ministry of Culture. These locations lie within the 300 metres to water, high potential zone.

A number of locations of existing or former historic structures and activity areas may retain significant archaeological remnants. Most of these locations are listed and discussed above.

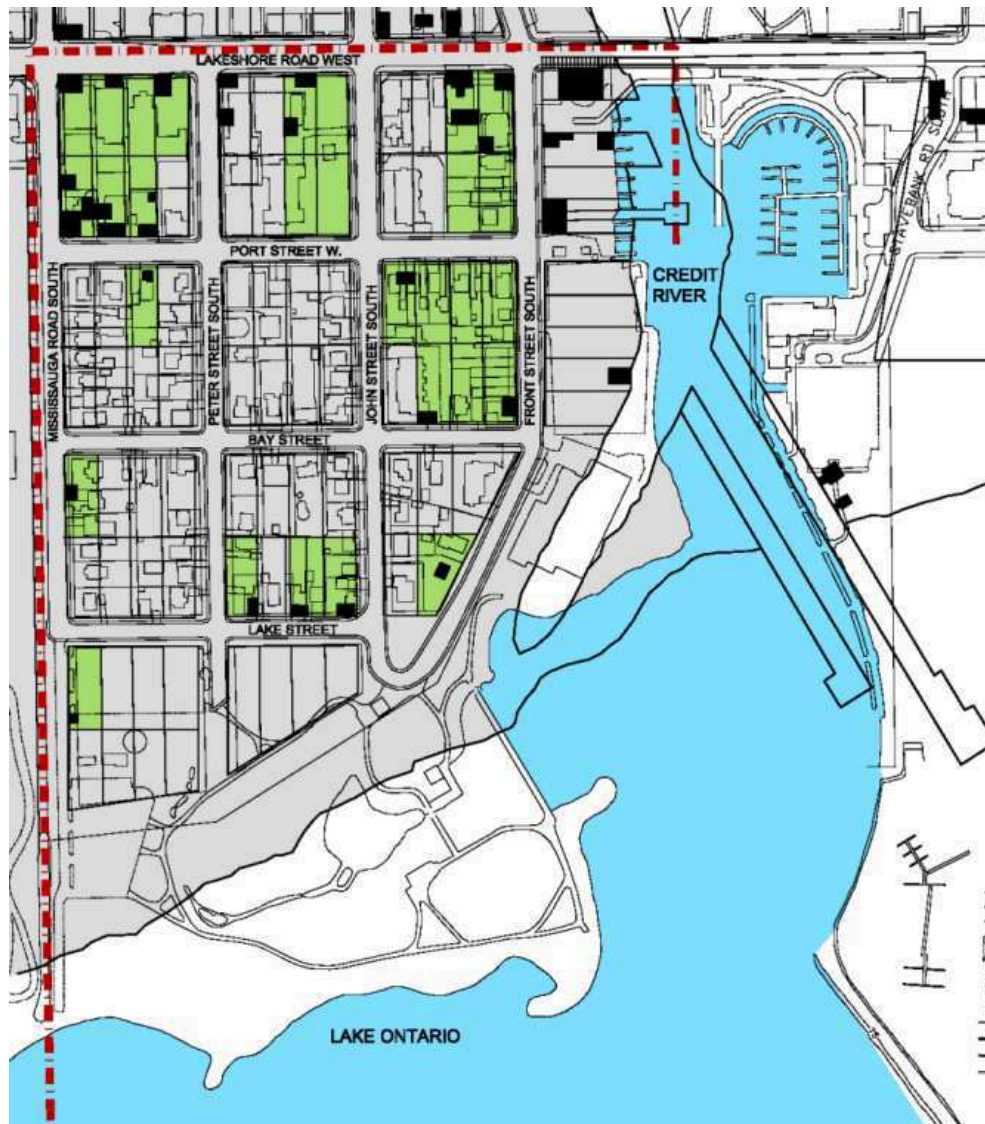
Several reports based on oral history and observation by local informants establish the fact that Native artifacts have been found throughout the study area over the last two centuries. Although the early development of the village of Port Credit has obscured the archaeological view of the past at the mouth of the Credit river, it is assumed that all undeveloped lands in the study area have the potential to retain archaeological remnants.

Lands originally associated with St. Mary's Roman Catholic Cemetery, but now under lawns and pavement, will require archaeological assessment to identify any remaining human burials if any portion of the four original village lots are to be developed.

Lands associated with the original Methodist Church lot have been reported to contain aboriginal artifacts and possibly burials. Although most of the original lot is now covered by the First United Church buildings, the possibility that small undisturbed parcels under lawns and pavement retain some site integrity cannot be ruled out. This potential would also be extended to the adjacent lots.

Areas with site integrity, that may retain archaeological potential, would include all open space areas now occupied by parking lots, lawns, driveways and perhaps roadbeds, that have not undergone deep soil disturbance.

Most of J.C. Saddington Park is 1970s landfill and does not have archaeological potential. However, if any portion of the landscaped area that overlies part of the original shoreline and southern village lots is developed, archaeological assessment should be carried out to determine the presence of buried original topsoil deposits.



-  Unregistered sites:
original property boundaries
-  Original shoreline &
archaeological potential zone
-  1843 Village Plan structures

Archaeological Potential

Landscape Inventory and Assessment

1. Introduction

The landscape assessment of the old Port Credit neighbourhood is based on an inventory and analysis of the landscape features both historic and existing. The landscape assessment was begun in the summer of 2003 when the landscape features were inventoried and streetscaping and open space photos were taken. Base information was provided by the City and historical research undertaken on the evolution of the neighbourhood streets and public spaces.

The landscape inventory identified several individual features which collectively contribute to the overall landscape character. These features include pedestrian and vehicular circulation, vegetation, open spaces, views, topography and the overall visual composition of the streetscape. The inventory of landscape elements was undertaken to:

- clearly identify defining landscape features;
- document and evaluate the interaction of these features; and,
- determine how they contribute to a significant neighbourhood character.

The study area is characterized by predominantly low density, single detached residential development with a few multi-unit apartment buildings and townhouses located primarily in the northeast section. There are also a number of institutional and commercial buildings located on the north boundary. Marina Park is located on the Credit River, and J.C. Saddington Park is located on the Lake Ontario waterfront.

2. Historic Landscape Pattern

While the village of Port Credit was planned and established in the nineteenth century, the conditions we see today grew out of public works and private initiatives primarily in the mid-twentieth century when the current urban form for streets and open space was constructed.

The street grid was established in 1835, and construction of buildings occurred incrementally to the present time. The original village was primarily residential with narrow roads and grass boulevards lined by informal gravel shoulders used for parking. Residences were located within their lots with a variety of setbacks. The lots ranged in size and were typically landscaped with lawns and gardens. Accessory buildings such as sheds and garages were built in the backyards. A variety of trees were added in the front and side yards for shade and property line definition. Many residences had decorative fences and hedges or shrub borders defining the edges of their properties. Wooden utility poles have been a part of the historic streetscape since the early 1900s.

Since the 1960s with road widening and construction of curb-faced sidewalks, the

front yard setbacks have narrowed visually. The front yard trees on the property line and on private property have taken on increased importance as they are the main contributors to the streetscape, providing shade and scale to the pedestrian environment.

3. Streetscape

The streetscape contains a wide variety of landscape features, building setbacks and a rich collection of plant materials in terms of trees, planting beds, shrub borders and hedging on private property. The streets in the district are examples of an effective pedestrian scale created by the canopied mature street trees that shade and overhang the street particularly in the south.

Generally, the streets are wide with two-way driving lanes and parking on both sides. Several have parking on one side only. Sidewalks are narrow, usually located on both sides of the street with little or no grass boulevard except where the street abuts the park or the vacant refinery lands.

Single-car driveways, which regularly cross the curb and sidewalks, are typically asphalt, gravel or concrete. There are also a limited number of wider driveways of interlocking pavers, particularly at infill properties.

The front yards contain a wide variety of shrubs, trees and perennials as well as a common architectural feature, a front porch. Many lots also contain manicured and naturalized hedges along side property lines. A wide variety of fences, chain link, wood and iron and low stone walls are also placed perpendicular to the street along the side property lines. The typical front yard pattern is one where there is more green space than hard paving surface and garages are typically beside or behind the front facade of the residence. The overall visual impact of these details is one of enriching the pedestrian environment.

4. Vegetation

Throughout the study area, there is a wide variety of vegetation which makes a significant contribution to the unique character of old Port Credit. There are over 28 different species of trees typically found within the road allowance along the curb-faced sidewalk or within the front yards. In contrast, newer subdivisions are planted with a smaller number of species; and each block in the subdivision has a monoculture growing there.

Tree species in old Port Credit include:

- London plane tree;
- white birch;
- sugar maple;

- silver maple;
- amur maple;
- crimson king maple;
- black maple;
- Norway maple;
- Manitoba maple;
- green ash;
- mountain ash;
- horse chestnut;
- catalpa;
- linden;
- honey locust;
- weeping willow;
- poplar;
- crabapple;
- cherry;
- rock elm;
- oak;
- gingko;
- Norway spruce;
- blue spruce;
- white spruce;
- Austrian pine;
- cedar;
- fir.

There are no grass boulevards along the residential streets for the planting of street trees as is the usual pattern in contemporary neighbourhood design. Road improvements in the 1960s resulted in the widening of the roadways, providing on most streets on-street parking and curb-faced sidewalks.

The mature silver, sugar and Norway maples, which dominate the streetscapes particularly in the southern section of the study area, have been planted along the street, behind the sidewalk. Some trees have been trimmed severely to accommodate overhead wires.

The front yards of the residential properties also exhibit a typical landscape pattern. In addition to large deciduous and coniferous trees, there are frequently planted beds of shrubs and perennials located either along the foundations of the residences or in planting beds along the front property line.

Typical shrubs found in the district include:

- lilac;

- hydrangea;
- spirea;
- viburnum;
- forsythia;
- privet;
- buddleia;
- juniper;
- yew;
- euonymus.

Most of the shrub species growing in old Port Credit have been an important part of the residential landscape in Ontario since the nineteenth century.

There are a large number and assortment of trees that have been planted in J.C. Saddington Park. These trees date from the construction of the park in the 1970s, and contain a collection of trees such as Austrian pine, honey locust and crabapple popular at that time. The tree planting in the park generally relates to the undulating topography and the linear circulation system throughout the park.

The unique character of old Port Credit is based on a variety of pedestrian scales, the balance of public and private open space and the traditional layout of front yards which contains a majority of soft landscaping, trees, lawn and planting beds. In summary, there is a great variation in the landscape setting within the study area, from the intimate scale of the residential areas, to the variety of institutional and commercial properties which have large parking areas and open space, to the spacious undulating parkland of J.C. Saddington Park and the busy Marina Park.

5. Views

The views from the area toward the north are open on Mississauga Road South, John Street South and Front Street South. The view from Peter Street terminates in the tall apartment building located outside the study area.

Toward the east on both Port and Bay Streets, large street trees, naturalized areas and a high-rise apartment obstruct the views to the harbour.

Looking toward the west from the study area are views of the former refinery lands which have been buffered by vegetation growing along the fence line.

The view south on Mississauga Road South to Lake Ontario has become overgrown with the maturing of the trees at the end of the road allowance. Views south on Peter Street South and John Street South terminate at J.C. Saddington Park.

6. Topography

East along Bay Street and Port Street West, there is a gentle downward slope toward the river and the marina. This is the remnant of a former ridge with is evident on the historic maps.

An obvious high point of the area is the cemetery, located on the corner of Lakeshore Road West and John Street South. The original grade of the cemetery has been preserved, using a concrete retaining wall.

The residential areas are relatively flat with the open space of J.C. Saddington Park exhibiting the most variation in elevation. The park was created in the 1970s using landfill to form an undulating landscape with inward looking views and a variety of trees and walkways providing passive recreational opportunities for the neighbourhood.

7. Parking and Traffic Patterns

The northwest corner of J.C. Saddington Park contains two large public parking lots. Marina Park also contains large public parking lots.

There are many private parking areas in the north and east parts of the area. Many of these are open to the street with very little landscape screening. This differs from the pedestrian environment that is found in the rest of the Port Credit neighbourhood.

Wide curb cuts reduce on-street parking opportunities in areas of newer development.

There is a hierarchy of traffic within the area with Lakeshore Road West carrying the highest volume of traffic. The marina tourism activities and the multi-unit residential buildings are also generators of traffic along John Street South. The remainder of the area contains a modest level of primarily local residential traffic.

8. Public Open Space

J.C. Saddington Park was initiated by the Credit Valley Conservation Authority at a time when the conservation authorities of Ontario were promoting tree planting and watershed improvements for recreation in addition to their original mandate of flood control.

A firm of engineers from Thornhill, Chrysler and Latham, were hired to undertake the plan for a large park on landfill placed at the bottom of John Street South. They in turn hired the firm of Lombard North Planning Ltd., a landscape architecture firm based in Winnipeg, for their expertise in park design. In order to establish design criteria, the consultants organized a series of meetings with a committee from the Port Credit Town Council and representatives of the Conservation Authority. Subsequently, after a series of

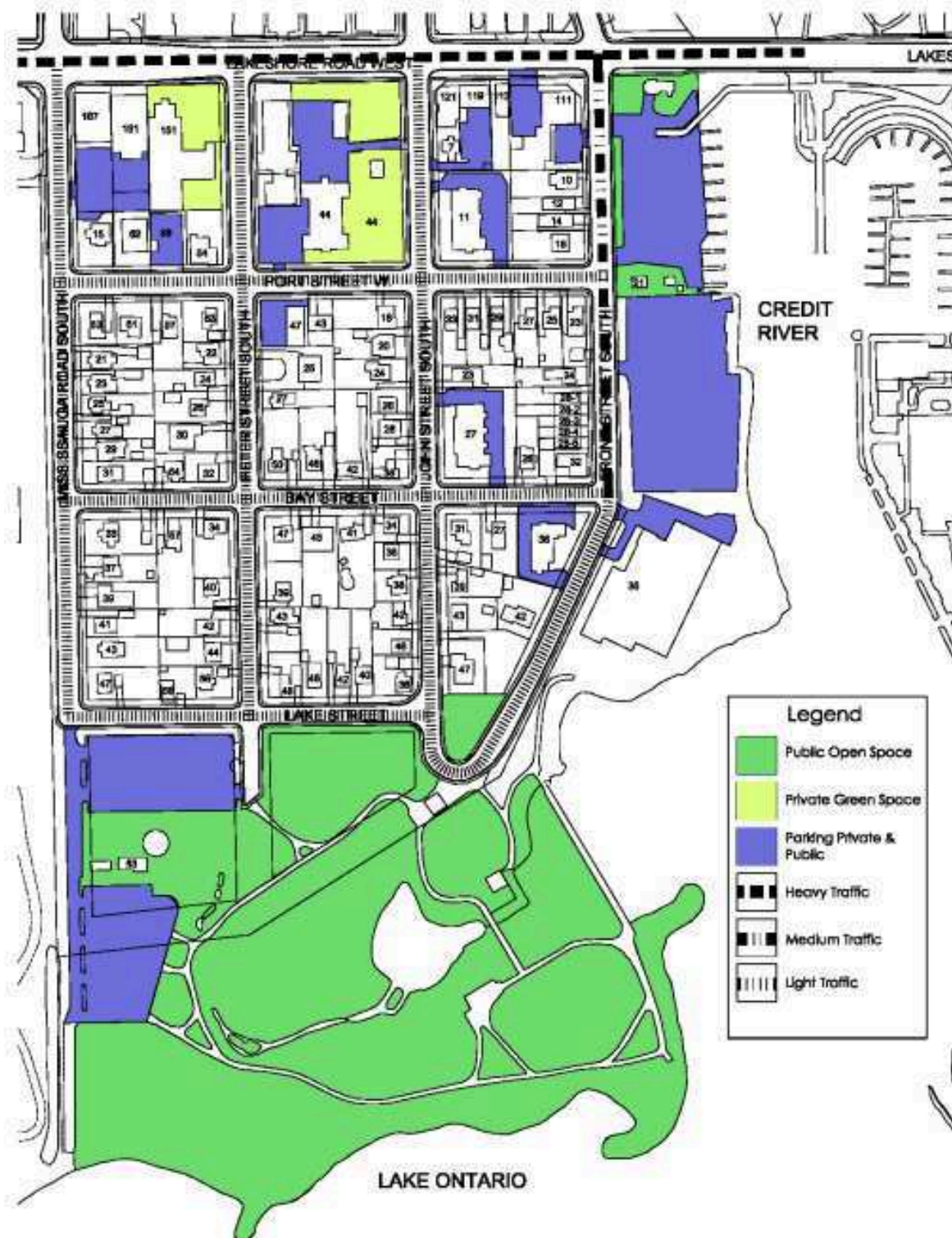
conceptual plans were presented, a final plan was agreed upon that reflected a consensus regarding the role and form of the future park.

Today, J.C. Saddington Park remains a key element within the Port Credit area, allowing for public access to open green space, offering exceptional views to Lake Ontario, and providing passive recreational opportunities. Although the park layout differs slightly from the proposed master plan of 1971, the original intent remains intact and the park is an excellent example of a large urban park which provides a range of activities for residents and visitors.

9. Landscape Character Summary

The landscape character of old Port Credit is an aggregate of several individual landscape features. The intimate scale and close setback of the majority of residences set in well-landscaped yards create a rich pedestrian environment. There is a wide diversity of tree species, and a single-car driveway is generally situated to one side of the lot. The neighbourhood contains significant public open space and a close connection to both the river and the lake. The street grid encourages long views within the area.

In summary, the landscape creates a cohesive visual effect for pedestrians.



Landscape Character – Map 1



Landscape Character – Map 2



Mature tree canopy, hedging and front porches in close proximity to the sidewalks contribute to the pedestrian scale of the streetscape.



The area contains several specimen coniferous trees which add variety to the streetscape.



Parking in J.C. Saddington Park is defined by a row of deciduous trees planted within a grassy, slightly bermed boulevard.



The mature tree canopy along the road allowance encroaches on the view of Lake Ontario.



Private open space associated with institutional buildings is a valued landscape feature along Lakeshore Road West.



The open green space and undulating parkland of J.C. Saddington Park is a significant addition to the neighbourhood, providing passive recreational opportunities.

Building Inventory

The study area's 103 main buildings are described in three categories: 1) buildings of historic interest; 2) buildings that in terms of height and size complement the buildings of historic interest; and, 3) other buildings. Forty-two buildings are of historic interest, 48 complement, and another 13 are also present.

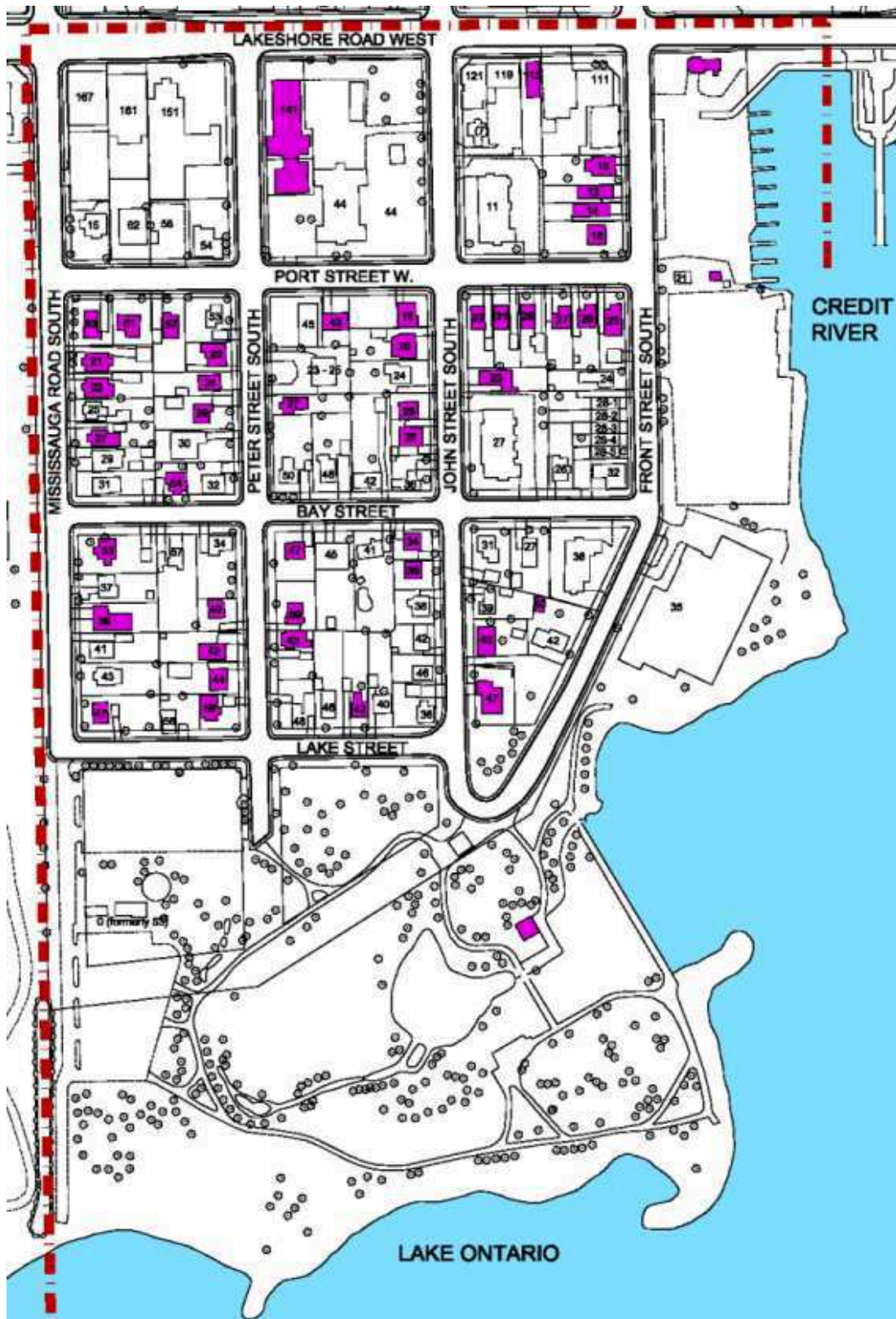
To determine which buildings are of historic interest, detailed historical research was conducted on the five properties designated under Part IV of the *Ontario Heritage Act*, the 39 properties listed in the City's heritage inventory and on other properties identified by the consultant. Of tremendous use in the study of individual properties were the 1843 "Plan of the Town Plot of Port Credit" showing buildings, the 1910 fire insurance plan illustrating the footprints, height and materials of buildings, the 1928 fire insurance plan and the 1952 fire insurance plan. Unfortunately, no map showing buildings exists for the time period between 1843 and 1910. Title searches of the individual properties were also conducted using the records of the Peel Region Archives and Peel Land Registry Office. Assessment rolls, which could support conclusions made by analyzing land titles abstract books and instruments, are unavailable for Port Credit. Secondary sources and visual estimates of dates of construction were also useful in drawing conclusions about the history of individual buildings. In a few cases, detailed historical research established that the "listed" building was in fact not historic but a successful complementary building. In addition to the inventory, notes on each building of historic interest have been assembled in a binder and given to the City.

It should be noted that the buildings of historic interest cover a wide range of construction dates - from the oldest surviving building in the study area to village landmarks of the 1950s.

Maps showing buildings of historic interest and complementary buildings follow. In a separate volume are the inventory of buildings of historic interest, the inventory of complementary buildings and the inventory of other buildings.



Buildings of Historic Interest (shown toned)



Complementary Buildings (shown toned)

Statement Defining the Study Area's General Historical Character

The following statement is informed by the historical overview, archaeological inventory, landscape inventory and building inventory presented before.

The study area generally conforms on its east, south and west sides to the boundaries of the government's planned village plot of 1835. The study area's northern boundary, Lakeshore Road West (originally, Toronto Street), became the village's main east-west street; and evolved into a major provincial traffic artery, the Lakeshore Highway (Highway No. 2). Because of extensive redevelopment north of Lakeshore Road West, the study area contains almost all of the features associated with old Port Credit village.

Human use and activity in the study area predate the government's village survey by many thousands of years. The settlement of the Native Mississauga at the mouth of the Credit River for over a century, their resettlement upriver in 1826 and their significant investment in the Credit Harbour Company in 1834 especially affected the formation of old Port Credit. Peter and John Streets are named after Peter and John Jones, directors in the Credit Harbour Company and Mississauga chiefs. Peter Jones (Kahkewaquonaby), missionary, translator and author, is provincially important as a leading figure in the conversion of the Mississauga and other Ojibway people to the Methodist branch of Christianity and their adoption of a sedentary way of life – farming and trades. Mississauga Road South, originally called Joseph Street after Mississauga chief and Credit Harbour Company director Joseph Sawyer, preserves in its name the legacy of the Mississauga people in Port Credit.

Urban form in old Port Credit village is defined by the original grid of streets laid out by surveyor Robert Lynn, by the Credit River and by J.C. Saddington Park fronting on Lake Ontario. There is a progression from high traffic activity on Lakeshore Road West, through quiet residential streets that dead-end in the park, to the sounds and sights of Lake Ontario.

Important open spaces exist in the study area: (1) J.C. Saddington Park, a good example of park planning in Canada from the 1970s; (2) Marina Park on the west bank of the Credit River, which has a long record of human use – from Native fishing in canoes, to wharves and warehouses before the 1855 fire, later to the favorite spot for swimming in the 1930s and 40s and finally to recreational boating; and (3) St. Mary's Roman Catholic Cemetery opened in the 1870s. J.C. Saddington Park provides lakefront access, and Marina Park provides riverside access.

Single-family houses, a few of which have been converted to commercial use, are typical in the study area. Two out of the three blocks facing Lakeshore Road West are in institutional use and are of historic interest, while the third block has recently been developed commercially. Multiple housing – four apartment buildings and one terrace of row houses – is located in the eastern third of the study area and does not incur into the

low-density residential fabric of the study area west of John Street South.

A number of institutional landmarks important to Port Credit's history stand in the study area. The Mississauga Masonic Temple of 1926 incorporates within its walls the Wesleyan Methodist Church of 1849, the first church in Port Credit. On the site where the Wesleyan Methodist Church originally stood is the Port Credit Methodist Church of 1894, now part of First United Church (1950-51). Next door to First United Church is Alfred Russell Clarke Memorial Hall of 1922, a community hall that served as the Port Credit council chambers from 1941 to 1974. Two brick buildings and a concrete base remain from the village waterworks, built at the same time as Clarke Memorial Hall. St. Mary's Separate School of 1953 complements St. Mary's Cemetery and St. Mary's Church, altogether creating a religious compound in the study area's middle block along Lakeshore Road West. The Port Credit Village Fire Hall and Police Station, opened in 1955, is the oldest surviving fire hall in Mississauga.

A number of historic buildings, built as houses and converted to commercial use or built with a public function in mind but now used as houses, are also found in the study area. The Wilcox Inn, the oldest surviving building in the study area, is now a house. The small building at 24 Front Street South, used as a house, stands on Credit Harbour Company lands. The first place of worship for Roman Catholics in Port Credit, moved to 32 Peter Street South, has been a house for many years. The Emma Peer House at 7 John Street South has become a restaurant. The Ida and Benjamin Lynd House at 15 Mississauga Road South has been turned into a spa.

Other houses of historic interest, dating from the nineteenth and early twentieth centuries, are modest vernacular dwellings: frame with siding or with a veneer of locally manufactured brick, usually 1½ storeys tall and gable roofed. Many were built by those who made their living on the water – mariner, sailor, fisherman and wharfinger – by tradesmen or by labourers. Infill houses of the mid-twentieth century were also modest. Houses that in terms of size and height complement houses of historic interest provide an appropriate architectural context for the study area's houses of historic interest.

The front yards of houses are predominately green, contain a diversity of deciduous and some conifer tree species, and usually provide access to the street in the traditional way – a single driveway situated to one side of the lot.

Opportunities exist for greater appreciation, reinforcement and protection of the study area which embodies the spirit of old Port Credit village.

Effects of Public Policies and Private Activity on the Study Area's Character

Relevant plans and by-laws adopted by the City of Mississauga were reviewed to evaluate their effects on the study area's general historical character. As well, development trends over the last ten years were noted for their effects.

1. Mississauga Plan

Policy Sections 3 (General Policies) and 4.27 (Port Credit District Policies) of Mississauga Plan were reviewed, and the following observations made.

The City's official plan, approved by the Region of Peel in May 2003, contains general policies that support heritage conservation in old Port Credit. These policies include:

- making heritage planning an integral part of the planning process;
- regulating use through zoning for heritage preservation;
- requiring archaeological survey and rescue excavation in areas of high archaeological potential and allowing for assessment and mitigation on sites of lesser archaeological value;
- providing for the establishment of heritage conservation districts;
- requiring heritage impact statements;
- acknowledging surrounding context when designing new buildings;
- varying the design of roads to suit local conditions such as a distinctive built environment;
- retaining established patterns of development and heritage resources in road and lotting design;
- recognizing heritage resources in cemeteries;
- integrating heritage resources in development proposals;
- recognizing the Credit River as a heritage corridor;
- preserving heritage buildings and placing institutions and open spaces prominently to enhance the distinct place character of individual communities.

Mississauga Plan's specific policies concerning the Port Credit community are supportive of preserving the study area's character in the following ways:

- by delineating a "character area" called the Historical Village of Port Credit, where preservation of the street pattern, residential character, natural features and historic housing stock is supported; and sensitive infill and adaptive reuse are promoted;
- by encouraging the investigation of the old town site of Port Credit as an area to be examined as a heritage conservation district;
- by discouraging further widening of Lakeshore Road West;
- by specifying that development on the former oil refinery lands recognize the study area's scale and enhance its character;
- by envisioning an interconnected open space network involving the Credit River and Lake Ontario shoreline, key features in the community's identity, and by designating Marina Park and J.C. Saddington Park as city parks;
- by designating most of the study area as "Residential – Low Density1" which permits detached dwellings to a maximum density of twelve units per net residential hectare.

However, the designation of "Mainstreet Commercial" use along Lakeshore Road West and Front Street South to Bay Street and extending to mid-block on each of Lakeshore and Front, does not reflect the study area's existing built form. Two of the three blocks along Lakeshore Road West have an institutional character while the third block has commercial buildings that in some respects echo a traditional main street. Along Front Street South in the Mainstreet Commercial designation, there are a few houses which have been converted to commercial use, several single-family houses, the Wilcox Inn and a recent townhouse development.

In addition to the Mainstreet Commercial designation applying to properties on or near Front Street South, a special policy area (Site 3) is superimposed by Mississauga Plan over Front Street lands, north of the Wilcox Inn to 10 Front Street South. In Site 3, street-related townhouses, to a certain scale and density, as well as Mainstreet Commercial uses, are permitted.

Furthermore, all of the Mainstreet Commercial lands are located in the Port Credit Node, described as an area in transition, with potential for infill, intensification and redevelopment.

The combined effects of the Mainstreet Commercial, Site 3 and Port Credit Node

policies put development pressure on properties along Lakeshore Road West and Front Street South.

2. Zoning By-law No. 1227

The Port Credit zoning by-law, approved by the Ontario Municipal Board in 1961, was designed to encourage an increase in population density. In 1974, a holding provision was placed over lands in the “Residential, Fourth Density” zone – covering most of the study area – to ensure that municipal services would be adequate for the higher density projects. The intent of both the 1961 by-law and 1974 amendment was opposite to the goal of preserving the study area’s predominately low-density residential character.

Zoning By-law No. 1227 does not conform to the general direction of Mississauga Plan, which is toward preservation in the Historical Village. The by-law:

- permits the potential rezoning of most of the study area to the fourth-highest residential density (low- and high-rise apartment buildings plus a myriad of other uses);
- permits inappropriate uses in the “C4 Commercial” zone – a printing plant, car salesroom, car wash, public garage and service station;
- does not permit the possibility of single-family detached use of the Wilcox Inn or the Ida and Benjamin Lynd House;
- provides few development standards in residential zones and nearly none in commercial zones;
- never caps the specific building height except in the “Residential, Fifth Density – Special” zone where it allows a maximum height of 15 metres, a bad precedent for the lands specified for townhouse development in Mississauga Plan.

The zoning by-law is antiquated in concept, obsolete (parts of J.C. Saddington Park are zoned Residential, Fourth Density – Holding), and an impediment to conservation in the study area.

3. Interim Control By-law No. 0219–2003

An interim control by-law applying to the study area was passed in May 2003 to control development for one year while the study is underway. In effect, the by-law restricts new development to modest single-family detached dwellings (no greater than 120 square metres or 1,291.7 square feet) and to small additions to single-family detached dwellings (no greater than 25 per cent of the existing gross floor area). This is a temporary measure with no long-term impact on the study area’s character.

4. Properties Designated under the *Ontario Heritage Act*, With a Conservation Easement or Listed in the City's Heritage Inventory

Over the course of 26 years, five properties in the study area have been designated by by-law under Part IV of the *Ontario Heritage Act* and another 39 have been listed in the City's heritage inventory. For one of the five designated properties, there is also a conservation easement registered on the title. As well, the entire study area has been a heritage conservation district study area since 1988.

The highest level of architectural regulation is on the Wilcox Inn, protected by both a conservation easement and Part IV designation. Applications for building alteration, construction, demolition or removal on the other four designated properties – Mississauga Masonic Temple, Clarke Memorial Hall, Emma Peer House and the Parkinson House – must be reviewed and approved by City Council. The 39 listed properties are flagged by the City; and when building permits are requested, the City's heritage committee may comment before the permit is issued.

While the City's heritage co-ordinator can provide technical advice to any owner of one of the 44 properties described above, the City does not have financial incentive programs for building conservation. Municipal loans and grants and tax relief are not available to private property owners, nor is there a program to foster special investment in City-owned heritage properties.

5. Private Tree By-law No. 0624– 2001

The by-law regulating the removal of trees 20 centimetres (eight inches) in diameter or larger on private property, passed in 2001, applies only to removals of more than four trees in the calendar year. In any year, a property owner can cut down four trees of 20-centimetre size without making application to the City. In effect, private property owners in the study area can remove mature trees easily.

6. Port Credit Harbour Transition Master Plan

The master plan, prepared in 1991, envisages continued use of the river's west bank (Marina Park and its southern extension) as a parking lot serving boat launching facilities. Marina Park would be reorganized as one large parking lot (the park is now split in two) and landscaped. The log house would be relocated closer to Front Street South. A boardwalk along the river would connect Memorial Park north of Lakeshore Road West to J.C. Saddington Park. The plan's authors also suggest display boards or stations to illustrate harbour history and benches, light standards and other furniture that evoke a heritage or marine theme.

Interpretation of the history and heritage of the harbour, of the west bank in particular and for the entire study area would enrich the experience of living in, and visiting, old Port Credit village if researched and executed well. The relocation of the log house poses no threat to the building as the building's current setting is not its original context.

However, this concept for Marina Park and its southern extension should be reviewed and a planning framework developed in light of the findings contained in this report.

7. City of Mississauga Waterfront Plan

Both the Port Credit Harbour Transition Master Plan and Mississauga Waterfront Plan are referenced in Mississauga Plan, and their concepts and principles acknowledged.

The waterfront plan, prepared in 1993, incorporates Marina Park and its southern extension into a concept called Harbour Square located on both sides of the river. A building named The Sport Fishing and Great Lakes Ecology Centre would occupy the southern extension of Marina Park. Parking for the proposed centre – at first in a lot and eventually in a multi-level parking structure – would cover much of Marina Park. Ultimately, Marina Park's boat slips could be removed to another site in Port Credit.

Again, this concept for Marina Park and its southern extension should be reviewed and a planning framework developed in light of the findings contained in this report.

8. Mississauga Road Scenic Route Study

The 1997 study stops at Lakeshore Road West and does not extend into the study area.

Although the historic value of Mississauga Road South in the study area would be the paramount consideration in any future design treatment for the road, it would also be appropriate to acknowledge its scenic value and use as a buffer to the former refinery lands.

9. Trends in Private Development Activity

The construction of the five-unit terrace of row houses at 28 Front Street South has had the most dramatic effect on the study area's character in the last ten years. The three-and-a-half-storey building introduced a land use and building type that never before existed in the study area. Its construction caused the demolition of an early twentieth century house and the removal of two mature trees. Its construction also closed in the remaining open space of the original Wilcox Inn property. Because it is located close to the landmark Wilcox Inn and is bigger and taller, the terrace competes visually with the Wilcox Inn. It dwarfs the neighbouring mid-nineteenth century building at 24 Front Street South on the former Credit Harbour Company lands. It has altered the view of the river's

west bank and Front Street South.

In addition to the house demolished for 28 Front Street South, there have been four other houses demolished in the study area in the last ten years. Three of the houses have been replaced with houses of a size atypical in the study area.

Elsewhere, homeowners have upgraded their houses and yards, complementing the study area's architectural patterns with varying degrees of success. Clearly, information about conservation principles and practice and practical advice could assist those homeowners with an interest in making sensitive improvements and enhancing the study area's character.

Public Participation

In addition to five meetings with a Staff Steering Committee, the consultants met four times with a Volunteer Advisory Committee – on September 16, October 15, October 28 and November 18 – and with the public three times – on September 23, October 21 and November 18. The Volunteer Advisory Committee consisted of the Ward 1 Councillor, residential property owners, a representative from First United Church, a representative from the City's Heritage Advisory Committee and a representative from the Port Credit Business Improvement Area. The BIA representative resigned from the committee.

A walking tour of the study area preceded the formal presentation at the September 23 public information session held at Clarke Memorial Hall. At the public information session held at St. Luke's School on October 21, small-group workshops for the purpose of identifying valued features in the neighbourhood and exploring the kind of characteristics any new house and garage in the study area should have, complemented formal presentations to the entire assembly. At the end of the October 21 session, an exit survey was given to those in attendance to gauge the level of interest in protecting the study area's character and to ascertain the degree of understanding for each of the possible protection measures. On November 18, the public information session at Clarke Memorial Hall focused on the consultants' preliminary recommendations for a heritage planning framework. At all three sessions, ample time was provided for the public's questions and comments.

Literature distributed to residents and land owners in the study area included: 1) a July 30 letter introducing residents to the study process and study team; 2) a newsletter in August announcing the September 23 public information session, providing background information, and containing a questionnaire to assist in identifying Native artifacts, historic buildings and open spaces, and interesting views; 3) notices for the October 21 and November 18 public information sessions; and, 4) a November 14 newsletter providing, among other information, the consultants' preliminary recommendations for a heritage planning framework.

As the study progressed and the public participation process developed, it was observed that a number of individuals who had been categorically opposed to the aims of the study came to appreciate the need for measures to conserve old Port Credit village. A conciliatory tone prevailed at the final Stage 1 public information session on November 18. It is fair to conclude that the overwhelming majority of the 94 residents and members of the public who attended on November 18 felt there was merit in conserving old Port Credit village and that additional measures under the *Planning Act* and/or the *Ontario Heritage Act* warrant examination in detail.

Recommendations on a Heritage Planning Framework

A heritage planning framework that would give protection to the study area's historical character and fair and predictable rules for property owners needed to be developed. The views and comments of members of the Volunteer Advisory Committee, the public and the Staff Steering Committee were carefully considered. In addition, the heritage planning framework adopted for Meadowvale Village in Mississauga (Ontario's first heritage conservation district) and for a number of other historic communities – in Markham, Vaughan, Oakville and St. Catharines – was studied.

The study area is the appropriate area in which to apply a heritage planning framework. It contains the southern part of the 1835 village plot – the area south of Lakeshore Road West where the village's historical character is still evident. The boundaries of the area are easily justified – the natural boundary of the Credit River defining the eastern limit of the 1835 village, the southern boundary of Lake Ontario, the western boundary of Mississauga Road West defining the western edge of the 1835 village and the northern boundary of Lakeshore Road West, the village's main east-west street.

A new zoning by-law, the designation of a heritage conservation district, the establishment of site plan approval and improvements to Mississauga Plan would create a heritage planning framework suitable for the conservation and enhancement of old Port Credit village. It is intended that in Stage 2 of the study the Volunteer Advisory Committee, Staff Steering Committee and the public consider the details of each of the four measures discussed below.

1. Zoning By-law

The current zoning by-law, originating in 1961, does not conform to the general direction of Mississauga Plan, which is toward preservation in the Historical Village character area.

The City is undertaking a comprehensive review of zoning throughout the City. Recommendations from the heritage conservation feasibility study will inform the review. A proposal for a new comprehensive zoning by-law is expected by mid-2004. But Interim Control By-law No. 0219-2003 will expire before the new comprehensive zoning by-law is released in draft form, leaving the study area to function under the antiquated Village of Port Credit zoning by-law.

In the meantime, the challenge is to create a zoning by-law amendment for the study area that:

→ reflects the official plan policies for the Historical Village character area; and,

- respects the existing built form in the study area.

It is recommended that a zoning by-law amendment for the study area be developed:

- recognizing existing land uses and permitting land uses that reflect those in Mississauga Plan; and,
- containing development standards for new construction in each zone that reflect the height, bulk, size, floor area, location, spacing and general character of existing buildings, but that allow for appropriate growth.

2. Heritage Conservation District

While zoning can be used to regulate new construction in terms of building height, gross floor area, setbacks, proportion of landscaped open space and ancillary buildings, it has no effect over the conservation of existing buildings.

Forty-two buildings in the study area have been identified as having historic interest, but only five of these have been designated under Part IV of the *Ontario Heritage Act*. Designation under either Part IV or Part V of the *Ontario Heritage Act* enables City Council to review proposals for the alteration, demolition or removal (moving) of existing buildings.

While Part IV designation provides review of proposals affecting individual buildings, Part V designation confers formal recognition on an entire area's historic value and customarily leads to the preparation on a non-statutory heritage conservation district plan that can address the preservation of historic buildings, the design of new complementary buildings, and the conservation and enhancement of streets, parks, cemeteries, archaeological sites and other open spaces.

A heritage conservation district plan's policies and guidelines can be worded to be more permissive than restrictive for property owners in the district. It appears that the property owners in old Port Credit village may today feel more comfortable with a heritage review process that encourages wise choices rather than imposes strict expectations.

As for the five properties already designated under Part IV, the *Ontario Heritage Act* allows the inclusion of Part IV designated properties in a heritage conservation district.

It is recommended that:

- City Council designate the study area as a heritage conservation district under Part V of the *Ontario Heritage Act*;

- the five properties designated under Part IV of the *Ontario Heritage Act* be included in the heritage conservation district;
- a heritage conservation district plan be prepared with full community involvement;
- the tone of the plan's policies and guidelines be more permissive rather than restrictive;
- a distinction be made between policies and guidelines for buildings of historic interest and policies and guidelines for other buildings;
- a review procedure be formulated in Stage 2 of the study.

3. Site Plan Approval

Site plan approval, which considers the layout of new development on its site, can address matters such as grading, tree preservation and landscaping, and vehicular access – all of which can affect historical character.

In Mississauga, site plan approval is required for commercial, institutional and multiple residential developments. It also applies to some residential neighbourhoods with special character – Lorne Park, Mineola and Meadowvale Village heritage conservation district.

Taking a more lenient approach in old Port Credit village, it would be reasonable to exempt minor additions and alterations to detached dwellings from site plan approval.

It is recommended that site plan approval:

- extend to include any new residential building, either an infill or demolition and replacement of an existing building;
- not apply to minor additions and alterations to detached dwellings.

4. Mississauga Plan

There is a group of character-defining institutional landmarks along Lakeshore Road West – Clarke Memorial Hall, First United Church and the Roman Catholic block – that receives no special recognition within the Mainstreet Commercial land use area. Similarly, there is a lack of special consideration for the existing three low-rise apartment buildings in the Residential – Low Density 1 land use area.

Mississauga Plan is structured to admit special policies for specific sites within general land use areas. One special policy area – Site 3 along Front Street South, north of the

Wilcox Inn to 10 Front Street South – permits street-related residential townhouses in the Mainstreet Commercial area. Site 3 recognizes the existence of the townhouses at 28 Front Street South and permits further townhouse development at a certain scale and density.

It is recommended that:

- site-specific policies be developed to recognize the existing multi-unit residential buildings within the Residential – Low Density I land use area;
- site-specific policies be developed, within the Mainstreet Commercial land use designation, to encourage the retention of the existing institutional landmark buildings and cemetery along Lakeshore Road West;
- site-specific policies be developed to lessen the visual impact of any future development along Front Street South and to encourage the retention of buildings of historic interest.

City of Mississauga

Corporate Report



Date: 2018/04/18

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2018/05/30

Subject

Completion of the Active Adult Centre of Mississauga (formerly Square One Older Adult Centre) Tenant Improvement Project (PN 16-430) (Ward 4)

Recommendation

That the report entitled "Completion of the Active Adult Centre of Mississauga" dated April 18, 2018 from the Commissioner of Community Services be received for information.

Report Highlights

- Pursuant to By-Law 0293-2016 on December 14, 2016, City Council authorized the transfer of funds from the capital reserve to Square One Older Adult Space Plan to complete tenant improvements at the Central Parkway Mall located at 377 Burnhamthorpe Road East for the leasing of approximately 799 square metres (8,600 square feet) of space on the second floor, to accommodate the relocation of the Square One Older Adult Centre.
- Oxford Properties, owner of Square One Shopping Centre, provided a generous contribution of \$200,000 towards the project to assist with facility improvements and to support and ensure a smooth transition to the new location.
- The new location opened for business on December 19, 2017 and held a grand opening event on January 15, 2018.
- With the new location, the Square One Older Adult Centre has changed its name and is now as the Active Adult Centre of Mississauga.
- The project was managed by the City's Facilities & Property Management division and was completed \$143,000 under budget, for a total gross project cost of \$1,097,000 and net City cost of \$897,000 thanks to the generous \$200,000 contribution from Oxford Properties.

General Committee	2018/04/18	2
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Background

As described in previous Corporate Reports (December 2, 2015; March 30, 2017; November 28, 2016) the Square One Older Adult Centre operated out of the lower level of the Square One Shopping Centre since 1992. The relocation was necessitated by the expiry of the City's lease at the Square One Shopping Centre.

Pursuant to By-Law 0293-2016 on December 14, 2016, City Council authorized the transfer \$1.2 million from capital reserve to Square One Older Adult Space Plan to complete tenant improvements at the Central Parkway Mall located at 377 Burnhamthorpe Road East for the leasing of approximately 799 square metres (8,600 square feet) of space on the second floor, to accommodate the relocation of the Square One Older Adult Centre.

The project was managed by the City's Facilities and Property Management team in cooperation with Recreation Division. With the new location, the Square One Older Adult Centre has changed its name. It will now be known as the Active Adult Centre of Mississauga (AACM).

Comments

According to 2011 Census Data, the geographic location surrounding the new location (Service Area 5) is home to more than a quarter of Mississauga's 55+ population who typify a more active older adult. The number of older adult residents in this area is expected to grow to 79,000 by 2031.

The Board of Directors and Membership of the AACM was highly engaged in the all aspects of the relocation and renovation project including identification of requirements, validation of the design, selection of finishing's and most importantly ensuring business continuity for existing membership of close to 1500 older adults throughout the transition process.

The new fully accessible location for the AACM on the second level of the Central Parkway Mall includes amenities that will help to meet the needs of older adult residents and realize the centre's potential for growth.

Oxford Properties provided a generous contribution of \$200,000 in support of facility improvements and to aid in a smooth transition to the new location. Thanks to this contribution, the new location features a vibrant new kitchen. The kitchen measures approximately 16' x 13' in area and includes commercial grade custom designed kitchen cabinets and countertops; high end, energy-efficient stainless steel appliances; and an LED lighting system.

The aptly named "Sunlight Café" provides an opportunity to enhance programming opportunities and the overall member experience. Some of these opportunities include:

- A volunteer-operated cafeteria program 5 days a week that provides simple, affordable, nutritious lunches and snacks to our members and guests.

General Committee	2018/04/18	3
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- The continuation of the Community Café evening program, which has served over 525 meals annually since 2016.
- Workshops led by certified nutrition professionals such as “cooking for the solo diner”.
- Cooking demonstrations.
- Opportunities for social interaction with other members.

Additional features within the center include:

- Large gymnasium/auditorium space.
- Small and medium sized program rooms.
- Small private rooms for health services.
- Administrative area.
- Storage space.
- Transit accessible.
- Ample parking.
- Proximity to other services (e.g. grocery, pharmacy)

Throughout 2017, several activities took place to inform and prepare the members of the AACM for the relocation. These included: Town Hall meetings, information sessions and personal consultation delivered by MiWay staff to encourage and support transit access to the new location, and a “bulletin board” in the centre to chart progress and updates.

In addition, the timing of crossing signals at the Intersection of Central Parkway and Burnhamthorpe were increased in order to support a more “Age Friendly” surrounding physical environment.

The new location opened for business on December 19, 2017. It is open seven days a week and offers close to 100 social, recreational, health and multicultural programs each week to ensure that older adults remain active, independent, and engaged in their community.


A grand opening event took place on January 15, 2018. While a key focus of the AACM will be to support transition of existing members to the new location, the AACM has initiated several marketing activities to create awareness of the centre and to reach out to residents, particularly in Service Area 5.

Financial Impact

The approved budget for the renovation was \$1,240,000 funded from (33121) tax capital reserve fund. The renovation was completed in December 2017 within the specified timelines for a total gross project cost of \$1,097,000. The project is \$143,000 under budget as result of better pricing due to competitive bidding. The contribution received from Oxford Properties will result in an additional \$200,000 being returned in next Capital WIP, for a total of \$343,000.

Conclusion

The City of Mississauga Recreation Division is committed to keeping Mississauga residents healthy, active and connected in partnership with the community. The AACM a key partner in this mandate and contributes to advancing the city's strategic vision to ensure that older adults belong and thrive.



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

Prepared by: Kelly Reichheld, Manager Sport & Community Development

City of Mississauga

Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-26

Meeting date:
2018/05/30

Subject

Lower Driveway Boulevard Parking - Marblethorne Court (Ward 3)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk at any time on Marblethorne Court as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Lower Driveway Boulevard Parking - Marblethorne Court (Ward 3)".

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Marblethorne Court. Lower Driveway Boulevard parking between the curb and sidewalk is currently prohibited and five-hour parking is permitted on Marblethorne Court.

Comments

To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Marblethorne Court.

45 questionnaires were delivered and 25 (56%) were returned; 21 (84%) supported the implementation of lower driveway boulevard parking and four (16%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk at any time on both sides on Marblethorne Court.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing five-hour on-street parking will be maintained. A location map is attached as Appendix 1.

General Committee

2018/05/30

Originators files: MG.23.REP

RT.10.Z-26

Financial Impact

Costs for the sign installation can be accommodated in the 2018 operating budget.

Conclusion

Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk on Marblethorne Court.

Attachments

Appendix 1: Location Map - Lower Driveway Boulevard Parking - Marblethorne Court (Ward 3)



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Khulud Sheeraz, Traffic Operations Technician



City of Mississauga Corporate Report



Date: 2018/05/11

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
P.N. 14-106

Meeting date:
2018/05/30

Subject

Temporary Road Closure - Goreway Drive from Brandon Gate Drive to North City Limit (Ward 5)

Recommendation

That in accordance with the Temporary Road Closure By-law 0206-2016, Council be advised that Goreway Drive will be closed from Brandon Gate Drive to the North City Limit for a period of 12 to 15 months during the construction of the grade separation over the Canadian National (CN) Rail tracks. It is anticipated that the road closure will commence November 2018.

Background

In 2008, a Municipal Class Environmental Assessment Study was completed for Goreway Drive from Brandon Gate Drive to Steeles Avenue. Because this section of Goreway Drive crosses the municipal boundary between Mississauga and Brampton, the study was carried out as a partnership between the two municipalities.

The study recommended removing the existing level crossings at the CN Rail Halton Subdivision and constructing a new bridge carrying Goreway Drive over the existing CN Rail tracks at the North City limit. The filed Environmental Study Report (ESR) included a temporary detour road to maintain traffic flow on Goreway Drive for the duration of the construction. The City of Brampton is the proponent of this project and the cost of the project is to be equally shared with the City of Mississauga.

Comments

CN Rail was consulted during the Environmental Study and the detour road was identified in the ESR filed in 2008. Details for the proposed Goreway Drive temporary detour road were submitted to CN Rail for review in 2010 with no comments.

CN Rail recently indicated that the proposed temporary Goreway Drive detour road would require the relocation of switch gear assemblies/spur line tracks/structures etc., going into the busy intermodal terminal further north. Due to the difficulty obtaining the required time blocks to conduct the relocation, CN Rail stated that the track works alone would take at least 26 months

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to complete and cost approximately \$6.6 million. CN Rail requested both Mississauga and Brampton to consider closing Goreway Drive at the CN Rail tracks completely to road and pedestrian traffic during the 12 to 15 month construction period.

Staff estimates that the overall construction savings of closing the road is approximately \$9.5 million, including the CN Works and a reduction in construction time of 24 months to complete the project. A Traffic Assessment of the closure of Goreway Drive completed in April 2018 concludes that a full closure over 12 to 15 months is feasible.

The Commissioner of Transportation and Works has the authority to close City roadways in accordance with Temporary Road Closure By-law 0206-2016. Given the class of roadway and the duration of the road closure, it was deemed prudent to provide an information report to Council to advise of the pending road closure.

Financial Impact

Mississauga's portion of the Goreway Drive grade separation is identified in the Capital Budget and cash flowed as shown below:

Approved budget in 2014 and 2016	\$ 2.4 Million
Budget in 2018	\$ 1.3 Million
Forecast in 2019	\$ 4.0 Million
Forecast in 2020	\$12.0 Million
Total	\$19.7 Million

This represents Mississauga's portion which is fifty percent (50%) of the estimated construction costs.

Conclusion

Staff have determined that closing the road as opposed to constructing a temporary detour road will result in significant cost and time savings helping mitigate some of the impacts of construction to the residents in the area.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Zeljko Subic, P. Eng., Capital Project Manager

City of Mississauga

Corporate Report



Date: 2018/05/16

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-VAR

Meeting date:
2018/05/30

Subject

U-turn Prohibition - Multiple Location Review Follow-Up

Recommendation

That the report from the Commissioner of Transportation and Works, dated May 16, 2018 and entitled "U-turn Prohibition - Multiple Location Review", be received for information

Background

The Transportation and Works Department was in receipt of a request from Councillor Parrish to review safety concerns related to U-turns at signalized intersections. Concerns were raised by local residents through her office related to motorists making unsafe U-turns, specifically at signalized intersections, resulting in disruption, delays and potential vehicular conflicts. It was suggested that restricting such turning movements at these locations would reduce these incidents and improve the overall level of safety.

Transportation and Works staff identified five signalized locations with advanced left-turn signals to receive U-turn restrictions for the purpose of reviewing their effectiveness in increasing overall levels of safety by reducing incidences of disruption. These locations were identified based on U-turn collision statistics from 2002 to 2013. The locations selected were as follows:

1. Eglinton Avenue West at McLaughlin Road
2. Burnhamthorpe Road West at Mavis Road
3. Dundas Street East at Tomken Road
4. Eglinton Avenue East at Kennedy Road
5. Mavis Road at Central Parkway West

A report from the Commissioner of Transportation and Works, dated April 18, 2017 and entitled "U-turn Prohibition - Multiple Location Review", was prepared for consideration at General Committee, to amend Schedule 19 of the Traffic By-Law to prohibit U-turn movements at these five locations. A copy of this report is attached in Appendix 1. Peel Regional Police were advised of the U-turn prohibitions and requested to enforce such as scheduling permitted.

Comments

The U-turn restrictions at the five signalized intersections have been in place for approximately 11 months. Traffic Operations staff monitored each location prior to and after the implementation of U-turn restrictions at each of the five intersections selected to determine their effectiveness in increasing overall levels of safety by reducing incidences of disruption related to U-turns.

The review revealed that the implementation of U-turn restrictions had a minor impact on decreasing the overall numbers of U-turns at each location. Prior to installation of the restrictions, an average of 4.8 U-turn movements were observed during peak hours at each location. In the follow up studies completed after the installation of the restrictions, an average of 4.1 U-turn movements were observed during peak hours at each location.

Further investigation revealed no collisions at any of the five locations recorded in the time since the implementation of U-turn restrictions as a result of a U-turn movement. It should be noted that prior to installation of the restriction, the highest incidents of U-turn collisions were recorded to be 0.54 collisions per year.

Financial Impact

No financial impact.

Conclusion

Based on the U-turn prohibition review of the affected intersections, a minor decrease in the overall numbers of U-turn movements and a marginal improvement in the overall level of safety at these intersections were observed. Therefore, the U-turn prohibitions will remain in place at the five signalized intersections and staff will continue to monitor for effectiveness. Further, no new intersections will be added at this time for U-turn prohibitions.

Attachments

Appendix 1: Corporate Report: U-turn Prohibition - Multiple Location Review



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Denna Yaunan, C.E.T., Traffic Operations Technologist

City of Mississauga Corporate Report



Date: 2017/04/18

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-VAR

Meeting date:
2017/05/03

Subject

U-Turn Prohibition - Multiple Location Review

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a U-turn prohibition, at any time, from each approach at the following locations as outlined in the report from the Commissioner of Transportation and Works, dated April 18, 2017 entitled "U-turn Prohibition - Multiple Location Review":

- a) Eglinton Avenue West at McLaughlin Road;
- b) Burnhamthorpe Road West at Mavis Road;
- c) Dundas Street East at Tomken Road;
- d) Eglinton Avenue East at Kennedy Road; and
- e) Mavis Road at Central Parkway West.

Background

The Transportation and Works Department is in receipt of a request from Councillor Parrish to review safety concerns related to U-turns at signalized intersections. Concerns were raised by local residents through her office related to motorists making unsafe U-turns, specifically at signalized intersections, resulting in disruption, delays and potential vehicular conflicts. It was suggested that restricting such turning movements at these locations would reduce incidents and improve the overall level of safety.

Comments

As per the direction to staff following discussion at the January 18, 2017 meeting of General Committee, Traffic Operations staff have identified five locations to receive U-turn restrictions. This will provide staff with the opportunity of reviewing the effectiveness of U-turn restrictions in increasing overall levels of safety at signalized intersections by reducing incidents of conflict resulting from unsafe U-turns. These locations have been identified based on U-turn collision statistics collected for the last 11 years from 2002 to 2013. The five locations selected, being

the top five locations for U-turn collisions in the City based on the 11 year collision review, are as follows and are attached as Appendices 1 thru 5:

- a) Eglinton Avenue West at McLaughlin Road;
- b) Burnhamthorpe Road West at Mavis Road;
- c) Dundas Street East at Tomken Road;
- d) Eglinton Avenue East at Kennedy Road; and,
- e) Mavis Road at Central Parkway West.

Peel Regional Police will be advised of the changes and requested to concentrate enforcement at these locations as scheduling and manpower permit.

Council has been advised of the implementation of U-turn prohibitions at these intersections. A copy of the email updates to the Mayor and Members of Council from the Director of Works Operations and Maintenance, dated March 2 and April 7, 2017, both entitled "Update: Review of U-turns at Signalized Intersections" are attached as Appendix 6.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 operating budget.

Conclusion

The Transportation and Works Department supports the implementation of U-turn prohibitions, in order to evaluate their effectiveness in reducing instances of vehicle conflict at signalized intersections, at the five locations outlined previously in this report.

Staff will be monitoring each location prior to, and after the implementation of U-turn restrictions at all approaches to each intersection selected. Any changes to the intersection operation and/or recommendations resulting from staff's review will be reported to General Committee following the completion of the review. Staff anticipates completing the review and targeting a follow-up report to General Committee in May 2018 on U-turn restrictions, to provide one, full-year of review.

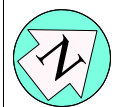
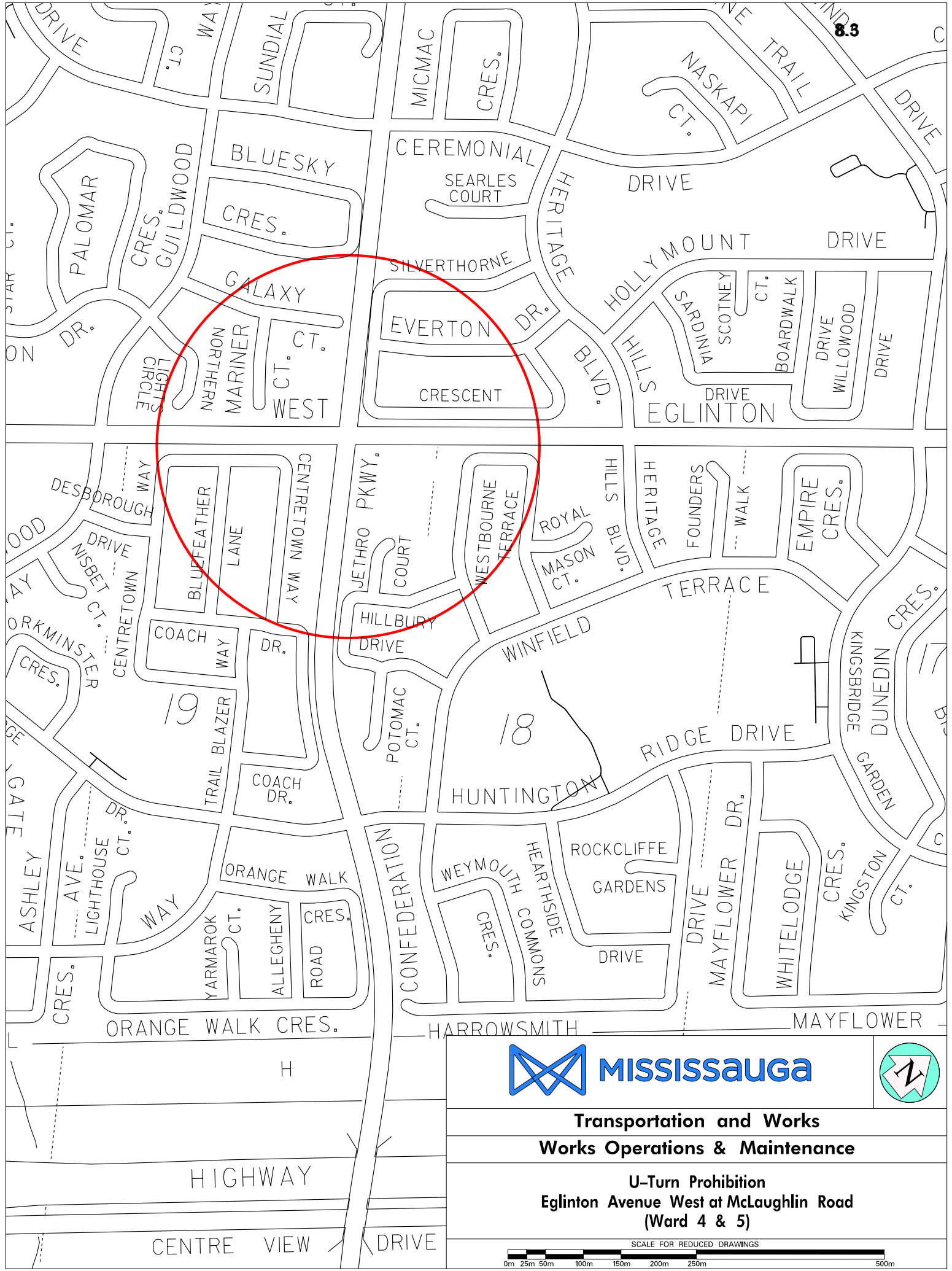
Attachments

- Appendix 1: U-Turn Prohibition - Eglinton Avenue West at McLaughlin Road
- Appendix 2: U-Turn Prohibition - Burnhamthorpe Road West at Mavis Road
- Appendix 3: U-Turn Prohibition - Dundas Street East at Tomken Road
- Appendix 4: U-Turn Prohibition - Eglinton Avenue East at Kennedy Road
- Appendix 5: U-Turn Prohibition - Mavis Road at Central Parkway West
- Appendix 6: Emails from Director of Works, Operations and Maintenance, dated March 2 and April 7, 2017 both entitled "Update: Review of U-turns at Signalized Intersections."



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

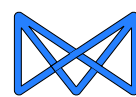
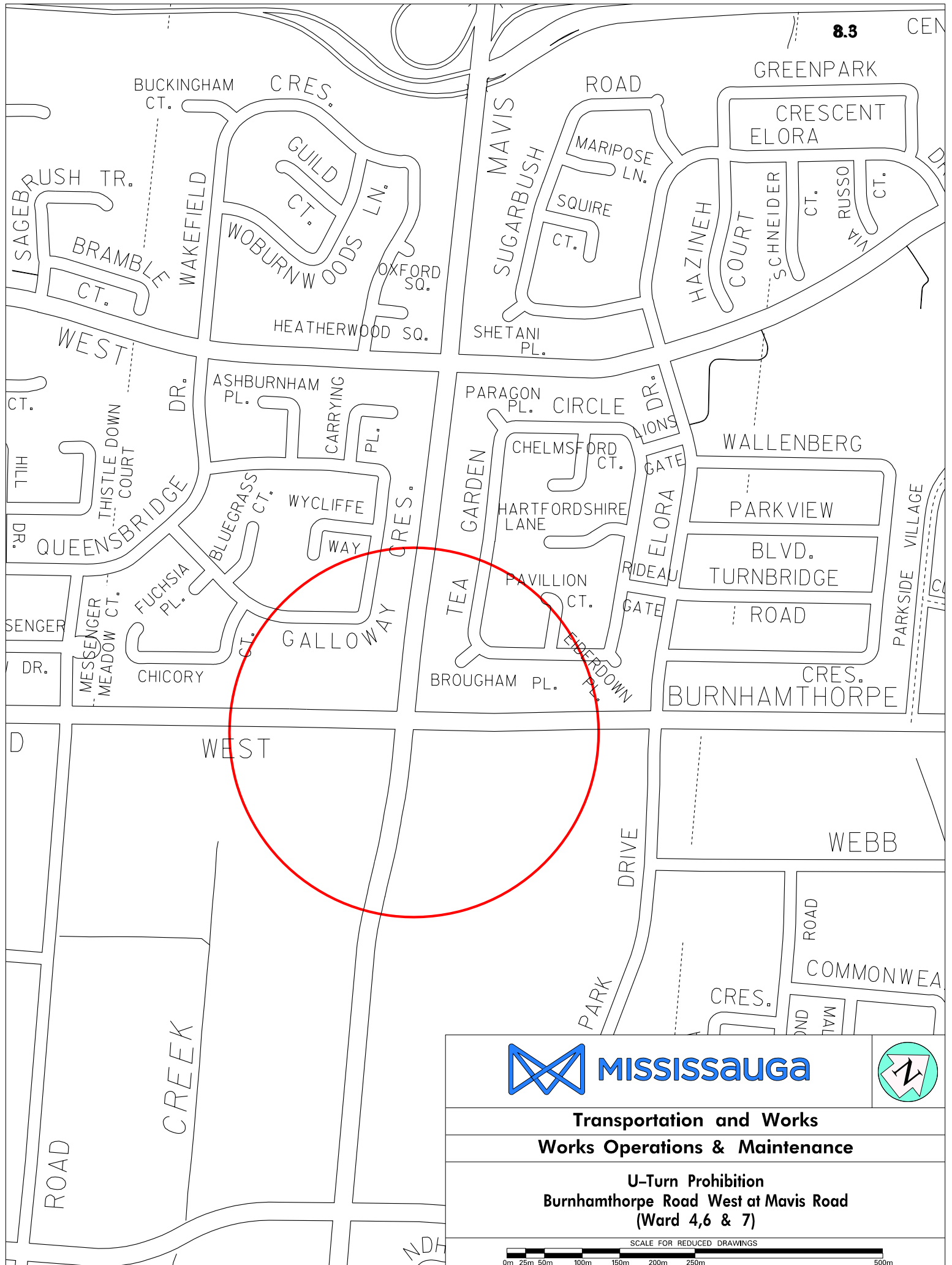
Prepared by: Denna Yaunan, C.E.T., Traffic Operations Technologist



Transportation and Works
Works Operations & Maintenance

U-Turn Prohibition
Eglinton Avenue West at McLaughlin Road
(Ward 4 & 5)





MISSISSAUGA

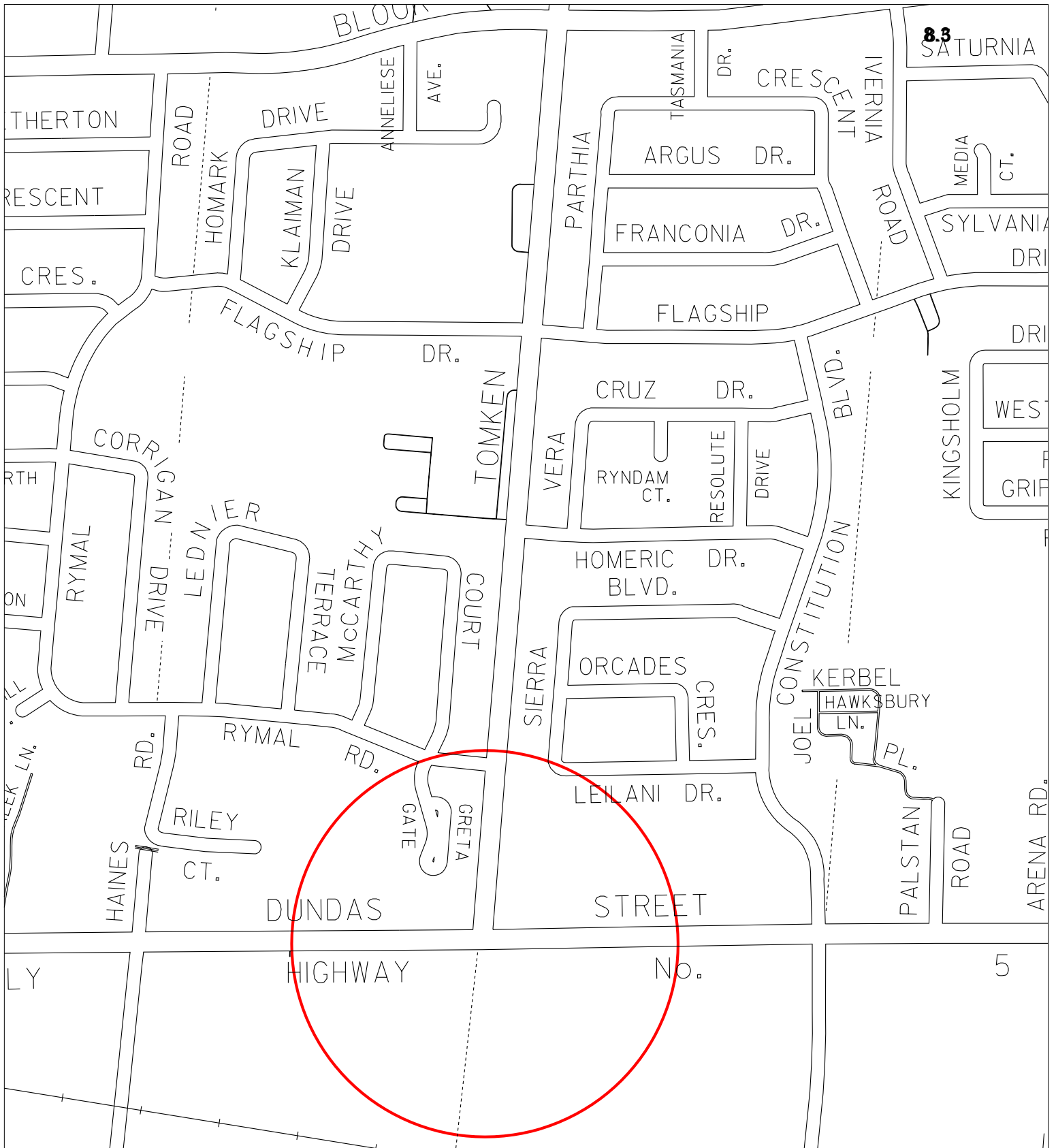


**Transportation and Works
Works Operations & Maintenance**

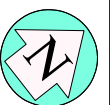
**U-Turn Prohibition
Burnhamthorpe Road West at Mavis Road
(Ward 4,6 & 7)**

SCALE FOR REDUCED DRAWINGS

0m 25m 50m 100m 150m 200m 250m 500m



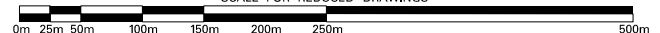
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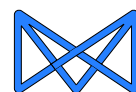
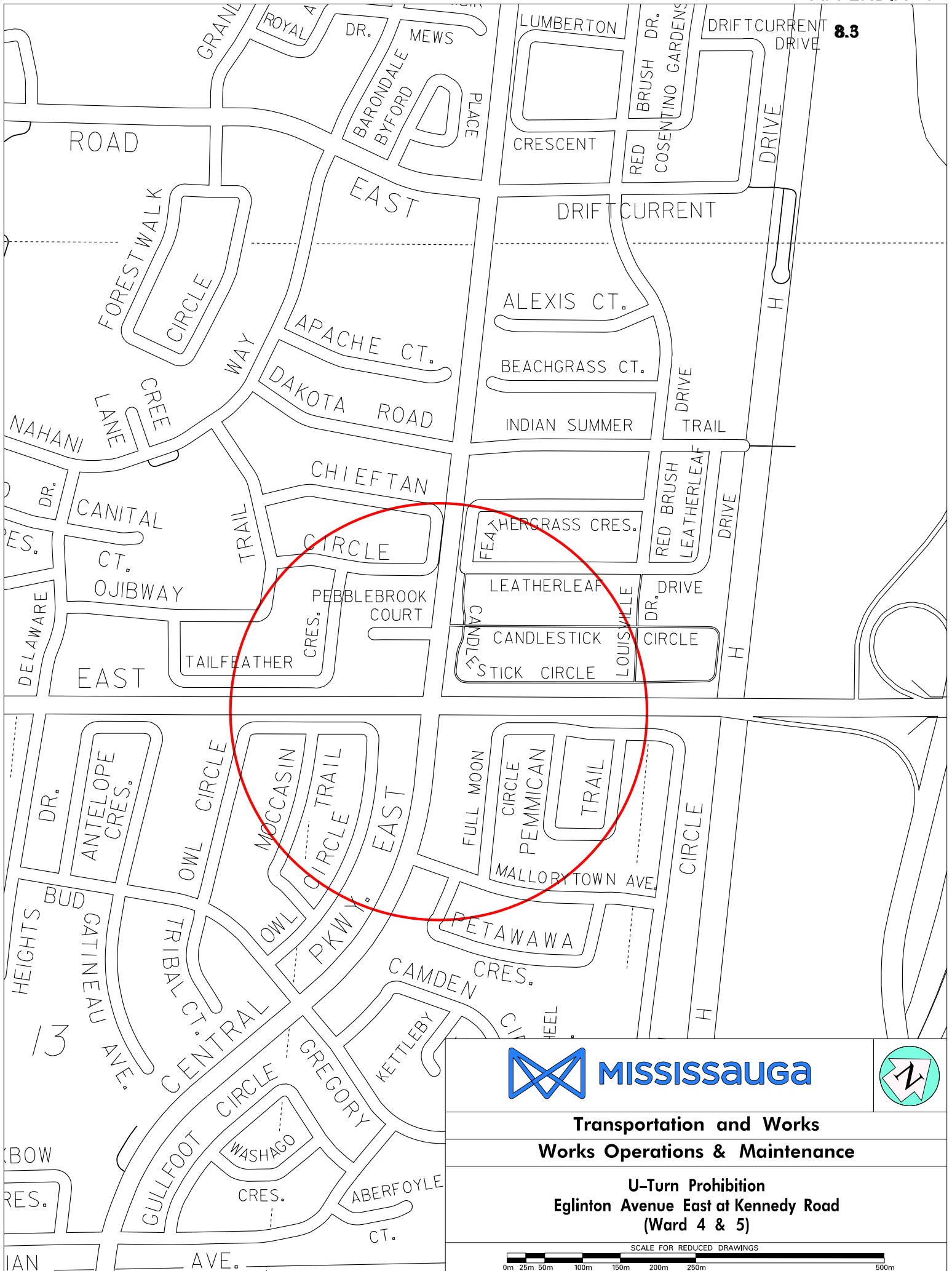


**Transportation and Works
Works Operations & Maintenance**

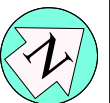
**U-Turn Prohibition
Dundas Street East at Tomken Road
(Ward 1 & 3)**

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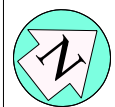
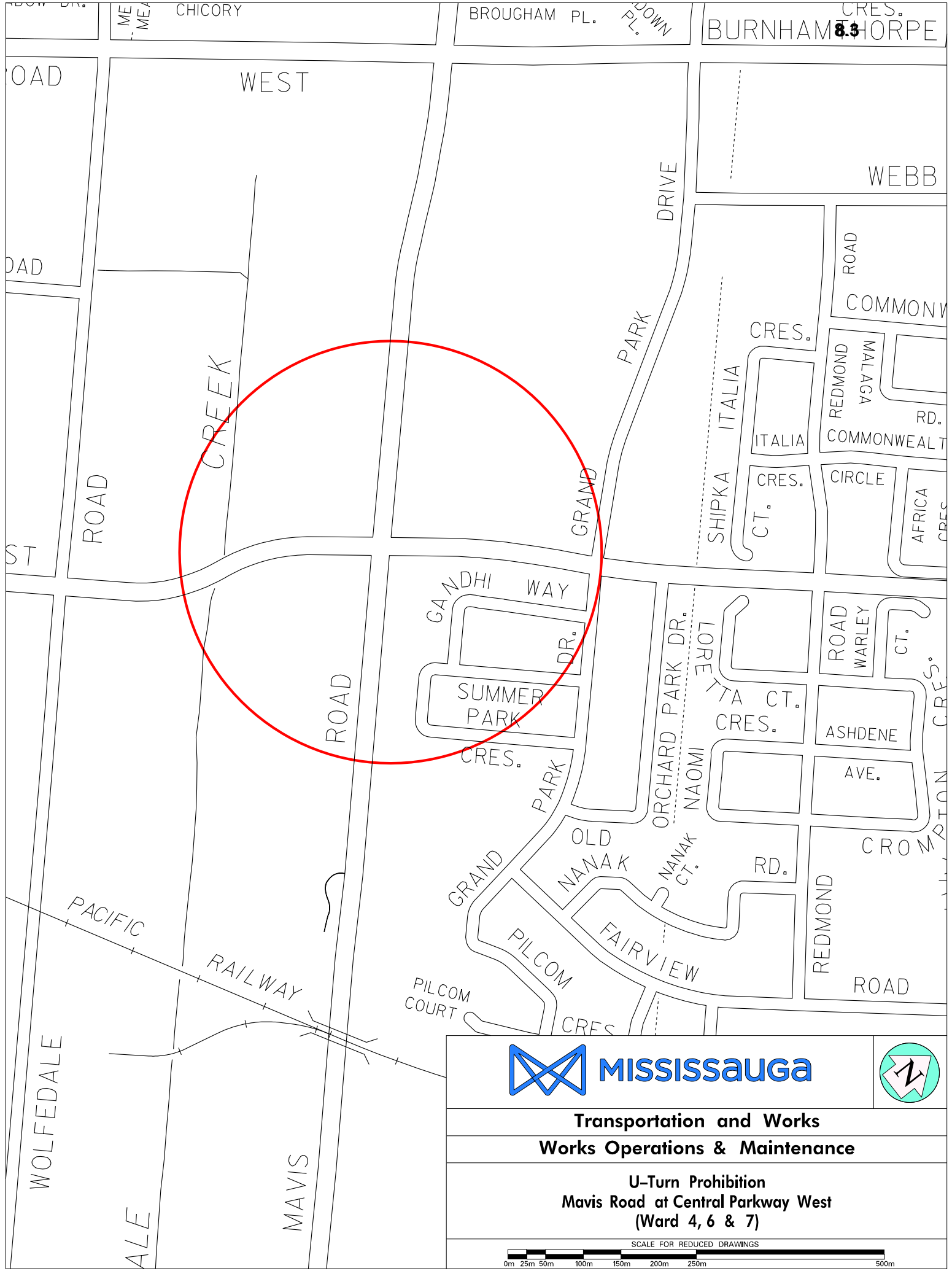
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Transportation and Works
Works Operations & Maintenance

U-Turn Prohibition
Eglinton Avenue East at Kennedy Road
(Ward 4 & 5)





Transportation and Works
Works Operations & Maintenance

U-Turn Prohibition
Mavis Road at Central Parkway West
(Ward 4, 6 & 7)



Denna Yaunan

From: Nancy Salichuk on behalf of Mickey Frost
Sent: 2017/04/07 9:55 AM
To: MC
Cc: LT; Al Sousa; Andy Bate; Max Gill; Mickey Frost
Subject: Update: Review of U-turns at Signalized Intersections

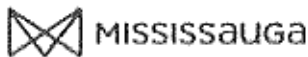
Madame Mayor and Members of Council,

Further to my e-mail below dated March 3, 2017, regarding Transportation and Works' U-turn intersection review at signalized intersections, the following update is provided for your information:

Traffic Operations staff have been conducting field observations at the five selected intersections throughout the month of March prior to the installation of U-turn restrictions. Delays related to recent inclement weather have resulted in the need to push back the corporate report to General Committee to May 3, 2017 as opposed to the originally intended April meeting.

Should you have any questions or comments on this matter, please contact Al Sousa or myself.

Thank you,



Mickey Frost, HBA; CPA, CGA; MPA
 Director, Works, Operations and Maintenance
 T 905-615-3200 ext.4020
mickey.frost@mississauga.ca

City of Mississauga | Transportation and Works Department
 Works, Operations and Maintenance Division

From: Mickey Frost
Sent: 2017/03/02 11:41 AM
To: MC
Cc: Al Sousa; Andy Bate; LT
Subject: Update: Review of U-turns at Signalized Intersections

Madame Mayor and Members of Council:

Further to the discussion at the January 18, 2017 meeting of General Committee regarding the issue of safety concerns related to U-turns at signalized intersections, the following information is provided:

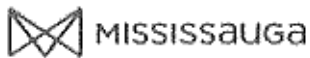
Traffic Services and Road Safety staff have identified five signalized locations with advanced left-turn signals to receive U-turn restrictions for the purpose of reviewing their effectiveness in increasing overall levels of safety by reducing incidences of disruption. These locations have been identified based on U-turn collision statistics between 2002-2013. The top five ranked locations are:

1. Eglinton Avenue West @ McLaughlin Road (Wards 4 and 5)
2. Burnhamthorpe Road West @ Mavis Road (Wards 4, 6 and 7)
3. Dundas Street East @ Tomken Road (Wards 1 and 3)
4. Eglinton Avenue East @ Kennedy Road (Wards 4 and 5)
5. Central Parkway West @ Mavis Road (Wards 6 and 7)

A Corporate Report will be prepared for consideration at General Committee in April 2017, to amend Schedule 19 of the Traffic By-Law to prohibit U-turn movements at these five locations. Staff will arrange for the monitoring of each location prior to, and after the implementation of U-turn restrictions at all approaches to each intersection selected. Any changes to the intersection operation and/or recommendations resulting from our review will be reported following our review. We anticipate completing our review and are targeting our follow up report back to General Committee on this matter by May 2018.

Should you have any questions or comments on this matter, please contact Al Sousa or myself.

Thank you,



Mickey Frost, HBA; CPA, CGA; MPA
 Director, Works, Operations and Maintenance
 T 905-615-3200 ext.4020
mickey.frost@mississauga.ca

City of Mississauga | Transportation and Works Department
 Works, Operations and Maintenance Division

City of Mississauga Corporate Report



Date: 2018/05/08

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2018/05/30

Subject

Hurontario Light Rail Transit Communications Update

Recommendation

That the report entitled, Hurontario Light Rail Transit Communications Update dated May 8, 2018, from the Commissioner of Transportation and Works, be received for information.

Report Highlights

- The Hurontario Light Rail Transit (HuLRT) Project will be designed, built and owned by Metrolinx.
- The project team is comprised of staff from Metrolinx, City of Mississauga, City of Brampton and the Region of Peel.
- Metrolinx is leading the project, including communications with support from municipal and regional partners.
- This information report is an overview of communications activities in Mississauga including planned activities leading up to and during construction to raise awareness and mitigate construction impacts where possible, such as:
 - Awareness (Community Connectors Program; promotions, events, notices; advertising; seminars for businesses)
 - Construction Impacts (Communications – Construction; Downtown Projects – Co-ordination of Communications)
 - Project Agreement – Schedule 18 (Communications plan; Community relations and engagement plan)

Background

2017 Communications Activities

The communications activities outlined in this report are planned and executed through a communications working group led by Metrolinx. The working group includes staff from Metrolinx, City of Mississauga, City of Brampton and the Region of Peel.

General Committee	2018/05/08	2
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The communications goals for the Hurontario Light Rail Transit (HuLRT) Project in 2017 were to build awareness and support with the objectives to build:

- awareness of the HuLRT project among City residents and businesses as Metrolinx-led, funded and moving forward; and
- support for the HuLRT project amongst transit-customers and non-users.

A variety of strategies and tactics were used by the project team to meet the communications goals and objectives.

2017 Events

Project staff were on hand with a branded Metrolinx information kiosk at more than 55 regional and local events between July 1 and October 31, 2017 totalling more than 20,000 interactions to build awareness and support amongst transit-customers and non-users.

Corridor Committees

Four ward-based stakeholder committees chaired by Metrolinx were created in support of the project with community representatives to provide input into planned communications outreach for the coming months. The project team is working with these stakeholder representatives to build understanding and awareness of HuLRT construction and impacts. Each of the committees met in the spring and fall.

Community Connectors Program

This Metrolinx program is to inform, educate and engage business and property owners along the HuLRT corridor. The program works through face-to-face conversations with property and business owners that inform HuLRT project team.

A multi-lingual team of Metrolinx Community Connectors visited businesses and residents along the Hurontario corridor to build an ongoing relationship and provide a point of contact for their questions and concerns.

Two canvasses are done per year (one completed in Fall 2017) for the duration of the project with 13 Community Connectors, 9 different languages spoken. Information sessions are used for multi-floor properties.

Fall 2017 Community Connector Results:

- 945 properties identified directly on the HuLRT corridor
- 1,300 attempts to connect with properties
- Face-to-face engagement with 75 % of these properties
- Awareness generally high across the corridor

Corridor Information Sessions

Thirteen information sessions were hosted within the three week canvass period. More than 1,000 individual conversations occurred.

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Awareness was relatively high and reception to the Community Connectors Program was positive. Most concerns voiced at the information sessions were based around traffic, construction and fare/co-fare integration.

Open Houses

In June 2017, the HuLRT Project Team hosted three open houses at Frank McKechnie Community Centre, Mississauga Valley Community Centre, and Port Credit Arena with more than 200 attendees.

Construction Notices

Construction notices from Metrolinx for telecom network relocations in Mineola and Cooksville were provided to area residents through Canada Post in the fall of 2017 and winter of 2018 (Mineola). The notices were mailed to addresses approximately 1.0 kilometre (0.62 miles) on each side of the corridor in the impacted area and provided information on the work involved, timing, location with transit, pedestrian and traffic details and work hours. The notices included a phone number and email address to reach the HuLRT project team. In May 2018, construction notices from Metrolinx are planned for surrounding areas of Hurontario near Longside Drive and Admiral Boulevard and Kingsway Drive for gas line relocation.

Co-ordination of Communications Downtown Projects

As part of the Burnhamthorpe Water Project, the Region of Peel is installing new watermain and sanitary sewers to improve service in central Mississauga and to support growth in the downtown core. The project in the downtown is scheduled from 2017 to 2020 requiring co-ordination with the HuLRT Project.

The City of Mississauga, Region of Peel and Metrolinx are co-ordinating works and communications between the HuLRT Project and the Burnhamthorpe Water Project to ensure the seamless flow of information to residents and stakeholders related to construction impacts. This is being done currently through social media, co-ordination of 311 services, construction notices and digital tactics.

City of Mississauga Communications

The HuLRT Project is integrated into City of Mississauga communications. Promotion of open house events and project updates are shared through City communications channels, including but not limited to:

- facility signage
- Celebration Square digital signs
- web banners
- eNewsletter - Keep Me Posted
- City-wide Printed Newsletter 'Stay Connected'
- Twitter and Facebook accounts
- MiWay Calendar and Blog

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- eCity Calendar
- Mississauga Business Blog
- media relations
- Councillor newsletters
- City of Mississauga website
- 3-1-1

Metrolinx HuLRT Campaign

Metrolinx undertook a regional and local promotional campaign from December 2017 into winter 2018.

The results listed are from December 1, 2017 to January 31, 2018:

- web traffic: 276,542 visits to metrolinx/hurontarolrt and metrolinx/peel combined
- digital ads: 1,658,192 unique impressions
- Facebook ads: 80,0300 engagements
- newspaper ads: 254,500 circulation
- transit shelters/billboards: 73,034 impressions
- elevator ads : 726,326 impressions

Metrolinx Research Findings

Extracts from December 21, 2017 research:

Through a third party research firm, Metrolinx conducted a 15-minute survey in Mississauga and south Brampton using both live phone dialing and web panels of 2,300 adults 18 years and above from November 13-28, 2017. In summary, 73% of respondents were aware of a Metrolinx project in their area (aided awareness), 80% feel there will be positive regional benefits and 85% support the project in the local area.

Stop Naming

Stop names for the Hurontario Light Rail Transit Project were assigned as part of the Environmental Project Report (**EPR**) and reviewed by Metrolinx and City staff in 2017.

Metrolinx's Design Excellence team studied harmonization of regional transit wayfinding which includes station, stop and interchange naming. A set of principles were established for selecting names consistently across the regional transit network, helping to make transit easier to navigate. The Metrolinx Naming Policy takes a regional view, acknowledging that many journeys include multiple lines, modes and providers.

Five principles are used to determine new wayfinding names:

Simple - Simple names are easier to remember

Logical - Logical names provide a mental link when trip planning, they should be relevant to the area they reside

Durable - Names should be relevant as long as the station exists

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Self-locating - Names should allow users to mentally locate themselves within the region

Unique - A unique name is one that cannot be confused with any other

Metrolinx Engage accepted online comments on stop names from January 29 to February 12. The consultation was promoted through social media channels.

Recognizing the importance of balancing technical requirements with public input, consultation will be completed with report summarizing comments, which will be sent to Metrolinx Board of Directors in June, which has final say in stop names

It is Important to note 'Cooksville' is already an LRT stop by Cooksville GO Station. There were suggestions for '5 & 10'. Based on the review by Metrolinx and City staff in 2017 and Metrolinx wayfinding principles the stop name 'Dundas & Hurontario' will go forward. Comments were received regarding the stop name 'The Exchange.' The Exchange will be promoted as a district within the downtown as part of plans for the area.

Name changes from the EPR going to the Metrolinx Board of Directors for approval include

Current	New
Rathburn	Mississauga City Centre
Duke of York	Celebration Square
Central Parkway	Fairview
407	407 & Hurontario
Dundas	Dundas & Hurontario
Eglinton	Eglinton & Hurontario
Main	The Exchange

2018-2019 Communications Leading up to and During Construction

Community Connectors Program

The 2018 focus of the Metrolinx Community Connectors Program will be to gather data from businesses about deliveries and access to property on how the project team can support them through construction. The Program will continue to inform, educate and engage those living and working along the corridor. The next canvass from the Program is expected in May/June 2018.

Construction Notices

Construction notices will continue to be provided as required.

Project Open Houses

Project open houses were held in March/April 2018 and will be planned as the project schedule advances.

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Seminars for Business

Sponsored by Metrolinx, the Mississauga Board of Trade (MBOT) and Brampton Board of Trade (BBOT) are hosting seminars for businesses to help prepare for HuLRT construction.

City of Mississauga Projects & Communications Co-ordination

The City of Mississauga is not planning major works in the corridor area unless emergency work is required. To minimize construction impacts, the City has taken the opportunity presented by HuLRT construction to:

- replace and upgrade segments of stormwater infrastructure
- install uninterrupted power supply at 65 signalized intersections
- protect for the future installation of variable message signs for local transit (MiWay) services at HuLRT stops to include MiWay service data and messaging such as the scheduled arrival/departure times of local transit routes, service information including alerts and service promotions.

The infrastructure listed is beyond the scope of the project and is included with the procurement of the HuLRT. The construction and installation of these works will be delivered by the HuLRT contractor during the construction period and the expenditures were approved by Council in October 2017.

City of Mississauga Hurontario Transportation Demand (TDM) Study

The City's goal is to incorporate a Transportation Demand (TDM) Strategy into the HuLRT project through the Traffic Management Plan. This strategy will focus on informing residents and employees and assisting them in making travel choices based on the impacts of the HuLRT project.

This strategy will anticipate and alleviate the inconvenience created by HuLRT construction on daily commutes, minimize impacts by decreasing vehicle trips, mitigate disruptions, deliver consistent communications that are helpful, meaningful and beneficial to the public, and provide perspective and understanding of the project throughout the construction process.

The goals of the HuLRT TDM Strategy are to:

- educate the identified target audiences about the project
- reduce, re-time, re-mode, and reroute trips around the construction site during construction
- maintain behaviour change
- increase use of the HuLRT post-construction

Downtown Projects Co-ordination of Communications

In the coming months, a downtown visual campaign between Metrolinx, Region of Peel and City of Mississauga with a common brand is planned to help communicate the co-ordination of works

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and reach audiences with information regarding downtown construction including the Burnhamthorpe Water Project.

Traffic Cameras

The City of Mississauga is currently investigating options for a number of traffic cameras to be used during construction of the HuLRT to assist with communicating construction impacts. Transportation and Works staff is exploring the feasibility of a third party integrator to generate traffic camera snapshots for public web viewing. As part of the Intelligent Transportation System (ITS) demonstration pilot along the Dundas Street corridor, the capability of providing web viewing integration of traffic monitoring cameras is to be demonstrated this summer. Pending the results, it is envisioned that such capabilities will eventually be applied to other cameras.

Transportation and Works staff is working with the City's Privacy staff to complete Privacy Impact Assessments to determine allowable camera images and to establish operational controls. By establishing fixed "pre-set" views on cameras, Privacy staff can assess each of the pre-set views to determine if they meet privacy standards and can be made available to the public.

Project Agreement - Schedule 18 – Communications

Communications expectations have been provided to the three proponent teams under Schedule 18 of the Project Agreement. The winning bid team, referred to for now as Project Co. will be required to hire a communications team of at least six people. Schedule 18 requires a full communications plan within 60 days of financial close and a community relations and engagement plan within 90 days. Other aspects of Schedule 18 include: expectations for the conduct of the constructors, including sub-contractors, in relation to the neighbourhood; requirements for two public trade shows per year to allow networking with vendors, community businesses and agencies to encourage hiring local; prescribed numbers of public engagement events or meetings; signage requirements; requirements regarding transparency on construction schedules with notices and updates etc. The Metrolinx communication and community relations team will work with their counterparts from Project Co to ensure that the community is thoroughly informed and well served.

Comments

The communications activities leading up to and during construction of the HuLRT are to work together to provide information to various stakeholders and audiences based on their stake or interest. Communications for construction impacts will continue and be expanded as required.

The Community Connector Program work planned for 2018 will expand on the awareness level work and collect information to deliveries and access to property on how the project team can support those living and working on the Hurontario Corridor during construction.

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The campaign for the downtown coordinating communications between the Burnhamthorpe Water Project and the HuLRT Project will help raise awareness of the works and make communications for the two projects seamless. The campaign will enhance the current coordination underway, social media, coordination of 3-1-1 services, construction notices and digital tactics.

Financial Impact

As set out in the Memorandum of Understanding for the Hurontario Light Rail Transit Project, funding for the project will be applied to cover costs that are directly attributable to the project and are necessary to bring the project into revenue service including communications and public information.

Conclusion

A year from now, the HuLRT Project is expected to be awarded to a success bid team and in major construction. Metrolinx and the Cities of Mississauga and Brampton and Region of Peel have been putting into place the pieces of the communication plan to help the community through the construction phase. In 2018, Metrolinx added three Community Relations staff people and will open community relations offices in Brampton and Mississauga. The process of issuing construction notices is underway and working with residents and businesses on their concerns with construction activity during the start of early works phase in the Cooksville and Mineola areas. This will continue with Enbridge and Alectra projects over the coming months.

Keeping residents, transit customers, motorists, pedestrians, cyclists and businesses up-to-date on impacts with timely, clear and helpful information will be of critical importance during construction of the HuLRT. The planned activities will work together to provide information to various stakeholders and audiences based on their stake or interest.

Further reports on communications will follow based on the project schedule.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Catherine Monast, Senior Communications Officer, HuLRT Project Office

City of Mississauga

Corporate Report



Date: 2018/05/08

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Originator's files:
MG.23.REP

Meeting date:
2018/05/30

Subject

2018 Traffic Signal Installation and Modernization Program

Recommendation

That the 2018 Traffic Signal Installation and Modernization Program as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "2018 Traffic Signal Installation and Modernization Program", be approved.

Background

The 2018 capital budget provides funds for the installation and modernization of traffic control signals throughout the City. Typically, intersections are signalized upon realization of technical warrants, or in response to anticipated development. Existing traffic control signals are modernized when the age of equipment and infrastructure, as well as anticipated increased maintenance costs, indicate that upgrades and/or replacements are required.

Comments

The need for the installation of a new traffic control signal is indicated when signal warrant criteria are satisfied, when traffic conditions have changed significantly rendering the existing form of traffic control inefficient and/or when imminent adjacent development indicates that signalization will be required.

The recommended new traffic control signal installation locations for 2018 under these criteria are listed below and illustrated in the attached appendices:

- South Sheridan Way and Indian Road - Ward 2 (refer to Appendix 1)
- Rathburn Road East and Hickory Drive - Ward 3 (refer to Appendix 2)
- Bramalea Road and Boylen Road/Logistics Drive (Private Access) - Ward 5 (refer to Appendix 3)

The recommended traffic control signal modernization locations for 2018 are listed below and illustrated in the attached appendices:

- Dundas Street West and Mississauga Road - Ward 8 (refer to Appendix 4)
- Glen Erin Drive and Battleford Road - Ward 9 (refer to Appendix 5)

Financial Impact

In the 2018 capital budget, an amount of \$710,000 was approved for the installation of new traffic control signals and an amount of \$390,000 was approved for the modernization of existing traffic control signals. The estimated installation cost for a new traffic control signal is \$140,000. The estimated cost for the modernization of an existing traffic control signal is \$195,000. It is recommended that three new traffic control signals be installed at a total cost of \$420,000 and two existing traffic control signals for a total of \$390,000. Any residual surplus funds from the budget amounts will be allocated to any required phasing changes and/or developer related modifications to existing traffic signals.

Conclusion

As part of the 2018 Traffic Signal Installation and Modernization Program, staff recommend the installation of three new traffic control signals for a total capital cost of \$420,000 and the modernization of two existing traffic control signals for a cost of \$390,000. Sufficient Capital Budget exists for the installation of these traffic control signals.

Attachments

Appendix 1: Proposed New Traffic Control Signal South Sheridan Way and Indian Road (Ward 2)

Appendix 2: Proposed New Traffic Control Signal Rathburn Road East and Hickory Drive (Ward 3)

Appendix 3: Proposed New Traffic Control Signal Bramalea Road and Boylen Road/Logistics Drive (Ward 9)

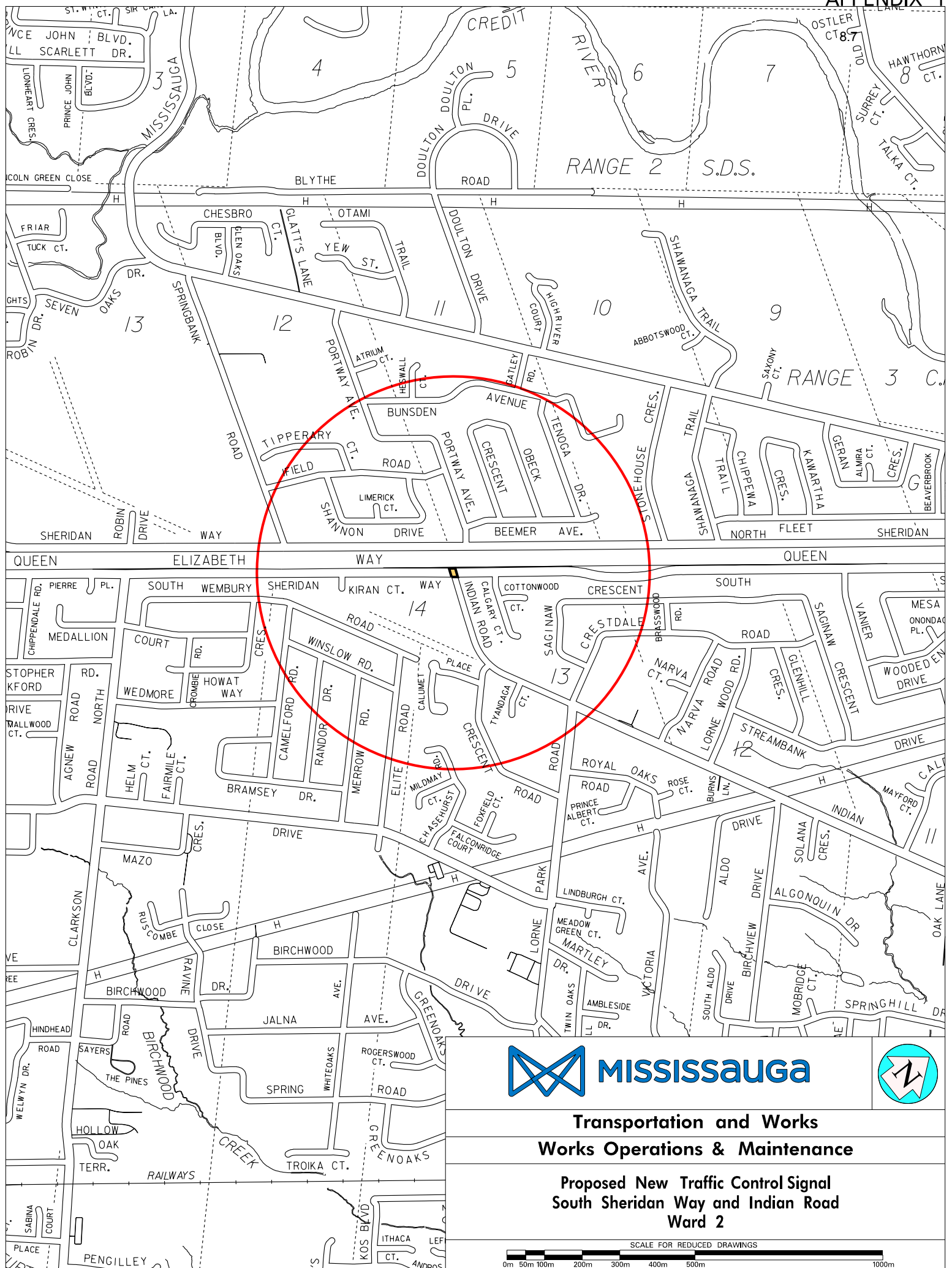
Appendix 4: Proposed Traffic Control Signal Modernization Dundas Street West and Mississauga Road (Ward 8)

Appendix 5: Proposed Traffic Control Signal Modernization Glen Erin Drive and Battleford Road (Ward 9)



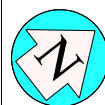
Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Darek Koziol, Traffic Signals Coordinator





MISSISSAUGA



Transportation and Works
Works Operations & Maintenance

**Proposed New Traffic Control Signal
Rathburn Road East and Hickory Drive
Ward 3**

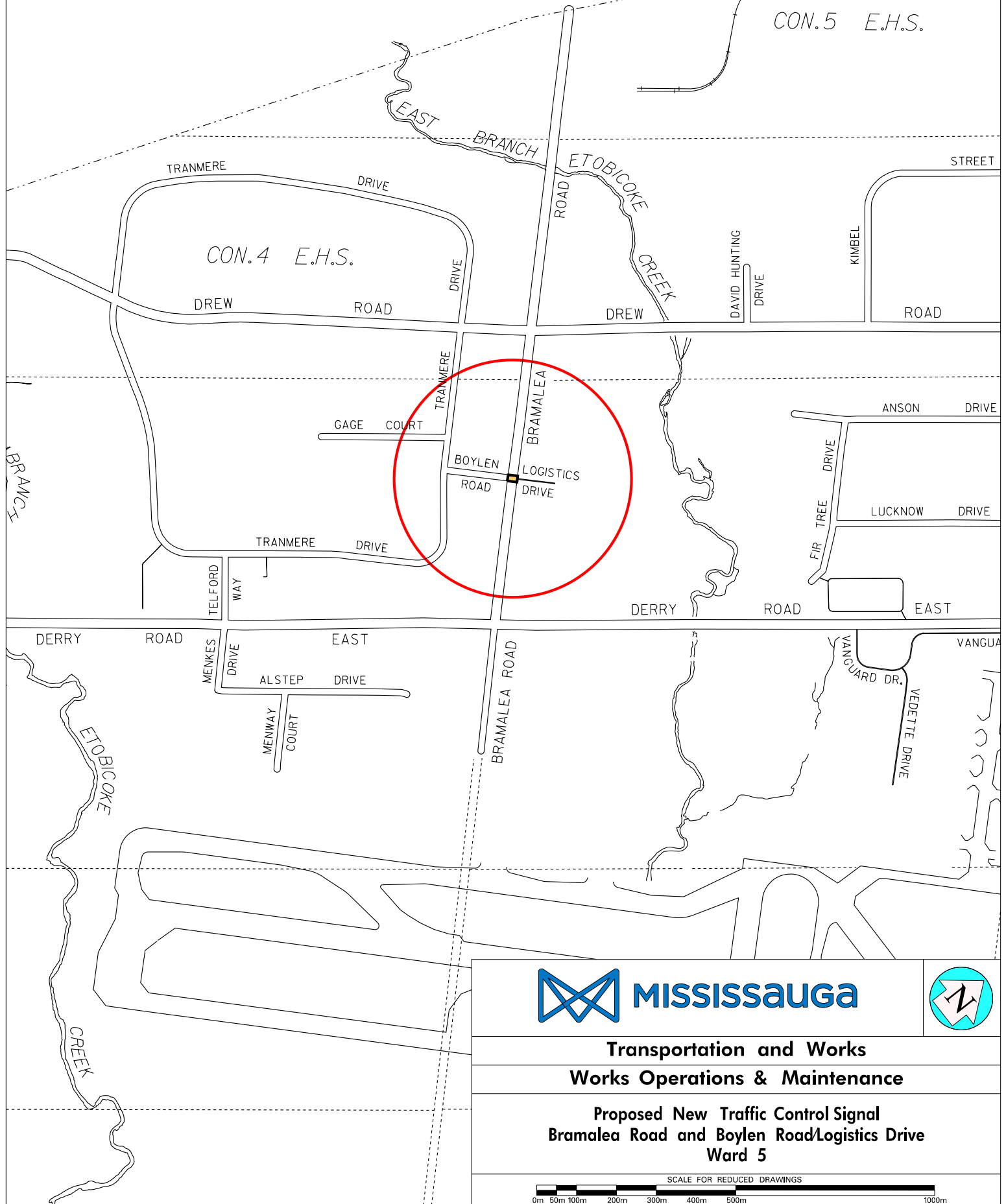
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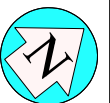
CITY OF BRAMPTON

CON.5 E.H.S.

CON.4 E.H.S.



MISSISSAUGA

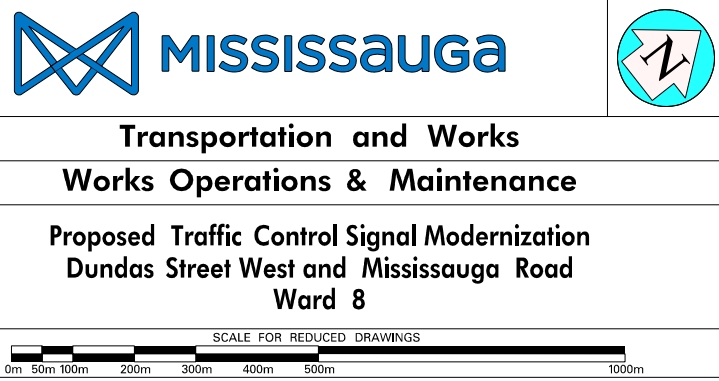


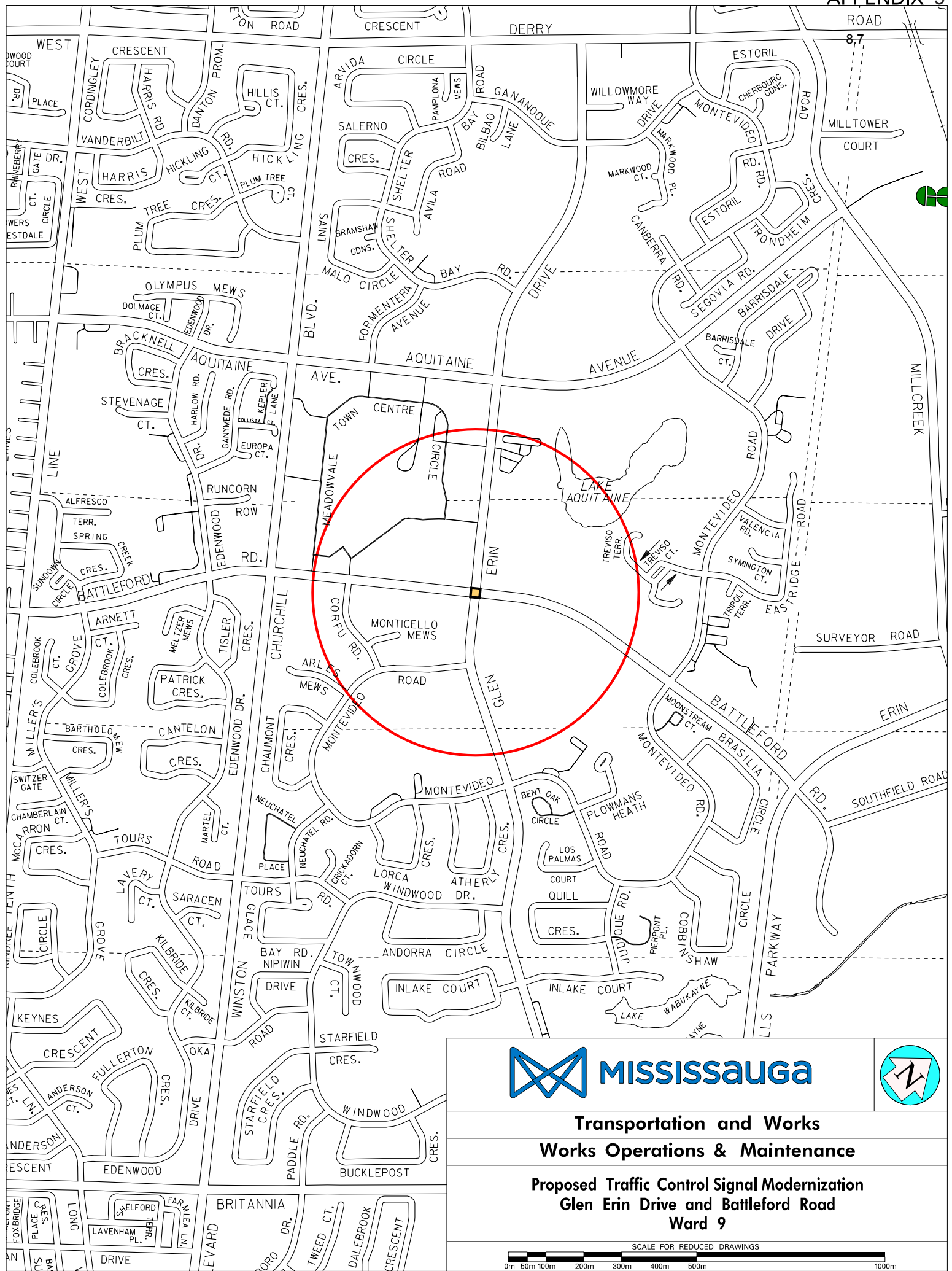
**Transportation and Works
Works Operations & Maintenance**

**Proposed New Traffic Control Signal
Bramalea Road and Boylen Road/Logistics Drive
Ward 5**

SCALE FOR REDUCED DRAWINGS







Transportation and Works
Works Operations & Maintenance

Proposed Traffic Control Signal Modernization
Glen Erin Drive and Battleford Road
Ward 9



City of Mississauga

Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2018/05/30

Subject

Mavis Road Improvement Project (Ward 11)

Recommendation

1. That the cash-flow of the approved multi-year funding for the *Mavis Road from Courtney Park Drive West to North City Limits* project (PN 18-102), be revised as outlined in the report dated May 15, 2018 from the Commissioner of Transportation Works entitled Mavis Road Improvement Project (Ward 11), to facilitate an accelerated construction plan.
2. That the sum of \$3,000,000 be transferred from DCA-City Wide Engineering Reserve Fund (31335) to the *Mavis Road from Courtney Park Drive West to North City Limits* project (PN 18-102), to accommodate the accelerated project timetable.
3. That all necessary by-laws be enacted.

Background

In 2017, the City of Mississauga and the Region of Peel completed a Class Environmental Assessment (Class EA) Study for Mavis Road from Courtney Park Drive West in Mississauga to Ray Lawson Boulevard in Brampton, in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (Class EA) document (as amended in 2015). The purpose of this study was to plan for a transportation network that provides the roadway and active transportation infrastructure necessary to address existing problems and opportunities, as well as support future growth.

The study was completed in June 2017, with a preferred recommended design to improve traffic capacity, sidewalk and multi-use trail connections, transit priority and safety and accessibility along Mavis Road (within the study area). Within the City of Mississauga section of the study area, the following actions were recommended by the EA:

- Widen Mavis Road from four through-lanes to six;

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- Reduce the posted speed on Mavis Road from 70 km/hr to 60 km/hr;
- Construct a sidewalk on the east side of Mavis Road and a multi-use trail on the west side;
- Various intersection improvements; and
- A southbound transit queue jump-lane on southbound Mavis Road at the Derry Road West intersection.

To address these recommendations, the capital project *Mavis Road from Courtneypark Drive West to North City Limit* (PN 18-102) was approved by Council in the 2018-2021 Business Plan and 2018 Capital Budget with a net and gross budget of \$13.4 million cash-flowed over four years, as summarized in Table 1 below. The location and approximate limits of the project are illustrated on Figure 1, provided in Appendix 1.

Table 1: Approved Cash-Flow of Funding for Mavis Road Capital Project (PN 18-102)

Funding Year	Net and Gross Budget Amounts
2018	\$2.0 million
2019	\$5.9 million
2020	\$2.0 million
2021	\$3.5 million
Total	\$13.4 million

Comments

Although specifics of the construction schedule for the Hurontario LRT (HuLRT) project are not yet known, it is understood that significant traffic impacts will occur along the corridor during its construction phase, which is expected to begin in early 2019 and continue through 2022.

Mavis Road is an alternate parallel route to Hurontario Street. As such, advancing the construction schedule of the Mavis Road improvement project from a 2021 completion date to a 2020 completion date, with on-road works and lane closures completed by the fall of 2019, will provide additional capacity during the majority of the HuLRT construction project. The accelerated schedule for Mavis Road will also mitigate traffic issues caused by timing conflicts between the two parallel routes, should they be under construction concurrently.

Staff has prepared a construction plan for the Mavis Road Improvement Project, that can achieve substantial completion of the on-road works by the end of 2019. A key element of the plan is to split the construction into two contracts, thereby allowing the mobilization of two construction crews to expedite the work. To accommodate this change to the project plan, the cash-flow for the approved budget needs to be revised, as outlined in Table 2 below. No additional funding will be required.

Table 2: Proposed Revision to Cash-Flow of Approved Funding (PN 18-102)

Funding Year	Net and Gross Budget Amounts	
	Currently Approved	Proposed
2018	\$2.0 million	\$5.0 million
2019	\$5.9 million	\$7.0 million
2020	\$2.0 million	\$1.4 million
2021	\$3.5 million	-
Totals	\$13.4 million	\$13.4 million

Financial Impact

The Mavis Road project (PN 18-102) is a multi-year funded project approved in the 2018-2027 Capital Budget in the total amount of \$13.4 million (see Table 2 above). The project is funded from the DCA-City Wide Engineering Reserve Fund (31335). Staff is requesting to accelerate the construction of this project in order to better align with HuLRT construction along Hurontario Street. In order to accommodate this request, it is recommended that an amount of \$3 million be accelerated to 2018 and funded from the DCA-City Wide Engineering Reserve Fund. As the project cost in total is not changing, an adjustment will be required to the cash-flowed forecasted requests as indicated above in Table 2. Funding for the 2019 and 2020 components of this project will be included for consideration in the 2019-2028 Capital Budget.

Conclusion

It is necessary to accelerate the construction schedule for the approved Mavis Road Improvement Project in order to provide additional parallel-route capacity during the majority of the HuLRT construction project, while minimizing the timing conflict between the two projects. To facilitate this scheduling revision, the cash-flow of the approved capital budget for the project will need to be revised. No additional funding will be required.

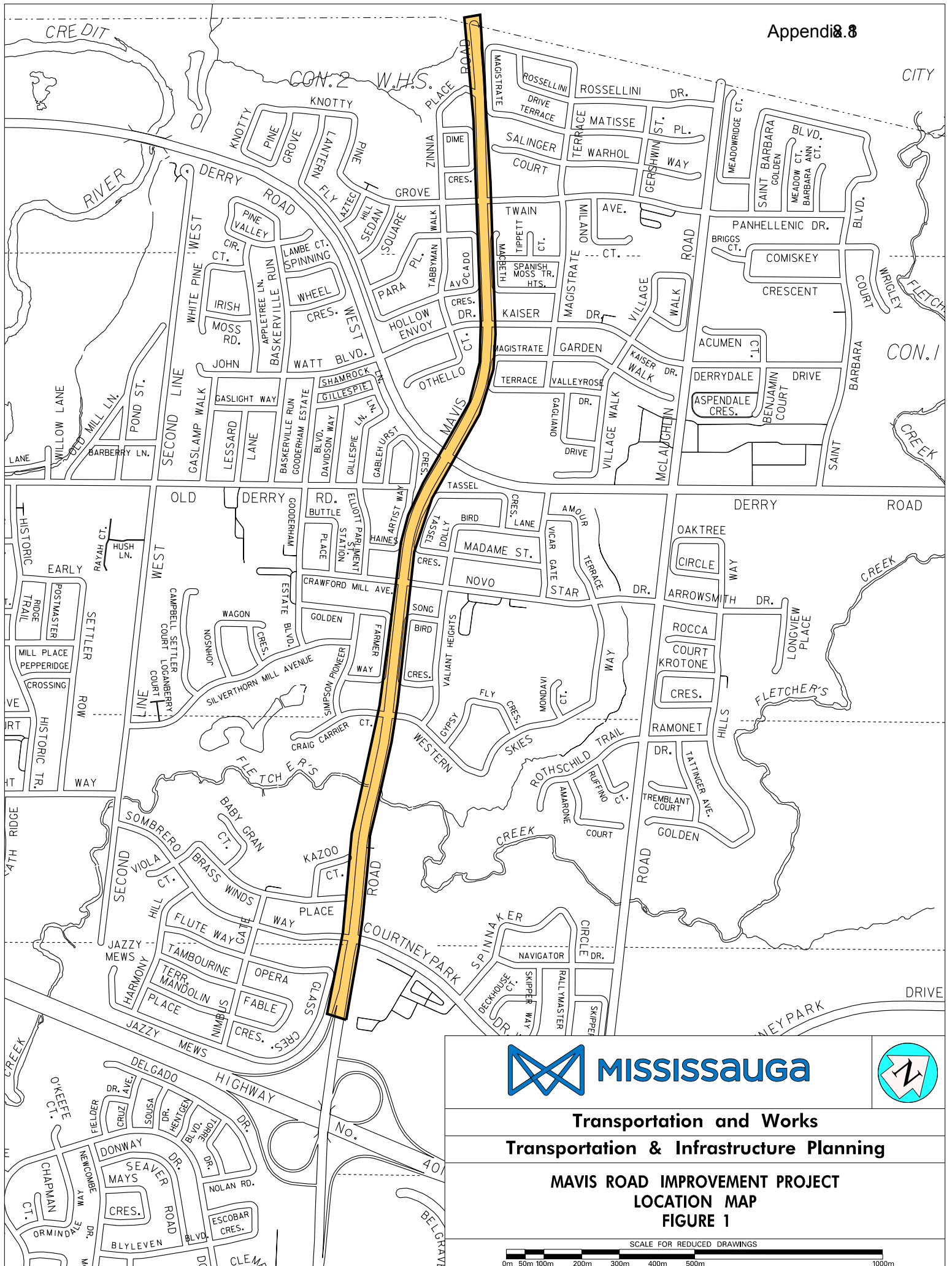
Attachments

Appendix 1: Mavis Road Improvement Project Location Map – Figure 1



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Jeremy Blair, Manager, Transportation Infrastructure Management



MISSISSAUGA



Transportation and Works
Transportation & Infrastructure Planning

MAVIS ROAD IMPROVEMENT PROJECT
LOCATION MAP
FIGURE 1

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m

City of Mississauga

Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP

Meeting date:
2018/05/30

Subject

Automated Speed Enforcement (ASE)

Recommendation

1. That City staff continue to participate in the Ontario Traffic Council Automated Speed Enforcement working group and be directed to participate on behalf of the City of Mississauga on any Ontario Traffic Council Automated Speed Enforcement steering committees that are formed, as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)".
2. That the City Manager be authorized to provide a letter to the City of Toronto to indicate Mississauga's interest in participating in the Automated Speed Enforcement Request for Proposal and cost sharing, with the caveat that Mississauga Council has not committed to implement Automated Speed Enforcement at this time, as outlined in the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)".
3. That the report from the Commissioner of Transportation and Works, dated May 15, 2018 and entitled "Automated Speed Enforcement (ASE)" be referred to the Mississauga Road Safety Committee for information.

Report Highlights

- As part of the City's Vision Zero framework and Road Safety Program, Automated Speed Enforcement (ASE) has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways. City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the Ontario Traffic Council (OTC) in an effort to establish common operating principles for ASE across the Province.

- The ASE Request for Proposal evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest.
- It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.
- Implementation of ASE on City of Mississauga roads would remain subject to City Council approval and future reports will provide details of capital and operating cost implications for the City.

Background

On May 30, 2017, the Legislative Assembly of Ontario passed Bill 65, *Safer School Zones Act*, which amended the *Highway Traffic Act* (HTA) to authorize the use of ASE (commonly referred to as “photo radar”) in school zones and community safety zones on roadways with posted speed limits less than 80 kilometres per hour.

The HTA amendments that enable ASE deployments would permit any road authority to implement ASE on roadways within their jurisdiction that meet the legislated criteria.

Similar to Red Light Camera operations, it is expected that decisions on the operation of ASE will likely be prescribed by the province of Ontario through regulation in order to ensure consistency across the province.

City staff from the Transportation and Works Department, Legal Services and Court Administration have been participating in an inter-municipal working group led by the OTC in an effort to establish common operating principles for ASE across the province.

The OTC has included staff from many jurisdictions across Ontario in the ASE working group, including staff from the cities of Toronto, Mississauga and Brampton, as well as staff from the Town of Caledon and Region of Peel.

The purpose of this report is to provide information regarding the potential use of ASE technology in school zones and community safety zones on permitted roadways.

This report also provides an update regarding ongoing staff participation in the OTC ASE working group tasked with the implementation of ASE Systems in the province.

The mandate of the OTC ASE working group does not include school bus camera enforcement.

Comments

As part of the City's Vision Zero framework and Road Safety Program, ASE has been identified as a road safety initiative to reduce vehicle operating speeds and the number of injuries and fatalities on our roadways.

Speed is a factor in almost all collisions. It increases the likelihood of a collision occurring and also has a direct impact on the severity of the collision. Any measure to reducing operating speeds will therefore reduce the number of collisions, injuries and fatalities on our transportation system.

ASE is generally identified as a highly effective tool to reduce vehicle operating speeds. For example, a 2017 New York City report indicated that speeding in school zones during school hours was reduced by 63 per cent following the introduction of a fixed position automated speed enforcement camera. In Canada, ASE programs exist in the provinces of Quebec, Manitoba, Alberta and British Columbia.

The legislation passed by the province focuses on school zones and community safety zones as the only eligible areas for ASE implementation. At this point in time, there are five designated community safety zones on City of Mississauga roads and 240 schools within the City of Mississauga.

Updates to the City's Traffic By-law, as amended, to define and designate school zones and community safety zones may be required to support eventual ASE implementation.

OTC ASE Working Group Update

As previously indicated, the Legislative Assembly of Ontario amended the HTA to authorize the use of ASE technology. In order to enable this legislation, regulations must still be enacted by the province. The province is participating in the OTC ASE working group so that municipalities can provide input on the regulations under which the ASE program will operate.

Concurrent with this work, Toronto City Council approved recommendations in early 2018 for Toronto to proceed with the ASE program in conjunction with the province and partnering municipalities. This includes proceeding with the issuance of a Request for Proposal (RFP) for equipment, related operations, maintenance and support for ASE, and investigating the feasibility for the City of Toronto to manage the Joint Processing Centre (JPC) on behalf of partnering municipalities. The City of Toronto is actively participating in the OTC ASE working group and intends to proceed with the development and issuance of the RFP for ASE operations on behalf of all participating municipalities in 2018 after the provincial regulations are finalized. The RFP evaluation process, provincial regulations, and contract award by all participating municipalities is expected to occur in 2019 at the earliest. It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards 2020.

The province envisions that ASE offences would be processed through a single JPC, similar to the system that is currently used for Red Light Camera offences. The JPC for Red Light Camera offences is managed and administered by the City of Toronto and staffed with Provincial Offences Officers. The City of Toronto is actively participating in the OTC ASE working group and is taking the lead on the investigation and development of the business case and cost-sharing formula between the participating municipalities with the assumption that Toronto would host the JPC for the ASE program.

Issues under Consideration

Key ASE issues under consideration in the OTC working group include the following:

- Expected impacts on court services
- Fixed location versus mobile enforcement
- Initial warning period
- Enforcement thresholds
- Common designations of school zone and community safety zone

A concern raised by several members of the OTC ASE working group is the impact that ASE will have on the existing court system. Speeding infractions are prosecuted by municipalities in the Provincial Offences Act courts pursuant to a Memorandum of Understanding with the province. There is concern that ASE may overwhelm the court system in some municipalities and that the province will not be able to supply enough judicial officers (Justices of the Peace) for potential trials. As an alternative, the working group is evaluating the use of an Administrative Penalty System for ASE, similar to the means currently used for resolving parking ticket disputes by some of the participating municipalities. The legislation currently does not authorize the use of an Administrative Penalty System for ASE.

ASE can either be fixed position (permanent sites that may operate during particular times of day, days of week or 24/7) or mobile units (in vehicle, tripod or trailer mounted equipment). The OTC ASE working group is drafting the RFP document to allow for the evaluation of a combination of fixed and mobile units.

In most jurisdictions where ASE has been deployed, an initial one to three month warning period is provided where infraction notices are issued but no fines are levied. It is anticipated that ASE in Ontario will include a similar warning period.

There is no consistency across jurisdictions using ASE technology regarding the threshold speed at which the technology is set. In some instances, there is zero tolerance. In others, the threshold speed is set at a certain level above the posted speed limit, in which case the threshold is generally well known among regular commuters. It is expected that a consistent threshold speed (either a fixed value or on a percentage basis) will be used when ASE is deployed in Ontario.

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MG.23.REP

The legislation allows ASE in school zones and community safety zones. The community safety zone section of the HTA gives officers the opportunity to issue a doubling of any HTA fine if the offence occurs within a community safety zone. It is expected that this doubling of fines will be applied on every infraction that is captured by an ASE system. Therefore, it has been suggested that all school zones in the ASE area be designated as community safety zones.

Similar to the operation of the successful Red Light Camera program, an ASE steering committee will be established. The steering committee comprises municipalities that operate ASE, the Ministry of Transportation, Ministry of the Attorney General, and the Ontario Information and Privacy Commission. The steering committee will ensure ASE is operated cooperatively and consistently in each Ontario municipality, while ensuring effective operation and management of ASE.

Next Steps

Staff are recommending to continue to participate with the OTC and other municipalities in the development of a RFP for ASE. By actively participating in this process, staff will have the opportunity to ensure that criteria relevant to the traffic issues in Mississauga are considered and reflected in the process. Staff would also have the opportunity to participate in the associated working groups related to the various components of ASE implementation, including the handling of ASE infractions through either Provincial Offences Act or an Administrative Penalty System.

The City of Toronto has indicated that it will proceed with the development of the RFP for ASE operations and planning for a JPC. The City of Toronto would finance these endeavours until such time that a formal project cost distribution with other interested municipalities is determined. The City of Toronto offer is contingent upon receiving letters from municipalities indicating their interest in participating in the ASE RFP and cost sharing, even though this letter does not infer a commitment to implement ASE by municipal councils.

There is a general consensus from the participated members of the OTC ASE working group that Toronto is best suited to undertake the RFP for ASE operations and planning for a JPC on behalf of participating municipalities. Economies of scale are realized when such efforts are undertaken as a group including consistency of operations and processes.

As a result, City staff recommend that a letter from the City Manager be provided to the City of Toronto to confirm Mississauga's interest in participating in the ASE RFP and potential cost sharing, with the caveat that Mississauga City Council has not committed to implement ASE at this time.

A follow-up report related to the implementation of ASE (locations, hardware, penalties, community safety zones, etc.) is expected to be prepared in 2019 for Council's consideration as more details about the roll out of ASE become available.

Transportation and Works staff have worked with staff from Legal Services and from Provincial Offences Act Court Administration to prepare this report.

Financial Impact

There are no financial implications with respect to this report. Staff anticipate future reports will provide details of capital and operating cost implications for the City.

Conclusion

The province of Ontario has amended the HTA to enable the use of ASE technology to improve safety in school zones and community safety zones. City of Mississauga staff will continue to be involved and informed as the legislation, regulations and process are established.

Implementation of ASE on City of Mississauga roads would remain subject to City Council approval. Staff will report as more information becomes available.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Andy Bate, C.E.T., Manager, Traffic Services and Road Safety

City of Mississauga

Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Originator's files:

Meeting date:
2018/05/30

Subject

Review of Administrative Penalties in Cases of Deceased or Relocated Pets

Recommendation

1. That the report from the Commissioner of Transportation and Works dated May 15, 2018 and titled "Review of Administrative Penalty System Process for Pet Licensing in cases of Deceased or Relocated Pets", be received. That General Committee provide direction on the options for the Pet Licensing Renewal Process and issuance of Administrative Penalties in cases of deceased or relocated pets as outlined in the report.

Report Highlights

- Two options for the enhancement of the investigation process are outlined in this report, and staff recommends, Option Two – licensing renewal investigation including phone and follow-up to residence
- Option Two will ensure that an APS will never be issued in cases where the cat or dog has deceased or relocated.
- Option Two will result in a revenue reduction of approximately \$160,000 in APS fines.

Background

At the Council Meeting of September 27, 2017, staff were directed to report back on the issue of pet owners receiving an Administrative Penalty System (APS) fine after failing to renew a pet licence for their pet that had deceased. Since that time, staff have also been asked to include consideration for pet owners who receive an APS after failing to renew a pet licence for their pet that was relocated due to a move. Staff were asked to provide comments as to possible by-law or procedural amendments that would address the concern for the level of compassion that is afforded to pet owners in these instances.

Present Status

The Animal Care and Control By-law 0098-04, as amended, identifies that the owner is responsible for notifying Animal Services of the death of a licenced dog or cat, and where applicable, the dog or cat that has been relocated due to a move or change of ownership. Section 3(2) states:

“If the Licence obtained in Section 3 is in the form of a City of Mississauga Licence, the Owner shall:

- c) Advise the Animal Services Section within thirty (30) working days of the death of the dog or cat; and*
- d) Provide the Animal Services Section with the new address and telephone number of the owner within thirty (30) working days of moving the dog or cat.”*

Current Pet Licence Renewal Process

The current pet licence renewal escalation process seeks to apply a balanced approach between the requirement for the enforcement of the Animal Care and Control By-law 0098-04, and investing reasonable efforts to advise and support the pet owner's compliance through notices, phone calls and an option for dispute following fine issuance.

The following is an outline of the current process through which Animal Services has supported pet owners with their cat and dog licence renewals:

- A **Renewal Notice** is mailed to each pet licence holder approximately 30 days in advance of their pet's licence expiry. The notice includes clear information about how to renew the licence, the consequences of non-compliance and how to notify Animal Services of any changes to their account including the death or relocation of their pet. (please see Attachment 1: Pet Licence Renewal Notice);
- A **Final Notice** is mailed approximately 30 days following the month of expiry. It provides similar information to the Renewal Notice and includes a \$10 administration late fee (please see Attachment 2: Pet Licence Final Notice);
- A **Phone call** to telephone number(s) on file is attempted if one or more of the following criteria is present:
 - if the pet owner is 65 years of age or older;
 - if the subject pet is nearing its life expectancy for its breed and species;
 - the resident previously met eligibility requirements under the Financial Assistance Program for pet licensing or pet surrender; or
 - if the account is within the APS dispute process with the court screening office.
- An **Administrative Penalty (APS)** is issued by mail thirty days after the Final Notice if:
 - the mailed notices have not been returned by Canada Post, indicating a move;
 - the pet owner remains listed as the property owner in the Max system;

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- the pet owner has not notified of any material changes to their pets' status;
- the pet license remains expired;
- the phone call criteria does not apply or the phone call attempt is unsuccessful.
(please see Attachment 3: Penalty Notice)

Once an APS has been issued, it is exclusively in the hands of the Screening and Hearing Officers to hear any concerns and review a dispute. The pet owner has the option to pay the fine or dispute the fine through the scheduling of a meeting with a Screening Officer.

In 2017, this process resulted in the issuance of 1,700 APS fines and approximately \$193,000 in revenue.

Comments

The current process of pet licencing renewal and enforcement has been effective in achieving compliance and changing attitudes around pet licencing in Mississauga.

Residents and Animal Services have relied heavily on the mailed courtesy notices such that in 2017, 97% of the 27,000 active pet licences were renewed by residents once both notices were received. In these cases, APS issuance was unnecessary to achieve compliance.

Notifying Animal Services of Deceased Pets and Relocations

In 2017, 2,823 of 3,260 (87%) of registered pet owners complied with the requirement in the Animal Care and Control By-law 0098-04, to advise Animal Services of the deceased status or relocation of their licenced cat or dog and in sufficient time to avoid escalation to an APS. The remaining 437 accounts (13%) were updated some time following the issuance of an APS.

Jurisdictional Scan

The following table provides a summary of the current investigative efforts afforded by other municipalities prior to the issuance of a fine related to non-compliance of pet licensing renewal:

City or Town	Renewal Notices	Phone/Email Follow-up	Follow-up to Residence	Penalty Method(s)
Brampton	Yes	Yes	Yes	PON/Summons
Burlington	Yes	Yes	Yes	PON/Summons
Calgary	Yes	Yes	Yes	PON/Summons
Edmonton	Yes	No	Yes	PON Summons
Hamilton	Yes	Yes	No	APS
Mississauga	Yes	Conditional	No	APS
Oshawa	Yes	Yes	Yes	APS
Toronto	Yes	Yes	Yes	PON/Summons
Vaughan	Yes	No	Yes	PON/Summons

PON - Part 1 Provincial Offences Notice fine

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Summons – Part 3 Summons to appear in court
 APS – Administrative Penalty System fine

In summary, the table above identifies that of the eight municipalities surveyed:

- all of the municipalities issue mailed renewal notices;
- six municipalities provide phone or email follow-up on outstanding pet licensing; and
- seven municipalities direct an officer to follow-up to directly contact the pet owner at their residence prior to fine issuance - noting that direct issuance is a requirement of PON's and Part 3 Summons.

Options

Option One: Maintain Current Pet Licence Renewal Process

The current pet licence renewal process seeks a balanced approach between the requirement for the enforcement of the Animal Care and Control By-law 0098-04, and Animal Services investment of reasonable efforts to advise and support the pet owner with their responsibility to maintain current licensing of their pet.

As per the Animal Care and Control By-law 0098-04, pet owners are responsible to advise Animal Services of any material changes to their pet's status including death or relocation. Animal Services supports pet owners with their responsibility through the provision of mailed notices, selected phone call attempts and an option for dispute following fine issuance. Ultimately, this process relies on the responsibility of the pet owner to attend to the mailed notices and to advise Animal Services when their pet is deceased or has been relocated at the risk of being issued an APS fine for non-compliance.

Option Two – Licensing Renewal Investigation including Phone and Follow-up to Residence

Enhancing the current investigation process to include attempts to contact all pet owners by phone and available email prior to any APS issuance would improve the customer experience for cases involving deceased or relocated pets.

- When direct contact with the pet owner is established by phone or email, the outstanding pet licensing matter is resolved through compliance for renewal, cancellation of the licence due to notification of the pet's death or relocation, or APS fine issuance as a result of expressed non-compliance;
- If through the additional contact efforts the phone numbers/emails are found to be not in service, an APS will not be issued and the subject pet licence will be cancelled;
- If a voicemail is left, a grace-period of 48 business hours is outlined for the pet owner to contact Animal Services to address the outstanding pet licence;
- If the line is busy or the mailbox is full, there are further attempts to contact the pet owner over a 48 business hour period;
- Field officers will be assigned to follow-up directly with residents where phone and email contact has been unsuccessful and the status of the subject pet has been inconclusive.

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The additions of mandatory phone calls and follow-up to the residence provides additional opportunities to directly engage with residents to advise on the expired status of their pet licence to solicit renewal or otherwise discover any material changes to the account, which may disqualify these residents for an APS, such as the pet being deceased or relocated. In these cases, an APS will not be issued and the subject licence will either be renewed or cancelled.

The addition of the phone calls will add an estimated 15 minutes of staff time per day to the current process. The work required to follow-up with residences represents work that could be readily absorbed into the routine duties of the field officer staff.

Pilot of Option Two:

Animal Services has been piloting this process enhancement since March 9, 2018.

As of May 11, 2018 there were:

- 282 records eligible for APS issuance and subject to the pilot of this enhanced process.
- 191 of these records were successfully updated to renewed or cancelled through the pilot.
- 91 APS fines were issued, representing a 68% reduction in APS fine issuance on renewals.
- 46, or 16% of the issued APS tickets resulted from cases where voicemails/emails were not responded to and therefore the status of the pet was inconclusive.

The pilot has not included the direct follow-up to the pet owners residence but has identified the opportunity and the level of effort required to ensure that through this additional step, staff could effectively eliminate the receipt of APS fines by pet owners whose pet has deceased or been relocated. Given the results from the pilot of Option Two, this additional investigative effort could mitigate the APS issuance to the 16% of the cases where pet status was inconclusive.

Staff Recommendation

Based on the analysis, staff recommend Option Two – Licensing Renewal Investigation including phone and follow-up to residence. The process maintains the fundamental provision in the current process of courtesy notices and the option for dispute following the issuance of an APS, but includes attempted phone calls/emails for all accounts considered eligible for an APS and, when necessary, will include the direct follow-up to the residence by an Enforcement Officer to confirm status of the subject pet and enforce compliance to pet licensing renewal where applicable.

By proceeding with Option Two, this will:

- eliminate issuance of an APS to residents whose pet has deceased or has been relocated;
- eliminate all associated complaints to staff and Council previously resulting from APS fine issuances associated to pets who have deceased or been relocated;

- improve the City's demonstrated level of courtesy and engagement with residents through these efforts to mitigate their receipt of an APS fine and achieve compliance;
- limit APS fines for pet licensing only to pet owners who are in contravention of their requirement to licence their cat or dog in the City of Mississauga;
- reduce APS fine revenues by approximately \$160,000 annually.

Following implementation of the revised process, staff will continue to monitor the success of the program, including its impact on residents, and will identify and act on further opportunities for improvement should they arise.

Financial Impact

A reduction in APS issuances demonstrated in the pilot of Option Two is anticipated to reduce annual Administrative Penalty revenues by an estimated \$160,000.

Conclusion

The integrity of any pet licensing program is dependent on the maintenance of accurate information by the municipality, which includes knowing the living or deceased status of the cat or dog, and whether the pet maintains residence in the City of Mississauga.

The current APS process is a result of a number of continuous improvement efforts since its introduction for the support of pet licensing in 2015, which has resulted in a balanced approach to achieving pet licence compliance and which was designed to provide significant support, convenience and consideration for pet owners.

The responsibility to notify Animal Services of the death or relocation of a licenced pet resides with the pet owners. However, an investment of reasonable staff effort to further support compliance and eliminate the issuance of APS fines where a cat or dog may be deceased or relocated is possible and preferred in ensuring the long-term growth and success of pet licensing compliance in the City of Mississauga.

Attachments

Appendix 1: Pet Licence Renewal Notice

Appendix 2: Pet Licence Final Notice

Appendix 3: Penalty Notice

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Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Jay Smith, Manager, Animal Services

Pet Licence Renewal Notice

Enforcement Division, Animal Services
735 Central Parkway West
Mississauga, Ontario L5C 4H4
Website: mypetmississauga.ca
Email: mypet.info@mississauga.ca
Dial 3-1-1 (905-615-4311 outside city limits)
Fax: 905-615-3279



May 11, 2018

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JENNIFER SALOWSKI
0735 CENTRAL PKY W
MISSISSAUGA ON L5C 4H4

It's time to renew your pet licence.

The Mississauga Animal Care and Control By-law 0098-04, as amended, requires dogs and cats residing in Mississauga to be licensed and the licence be renewed each year.

- Mississauga Animal Services issues a pet licence tag which will remain with your pet for the life of the animal.
- The licence expires each year in the month of issue which is stamped on the front of the tag.

Changes to Information?

- Have you moved?
- Has your pet been spayed or neutered?
- Have you changed veterinary clinics?
- Any other changes?

See reverse to make changes.

Failure to renew a pet licence by the expiry date noted below may result in a \$100.00 Administrative Penalty.
A zero tolerance policy on unlicensed pets is strictly enforced.

DID YOU KNOW

100% of your pet licence fee goes directly to the shelter to help all of the animals coming into our care every year.

Dog and Cat Licensing Fees		
Regular	1 Year	2 Year
Unaltered	\$45.00	\$80.00
Spayed/Neutered	\$20.00	\$30.00
Older Adults (65+)		
Unaltered	\$20.00	\$40.00
Spayed/Neutered	\$10.00	\$20.00
Fee Assistance (Conditions apply)	Please contact Animal Services: 905-896-5858	
Replacement Tag \$5.00		

- Two year pet licences available by mail, phone, in person at the shelter or online at mypetmississauga.ca
- Reduced rates for person's 65 years of age or older with valid identification
- Veterinarian information required for spay/neuter reduced rates
- Replacement tags must be purchased at the shelter or by phone

Select 1 or 2 Year Renewal Option below

See reverse for payment options

Please include this portion with payment

Account Number
P139292

Animal ID
A250408

Licence Number
D17-033779

Animal Name
**ELLIE
(DOG)**

Sex
**F
S**

Breed Description
**LABRADOR RETR
POODLE MIN**

Colour
**APRICOT
WHITE**

Owner

**JENNIFER SALOWSKI
0735 CENTRAL PKY W
MISSISSAUGA ON L5C 4H4**

Vet Information

Name: **MCQUEEN ANIMAL HOSPITAL**
Phone: **905-455-7387**

Email: **jennifer.salowski@mississauga.ca**
Phone: **905-896-5858**

Alternate Phone:

905-783-1064Alternate Phone #2: **647-448-2571**

Current Term Option

Licence Expiry Amount Due*
Jun 25, 2018 \$20.00

*\$10 Late fee will be added to all licences renewed after the licence expiry date

Please choose a
license term option

1 Year Renewal []

2 Year Renewal []

See fee schedule above

Payment Options

Online

Visit mypetmississauga.ca to renew pet licenses online.

By Phone

To pay with Visa, MasterCard or American Express, call 905-896-5858.

Licensing phone lines are open

Monday to Friday from 8:00 a.m. - 6:00 p.m.

In Person

To pay by cash, debit card, cheque, Visa, MasterCard or American Express,

Take this notice with payment to:

- Mississauga Animal Services
735 Central Parkway West,
Mississauga, ON L5C 4H4

Monday to Friday 10 a.m. - 6 p.m.,

Saturday 10 a.m. - 5 p.m.

Closed Sundays & Statutory Holidays

- Or your local Community Centre

By Mail

Include this notice with payment and mail to:

Mississauga Animal Services (address above)

- Make cheques payable to Mississauga Animal Services.
- Postdated cheques will not be accepted.

Help Animals with a Donation to SCARF

(Special care for animals and resources fund)

By donating to SCARF you can help animals. Your donation allows us to provide emergency veterinary care, specialized surgeries, and subsidize our spay/neuter foster care and public education programs.

Contact Mississauga Animal Services

Phone: 905-896-5858

Dial 3-1-1 (905-615-4311 outside City limits)

Fax: 905-615-3279

Email: mypet.info@mississauga.ca

Visit Mississauga Animal Services

735 Central Parkway West

Mississauga Ontario

L5C 4H4

Website: mypetmississauga.ca

Services Provided by Animal Services Include:

- Dog and cat pet licensing
- Reuniting lost pets with their families
- Lost and found pet services
- Pet Adoptions
- By-law enforcement and dog bite investigations
- 24/7 Emergency rescue for pets and wildlife
- Caring for thousands of lost and unwanted pets annually
- Protective care for pets
- Investigating standards of care issues for pets
- Community education programs and more

How Can You Help Pets?

Ask us about our Foster, Volunteer and S.C.A.R.F.

(Special Care for Animals and Resources Fund) programs.

Wildlife and Pet Safety

Mississauga is home to many wild animals including skunks, raccoons and coyotes.

To avoid wildlife conflicts and prevent disease we recommend to always:

- Supervise your pet when it is outside in your yard
- Walk your dog on a 1.8 metre (6 foot) leash
- Keep cats indoors or in safe outdoor enclosures
- Vaccinate your pet to protect against diseases such as distemper and rabies

For more information about wildlife and pet safety visit www.mypetmississauga.ca

Need to make a change to your information?

If your animal is now spayed or neutered, please update the veterinary clinic name, address and phone number (below) and retain a copy of the spay/neuter certificate from your veterinarian.

Providing false information or failing to update the information relating to your pet licence may result in a maximum fine of \$5000.00.

Change to Pet Information

☐ Spay/neuter status _____

☐ Vet Clinic Name, Address, Phone Number _____

☐ Pet Deceased _____

☐ Other _____

Change to Address/Contact

☐ Address _____

☐ Phone (daytime) _____

☐ E-Mail _____

☐ Other _____

Pet Licence

FINAL NOTICE

Enforcement Division, Animal Services
735 Central Parkway West
Mississauga, Ontario L5C 4H4
Website: mypetmississauga.ca
Email: mypet.info@mississauga.ca
Dial 3-1-1 (905-615-4311 outside city limits)
Fax: 905-615-3279



May 11, 2018

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JENNIFER SALOWSKI
0735 CENTRAL PKY W
MISSISSAUGA ON L5C 4H4

YOUR PET LICENCE HAS NOW EXPIRED

Please renew your pet licence by the payment due date noted below. Failure to purchase a pet licence by the payment due date below may result in a \$100 Administrative Penalty.

Payment Due Date: May 31, 2018

This notice has been issued due to a violation of the City of Mississauga Animal Care and Control By-law 0098-04, as amended, which requires dogs and cats residing in Mississauga to be licensed and the licence be renewed each year.

- A zero tolerance policy on unlicensed pets is strictly enforced.

Changes to Information?

- Have you moved?
- Has your pet been spayed or neutered?
- Have you changed veterinary clinics?
- Any other changes?

See reverse to make changes.

DID YOU KNOW

100% of your pet licence fee goes directly to the shelter to help all of the animals coming into our care every year.

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Spayed/Neutered	\$20.00	\$30.00
Older Adults (65+)		
Unaltered	\$20.00	\$40.00
Spayed/Neutered	\$10.00	\$20.00
Fee Assistance (Conditions apply)	Please contact Animal Services: 905-896-5858	
Replacement Tag \$5.00		

- Two year pet licences available by mail, phone, in person at the shelter or online at mypetmississauga.ca
- Reduced rates for person's 65 years of age or older with valid identification
- Veterinarian information required for spay/neuter reduced rates
- Replacement tags must be purchased at the shelter or by phone

Select 1 or 2 Year Renewal Option below

See reverse for payment options

Please include this portion with payment

Account Number
P139292

Animal ID
A250408

Licence Number
D17-033779

Animal Name
ELLIE
(DOG)

Sex
S
F

Breed Description
LABRADOR RETR
POODLE MIN

Colour
APRICOT
WHITE

Owner

JENNIFER SALOWSKI
0735 CENTRAL PKY W
MISSISSAUGA ON L5C 4H4

Email: **jennifer.salowski@mississauga.ca**

Phone: **905-896-5858**

Alternate Phone: **905-783-1064**

Alternate Phone #2: **647-448-2571**

Vet Information

Name: **MCQUEEN ANIMAL HOSPITAL**
Phone: **905-455-7387**

Licence Expiry Date	Mar 25, 2018
Fee	\$20.00
Late Fee	\$10.00
Amount Due (\$)	\$30.00

Please choose renewal
term option

1 Year Renewal ☐
2 Year Renewal ☐

Please see fee schedule
above

Payment Options

Online

Visit mypetmississauga.ca to renew pet licenses online.

By Phone

To pay with Visa, MasterCard or American Express, call 905-896-5858.

Licensing phone lines are open

Monday to Friday from 8:00 a.m. - 6:00 p.m.

In Person

To pay by cash, debit card, cheque, Visa, MasterCard or American Express,

Take this notice with payment to:

- Mississauga Animal Services
735 Central Parkway West,
Mississauga, ON L5C 4H4

Monday to Friday 10 a.m. - 6 p.m.,

Saturday 10 a.m. - 5 p.m.

Closed Sundays & Statutory Holidays

- Or your local Community Centre

By Mail

Include this notice with payment and mail to:
Mississauga Animal Services (address above)

- Make cheques payable to Mississauga Animal Services.
- Postdated cheques will not be accepted.

Help Animals with a Donation to SCARF

(Special care for animals and resources fund)

By donating to SCARF you can help animals. Your donation allows us to provide emergency veterinary care, specialized surgeries, and subsidize our spay/neuter foster care and public education programs.

Contact Mississauga Animal Services

Phone: 905-896-5858

Dial 3-1-1 (905-615-4311 outside City limits)

Fax: 905-615-3279

Email: mypet.info@mississauga.ca

Visit Mississauga Animal Services

735 Central Parkway West

Mississauga Ontario

L5C 4H4

Website: mypetmississauga.ca

Services Provided by Animal Services Include:

- Dog and cat pet licensing
- Reuniting lost pets with their families
- Lost and found pet services
- Pet Adoptions
- By-law enforcement and dog bite investigations
- 24/7 Emergency rescue for pets and wildlife
- Caring for thousands of lost and unwanted pets annually
- Protective care for pets
- Investigating standards of care issues for pets
- Community education programs and more

How Can You Help Pets?

Ask us about our Foster, Volunteer and S.C.A.R.F.

(Special Care for Animals and Resources Fund) programs.

Wildlife and Pet Safety

Mississauga is home to many wild animals including skunks, raccoons and coyotes.

To avoid wildlife conflicts and prevent disease we recommend to always:

- Supervise your pet when it is outside in your yard
- Walk your dog on a 1.8 metre (6 foot) leash
- Keep cats indoors or in safe outdoor enclosures
- Vaccinate your pet to protect against diseases such as distemper and rabies

For more information about wildlife and pet safety visit www.mypetmississauga.ca

Need to make a change to your information?

If your animal is now spayed or neutered, please update the veterinary clinic name, address and phone number (below) and retain a copy of the spay/neuter certificate from your veterinarian.

Providing false information or failing to update the information relating to your pet licence may result in a fine.

Change to Pet Information

☐ Spay/neuter status _____

☐ Vet Clinic Name, Address, Phone Number _____

☐ Pet Deceased _____

☐ Other _____

Change to Address/Contact

☐ Address _____

☐ Phone (daytime) _____

☐ E-Mail _____

☐ Other _____

Penalty Notice

The Corporation of the City of Mississauga
Municipal Act, 2001



A0006861

I, Offences Officer **L WOODS**

Provincial Offences Officer No.: **333**

believe on reasonable and probable grounds that on the Penalty
Date described below the person described below committed the
following contravention:

Penalty Date/Time: **May 11, 2018 01:27 PM**

Person Name: **JENNIFER SALOWSKI**

Address: **735 CENTRAL PKY W
MISSISSAUGA ON
L5C 4H4**

Contravention Location:

735 CENTRAL PKY, W MISSISSAUGA ON L5C 4H4

Animal Information:

Licence No.: **D17-033779**

Name: **ELLIE**

Licence Exp: **2018/03/15**

Type: **DOG**

Contravention:

Fail to obtain a licence for the dog or cat

By Law: **98-04**

Section: **3(1)**

Administrative Penalty **\$100.00**

Payment Due Date **May 26, 2018**

Important. If you have not paid this penalty or have not requested a review of the penalty by the payment due date noted above you will be deemed to have waived the right to request a review of the penalty and the penalty will be affirmed. In addition you will be subject to a \$25.00 late payment fee. Outstanding payments will proceed to a Collection Agency.

If you do not obtain a licence for your pet you may be subject to further administrative penalties and proceedings under the Provincial Offences Act.

Please see reverse side for instructions.

JENNIFER SALOWSKI
735 CENTRAL PKY W
MISSISSAUGA ON L5C 4H4

Payment Options

Internet*

Pay your penalty securely online 24/7 at
www.mississauga.ca/paypenalty

Pay by Phone*

Call 1-877-678-8465 using VISA, Mastercard or American Express. In the GTA call 905-755-1295.

*Subject to a nominal processing fee.

In Person

(all hours based on Monday to Friday unless noted)

- Ontario Court of Justice
 950 Burnhamthorpe Rd. W.
 8:30 am to 4:30 pm
- Mississauga Animal Services
 735 Central Parkway West,
 10:00am to 5:00pm
 Sat. 10:00am-4:00pm
- Civic Centre, Cashiers Desk
 300 City Centre Dr., Ground Floor
 8:15 am to 4:45 pm

By Mail

Mississauga Animal Services
 735 Central Parkway West, First Floor
 Mississauga, Ontario L5C 4H4

**Post dated cheques or payments by instalments
 will not be accepted and will be returned.**

Do not send cash by mail.

Write the Penalty Notice number on the front of your
 cheque or money order and make payable to:
 The Corporation of the City of Mississauga

**Payment of this penalty does not
 constitute a license purchase/renewal.**

Review Option

To review this penalty you must schedule an
 appointment within 15 days of the penalty date
 for review by a Screening Officer.

To do so, you have two (2) options:

1. Submit a Request for Screening on-line at
www.mississauga.ca/reviewpenalty OR,
2. Attend in person at the Ontario Court of Justice,
 Provincial Offences Court
 at 950 Burnhamthorpe Rd. West
 Monday to Friday between 8:30 am - 4:30 pm
 to submit a Request for Screening.

For inquiries

(3-1-1) Call 3-1-1 or 905-615-4311
 if outside city limits

TTY 905-896-5151

(Teletypewriter for people with hearing loss)

City of Mississauga

Corporate Report



Date: 2018/05/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2018/05/30

Subject

Review of Adequate Heat By-law 365-95

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated May 15, 2018, and entitled "Review of Adequate Heat By-law 365-95", be received.
2. That General Committee provide direction on the options for the Adequate Heat By-law as outlined in the report.
3. That all necessary by-laws be enacted.

Report Highlights

- Staff recommend Option Three: Temperature Range without Dates. This option would replace the current Adequate Heat By-law with a new by-law that requires a year-round minimum temperature of 20°C (68°F); and, where air-conditioning exists, a maximum temperature of 26°C (78.8°F).
- Option Three meets or exceeds all identified criteria including: ease of understanding, enforceability, feasibility, and responsiveness to changing weather conditions.
- If Council endorses this recommendation, the City of Mississauga would be one of the first to propose regulating the "cooling provision" outside of property standard administration.
- Pending direction from Council, staff recommend that the new Adequate Temperature By-law take effect on June 6, 2018.

Background

The Adequate Heat By-law requires the maintenance of adequate and suitable heat for rented or leased dwelling units. The By-law requires that the owner of a rented or leased dwelling unit, which is heated by, or at the expense of the owner, shall provide the dwelling unit with adequate and stable heat of 20°C (68°F) from September 15 to June 1.

General Committee	2018/05/15	2
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During the September 2017 heat wave, City of Mississauga Councillor's offices received numerous complaints regarding the temperature inside apartment units. Some landlords were operating their heating systems citing the Adequate Heat By-law as the reason. As a result, some tenants faced extreme heat in their apartment units.

On October 4, 2017, staff were directed by Council to review the Adequate Heat By-law and consider the following:

1. That cooling provisions be added to the By-law at the expense of the owner.
2. That air conditioning be considered an essential service.
3. That the dates in the Adequate Heat By-law be made flexible.
4. That appropriate stakeholders were included in discussions related to the matter.

Comments

By-law Evaluation Criteria

Potential amendments to the Adequate Heat By-law were assessed against the following six evaluation criteria, which are summarized below.

1. Compliance with Provincial Requirements
Heat is considered a "vital service" under the *Residential Tenancies Act, 2006* (RTA) (Provincial Legislation) from September 1 to June 15. The RTA does not define "cooling" as a vital service.
2. Responsive to Extreme Weather (Climate Change)
The climate is changing and weather patterns are becoming more unpredictable with more extreme weather events. The by-law should be adaptable to weather variations.
3. Supported by Evidence
Amendments must be in-line with existing evidence on the impact of heat and recommended temperatures endorsed by subject-matter experts.
4. Feasibility
If the potential amendments to the By-law require adjustments to buildings (such as retrofitting), these adjustments have to be easily made.
5. Easy to Understand
Potential amendments to the By-law have to be easy to understand by the general public.
6. Enforceable
Potential amendments must be such that they can be effectively enforced by the City of Mississauga Enforcement Division.

General Committee	2018/05/15	3
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Provincial Legislation

The *Municipal Act, 2001* gives cities the authority to enact by-laws for the “health, safety and well-being of persons” (for example, the City’s existing Adequate Heat By-law). Municipalities can also enact vital services-specific by-laws under Part XII (Municipal Vital Services) of the *Residential Tenancies Act, 2006*. Through property standards by-laws enacted under the *Building Code Act, 1992*, municipalities can pass by-laws prescribing standards for the maintenance and occupancy of property within the municipality (for example, the City’s Property Standards By-law).

The RTA prescribes certain services as “vital services”, including but not limited to heat, and sets a standard minimum heating requirement for landlords of residential rental properties, unless a tenant has expressly agreed to obtain and maintain the vital service. The time frame in which the RTA deems “heat” a vital service is between September 1 and June 15. As indicated above, the RTA does not deem air-conditioning or cooling a vital service.

Climate Change

The impact of climate change makes it so that historical weather conditions make it difficult to accurately predict future weather conditions. Climate projections for Peel region for the period 2015-2100 project a number of changes to the climate in Mississauga over the next 85 years.

The changes are as follows:

- Increased average temperature.
- Increased growing season (the part of the year during which rainfall and temperature allow plants to grow).
- Increased drought and moisture deficit conditions.
- Increased extreme heat days.
- Increased overall precipitation in spring, winter, and fall.
- Increased extreme precipitation events.

Data shows that overall temperatures are getting hotter with more unpredictable extreme weather events and any response to these new realities must be adaptable to this unpredictability.

The City of Mississauga’s Climate Change Project is currently developing the City of Mississauga’s first Climate Change Action Plan to prepare Mississauga for the impacts of a changing global climate by engaging residents, businesses and local partners to create responsible and forward-looking solutions for both the City and community.

Any changes to the Adequate Heat By-law will take into consideration that:

- Climate change is having an impact on the weather, making weather patterns unpredictable.

- Unpredictable weather changes make it challenging to determine exact dates.
- In the case of climate change, the past does not predict the future.

Health Impacts of Extreme Heat

A growing population, increasing urbanization and climate change also impact the risk of heat-related morbidity and mortality.

Public Health Ontario (PHO) conducted a population-based study of all Ontario residents who died between January 1, 1996, and December 31, 2010, from any non-accidental cause. The study evaluated the extent to which cold and hot outdoor temperatures affect mortality in Ontario. PHO's results indicate that heat contributes to excess deaths in Ontario. In warm seasons, each 5°C (41°F) increase in daily mean temperature was associated with a 2.5% increase in non-accidental deaths on the day of exposure. Heat was also most strongly associated with increased respiratory-related deaths during admission to hospital.

Maximum Temperature

Standards based on thermal temperature range from 18°C (64.4°F) to 28°C (82.4°F), as shown in the table below.

Organization	Indoor Thermal Comfort Standard/Range	Comments
American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) - Thermal Environmental Conditions for Human Occupancy Standard 55-2004	Summer indoor thermal comfort range between 23°C (73.4°F) to 28°C (82.4°F)	Depends on relative humidity
Canadian Standards Association	Indoor temperature below 26°C (78.8°F) within offices	With typical relative humidity
World Health Organization's - Guidance on Thermal Comfort	Indoor temperature range of 18°C (64.4°F) to 24°C (75.2°F)	

The City of Toronto Staff Report entitled, "Update on Extreme Heat and Maximum Indoor Temperature Standard for Multi-unit Residential Buildings" (November 16, 2015) argues that exposure to temperatures above 26°C (78.8°F) is associated with increased premature mortality and emergency medical services calls.

Peel Public Health has no objections to the proposed maximum indoor temperature standard of 26°C (78.8°F) in Mississauga multi-unit residential buildings.

Feasibility Limitations

Since the RTA does not deem air-conditioning or cooling to be a vital service, the City cannot regulate cooling as a vital service under the RTA.

There are also physical limitations to retrofitting air-conditioning into every rented/leased dwelling, particularly in older buildings. Not all buildings can be retrofitted for air-conditioning because they are old and were not made to adapt to this technology. For many buildings, the hydro infrastructure is not available to support a central air-conditioning system.

Education and Enforcement

The number of complaints relating to the Adequate Heat By-law in 2016 was 54, and in 2017 was 45.

Adequate Heat: Complaints Received		
	2016	2017
January - March	18	32
April – June	7	4
July – September	1	0
October – December	28	9
TOTAL	54	45

Fluctuating temperatures in the shoulder seasons presents ongoing challenges in obtaining accurate measurements because there is often a large difference between daytime temperatures and nighttime temperatures. Officers enforcing this By-law will apply discretion when enforcing the By-law and will prioritize the minimum heat, as per the RTA requirements. At the same time, owners of rented/leased dwelling units will be expected to use common-sense when applying the By-law (i.e. turn heat off during a heatwave).

It is anticipated that any change to the current Adequate Heat By-law will potentially increase the number of complaints in the initial months after the implementation, as residents and landlords adjust to the new requirement. Staff will monitor and track complaints, and will work to educate residents and landlords on the changes. An education plan to raise awareness about changes to the By-law will be developed to support the successful implementation of the By-law.

Jurisdictional Scan

The chart below presents a comparison of large cities around the Great Lakes region and in Canada. City of Toronto is the only city in this region with a cooling provision under their Property Standards By-law (Chapter 629, Section 29). Ottawa, Cleveland, and Oakville have no dates specified as part of their minimum heat by-law. Ottawa, Buffalo, and Chicago have different standards for the nighttime and daytime. Most cities have a minimum standard of 20°C (68°F) or 21°C (69.8°F) for heat.

City	Temperature	Period	Comments
Brampton	Min. 20°C (68°F)	September 15 - June 1	
Buffalo	Min. 20°C (68°F) *	October 1 - May 31	<p>*If the outdoor temperature falls below 12°C (53.6°F) between the hours of 6:00 a.m. and 10:00 p.m.</p> <p>If the outdoor temperature falls below 4.4°C (39.92°F) between the hours of 10:00 p.m. and 6:00 a.m., each apartment must be heated to a temperature of at least 12°C (53.6°F).</p>
Chicago	Min. 20°C (68°F) for day* Min. 18.89°C (66°F) for night**	September 15 - June 1 from 8:30AM to 10:30PM	*Between 8:30 a.m. to 10:30 p.m. **Between 10:30 p.m. to 8:30 a.m.
Cleveland	Provide "reasonable heat at all times".	No dates specified.	
Hamilton	Min. 20°C (68°F)	September 15 - May 15	
Mississauga	Min. 20°C (68°F)	September 15 - June 1	
Oakville	Maintained at 21°C (69.8°F)	No dates specified.	Every residential rental property shall have heating facilities capable of being maintained at a certain temperature.
Oshawa	Min. 22°C (71.6°F)	September 30 - May 31	

City	Temperature	Period	Comments
Ottawa	Min. 20°C (68°F) for day* Min. 16.67°C (62°F) for night**	No dates specified.	Centre of each reasonably ventilated room. *Between 6:00 a.m. and 11:00 p.m. of any day **Between 11:00 p.m. to 6:00 a.m. of any day
Toronto	Min 21°C (69.8°F)	September 15 - June 1	Where provided, air-conditioning will be operated to maintain a maximum temperature of no more than 26°C (78.8°F) from June 2 to September 14.
Windsor	Min. 21°C (69.8°F)	September 15 - June 15	

Community Engagement

The City of Mississauga held two community consultation meetings (on March 8 and 28, 2018) to get input from residents relating to the Adequate Heat By-law. The purpose of these meetings was:

- To work with the community to develop ideas for changes to the By-law in order to develop proposed options;
- For all stakeholders to ask questions and share their views on possible changes; and
- For Compliance and Licensing Enforcement to receive information on the proposed recommendations.

Events were attended by landlords, representatives of landlords, tenants, representatives of tenants, and representatives from anti-poverty non-governmental groups. The community consultation meeting on March 8, 2018 had 21 participants and the meeting on March 28, 2018 had 14 participants attend. Participants expressed opinions on the current Adequate Heat By-law, changes to temperature limits, changes to dates, and concerns about feasibility and enforcement of potential amendments. The details of the feedback received from the participants can be found at Appendix 1.

Options

Based on the considerations above, three options have been developed for General Committee consideration and direction:

Option One: Maintain Status Quo

Maintain status quo by enforcing adequate and suitable heat of 20°C (68°F) from September 15 to June 1. Additionally:

- Clarify the language in the Adequate Heat By-law where appropriate and use plain language where possible; and;
- Review the Adequate Heat By-law every three years.

By clarifying the language in the existing By-law it will be easier to understand and enforce, and will align with provincial legislation. However, this option is not responsive to extreme weather conditions, as it is not flexible, and these dates have been confusing to the public in the past.

Option Two: Cooling from June to September Where Air-Conditioning Exists

Supply adequate heat of 20°C (68°F) from September 15 to June 1, and supply cooling only where air-conditioning exists from June 2 to September 14 so that indoor temperature does not exceed a maximum of 26°C (78.8°F). Additionally:

- Clarify the language in the Adequate Heat By-law where appropriate and use plain language where possible; and
- Review the By-law every three years.

As with the previous option, there will be an attempt to clarify language and given the preciseness of the dates, it would be prudent to review the By-law every three years. This option is more complex than the other two options and is prescriptive about the precise dates, which may present less challenges in terms of enforceability but does not provide for flexibility to address the changing and unexpected nature of temperatures during the shoulder seasons. If Council endorses this recommendation, the City of Mississauga would be one of the first to propose regulating through “cooling provision” outside of a property standard regime.

Option Three: Temperature Range without Dates

Update and replace the current Adequate Heat By-law with a by-law which continues to require that the owner of a rented/leased dwelling unit, which is heated by, or at the expense of the owner, provide adequate heat to maintain unit temperature of at least 20°C (68°F); and, where air-conditioning exists in a rented/leased dwelling and is provided by, or at the expense of the owner, provide that a maximum temperature of 26°C (78.8°F) is not exceeded. Where air-conditioning does not exist, heat should be turned off when the outside temperature is hot; this is a common-sense approach to this issue, and as an exception, if the heat is off and the upper limit of 26°C (78.8°F) is exceeded, there will be no offence.

Additionally:

- Clarify the language in the updated By-law where appropriate and use plain language where possible;

- Replace the By-law to be consistent with authorities granted by the *Municipal Act, 2001*, including but not limited to, updating fine amounts, adding powers of entry, and adding order powers and related offence provisions, where necessary and applicable; and
- Review the By-law every three years.

This option is the easiest to understand and does not present significant challenges in terms of enforceability. It is in compliance with provincial requirements, feasible, supported by evidence and is the most responsive to changing weather conditions. If Council endorses this recommendation, the City of Mississauga would be one of the first to propose regulating through “cooling provisions” outside of a property standard regime.

Staff Recommendation

Staff recommend Option Three: maintain a minimum indoor temperature of 20°C (68°F) and, where air conditioning exists, maintain an indoor temperature that does not exceed 26°C (78.8°F). Removing the dates makes the By-law clearer and easier to follow since there are no changes to keep up with throughout the year. The replacement by-law will clarify the language where appropriate and use plain language where possible. Review of the updated by-law will be undertaken every three years so that the by-law can be evaluated against changing weather conditions.

Effective Date

Pending direction from Council with respect to potential changes to the Adequate Heat By-law, staff recommend an in force and effect date of June 6, 2018. Staff will ensure that an appropriate communication plan is developed to advise residents of the changes.

Conclusion

Staff recommend Option Three: continue to require a minimum indoor temperature of 20°C (68°F), and where air-conditioning exists in a rented/lease dwelling and is provided by or at the expense of the owner, require a maximum indoor temperature of 26°C (78.8°F) (no date specifications).

Attachments

Appendix 1: Feedback from Community Consultations

Appendix 2: Options Grid



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Craig Calder, Manager, Compliance and Licensing Enforcement

Feedback from Community Consultations

On March 8, 2018, the City of Mississauga held a Community Engagement Meeting at the Frank McKechnie Community Centre to discuss the Adequate Heat By-law. On March 28, 2018, the City of Mississauga held a Public Open House at the River Grove Community Centre to report back on consultation findings and confirm findings. Members of the community, including landlords, tenants representing groups of tenants, tenants representing themselves, and representatives from non-governmental organizations attended these meetings.

The following is a summary of points raised by community members during the March 8, 2018 and March 28, 2018 community consultations:

- Maintain status quo: adequate and suitable heat of 20°C (68°F), September 15 - June 1.
- Remove specific dates and allow landlords to make judgement according to weather conditions.
- Supply cooling within all units that already have air conditioning from June 2 - September 14 when temperature exceeds 26°C (78.8°F).
- Clarify language to be more precise.
- Develop a temperature range (for example, 21°C (69.8°F) -26°C (78.8°F) all year round or 15°C (59°F) -25°C (77°F) all year round).
- Change dates to extend cooling, where already available, to October 1 and end heat requirement in May.
- Enforcement Officers should take into consideration the location of the apartment unit.
- Enforcement Officers should consider that up to 3 days is required to activate heating.
- Suggestions for alternative, low-cost, sustainable structural augmentations to reduce heat.
- The Adequate Heat By-law should be reviewed every 3 years as per climate change.

Options Evaluation Grid

SCORING LEGEND	
2	Completely meets the criteria.
1	Somewhat meets the criteria.
0	Fails to meet the criteria.

OPTION 1 – MAINTAIN STATUS QUO			
DESCRIPTION	CRITERIA		COMMENTS
<ul style="list-style-type: none"> Adequate and suitable heat of 20°C (68°F) from September 15 to June 1 (status quo). Provide a quick reference to understanding the By-law. 	Easy to Understand	1	Dates have been confusing to operators and tenants in the past.
	Enforceable	1	Relatively easy to measure, however, the shoulder seasons present some challenges in obtaining accurate measurement.
	In Compliance with provincial requirements	1	Meets minimum provincial requirements.
	Responsive to extreme weather	0	Heat earlier than June 2 nd and later than Sept 14 th is not addressed.
	Feasible	2	Requirements are objective and clear and facilities will be able to comply.
	Supported by Evidence	1	Addresses cold weather, but does not address extreme heat adequately.

OPTION 2 – COOLING FROM JUNE TO SEPTEMBER WHERE A/C EXISTS			
DESCRIPTION	CRITERIA		COMMENTS
<ul style="list-style-type: none"> Supply cooling where air-conditioning already exists from June 2 to September 14 to maintain indoor temperature between 20°C (68°F) to 26°C (78.8°F). Supply adequate and suitable heat of 20°C (68°F) from September 15 to June 1. Provide a quick reference to understanding the By-law. Review the Adequate Heat 	Easy to Understand	1	Dates have been confusing to operators and tenants in the past, and these dates are a bit more complex than the status quo.
	Enforceable	2	Easy to measure especially given precise dates.
	In Compliance with provincial requirements	1	Meets minimum provincial requirements.
	Responsive to extreme weather	1	Inflexible dates make it difficult to respond to unpredictable temperature changes.

By-law every 3 years in accordance with Climate Change.	Feasible	2	Facilities will be able to comply.
	Supported by Evidence	1	Temperatures supported by evidence but dates are inflexible which goes against the evidence that climate change creates unpredictable weather conditions during the shoulder months.

OPTION 3 – TEMPERATURE RANGE WITHOUT DATES			
DESCRIPTION	CRITERIA		COMMENTS
<ul style="list-style-type: none"> • Maintain a minimum indoor temperature of 20°C (68°F) and a maximum indoor temperature of 26°C (78.8°F) where air-conditioning already exists throughout the year (no date specifications). • Provide a quick reference to understanding the By-law. • Review the Adequate Heat By-law every 3 years in accordance with Climate Change. 	Easy to Understand	2	Having a range without dates makes this less complex and easy to understand.
	Enforceable	2	Easy to measure precise range.
	In Compliance with provincial requirements	2	Meets minimum provincial requirements.
	Responsive to extreme weather	2	Flexibility makes it easier to respond to unpredictable temperature changes.
	Feasible	2	Facilities will be able to comply.
	Supported by Evidence	2	Temperatures supported by evidence and dates are flexible which compliments the evidence that climate change creates unpredictable weather conditions during the shoulder months.

City of Mississauga

Corporate Report



Date: 2018/05/11

To: Chair and Members of General Committee

From: Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Originator's files:

Meeting date:
2018/05/30

Subject

Surplus Land Declaration - City-owned vacant lands - 6168, 6276, 6400 and 6500 Ninth Line (Ward 10)

Recommendation

1. That the Corporate Report titled "Surplus Land Declaration - City-owned vacant lands - 6168, 6276, 6400 and 6500 Ninth Line" dated May 11, 2018 from the Commissioner of Corporate Services & Chief Financial Officer, be received.
2. That the following City-owned vacant lands be declared surplus to the City's requirements:
 - (a) 6168 Ninth Line, containing an area of approximately 11.54 ha (28.52 acres) and legally described under the *Land Titles Act* as PIN 24938-0098 and as Part of Lots 6 and 7, Concession 9, Trafalgar New Survey, designated Part 4, Plan 20R-13225, in the City of Mississauga, Regional Municipality of Peel, in Ward 10
 - (b) 6276 Ninth Line, containing an area of approximately 1.72 ha (4.25 acres) and legally described under the *Land Titles Act* as PIN 24938-0097 and as Part of Lot 7, Concession 9, Trafalgar New Survey, designated as Part 2, Plan 20R-13225, in the City of Mississauga, Regional Municipality of Peel, in Ward 10
 - (c) 6400 Ninth Line, containing an area of approximately 10.94 ha (27.03 acres) and legally described under the *Land Titles Act* as PIN 24938-0096 and as Part of Lot 8, Concession 9, Trafalgar New Survey, designated as Part 2, Plan 20R-13224, in the City of Mississauga, Regional Municipality of Peel, in Ward 10
 - (d) 6500 Ninth Line, containing an area of approximately 4.46 ha (11.02 acres) and legally described under the *Land Titles Act* as PIN 24938-0095 and as Part Lot 9, Concession 9, Trafalgar New Survey, designated as Part 3, Plan 20R-13224, in the City of Mississauga, Regional Municipality of Peel, in Ward 10.

General Committee	2018/05/11	2
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3. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus, at fair market value.
4. That all steps necessary to comply with the requirements of Section 2.(1) of the City Notice by-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands.

Report Highlights

- Proposed surplus declaration of City lands for a total area of approximately 28.66 ha (70.82 acres).
- Report recommends declaring the subject lands surplus and offering them for sale at fair market value, as established by an independent qualified appraiser.

Background

The Ninth Line lands consist of approximately 350 ha (865 ac) of undeveloped land bound by Highway 401 to the north, Eglinton Avenue West to the south, Ninth Line to the east, and Highway 407 to the west.

In 2000 and 2002, the City of Mississauga acquired approximately 83 ha (205 acres) of land via purchase from the Ontario Realty Corporation. These lands are scattered along the Ninth Line corridor. The lands were acquired by the City for the purpose of providing City-wide recreation facilities using cash-in-lieu (CIL) of parkland funding.

In 2010, jurisdiction of the lands was transferred to the City of Mississauga from the Town of Milton. The lands represent the "final frontier" of undeveloped land in the City. In January of 2014, the Planning and Building Department initiated the Shaping of Ninth Line project, which sought to create a land use planning framework for the future development of the lands.

As part of the Shaping Ninth Line study, the Transportation and Works Department oversaw the completion of a scoped subwatershed study that sought to define development constraints and opportunities within the corridor. Halton Conservation confirmed the recommendations in the study are not sufficient. Therefore conservation authority concerns with the lands will be addressed through the development process, using the study as a starting point.

The Ministry of Transportation is expected to commence work on an Environmental Assessment for the 407 Transitway this year. The anticipated transitway alignment will significantly encumber some of the City-owned lands making them unsuitable for the development of City-

General Committee	2018/05/11	3
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wide facilities. Some of these lands are also subject to development restrictions due to their natural heritage features.

At its meeting of February 21, 2018, Council authorized Realty Services to enter into negotiations with various land owners for the purchase or exchange of various parcels of land located on the west side of Ninth Line between Eglinton Avenue West and Highway 401, as required for the purpose of consolidating the City's holdings for future park development.

Comments

Prior to the sale of any City-owned lands, Council authorization is required to declare the lands surplus to City requirements. Realty Services has completed its circulation and received confirmation that Community Services has no concerns with the lands being declared surplus and sold.

In response to the circulation, Transportation and Works Department advised that, as a condition of any sale, any purchaser be required to gratuitously dedicate to the City of Mississauga, prior to any future development approvals for 6168, 6276 and 6400 Ninth Line, an approximate 5 metre (16.40 foot) right-of-way widening towards the ultimate 35.0 metre (114.8 foot) right-of-way width for Ninth Line as identified in the City of Mississauga's Official Plan. The precise location and configuration of any required public road allowance is to be defined by the City and to the satisfaction of the Commissioner of Transportation and Works. Depending on site conditions at the time the lands are dedicated to the City, the purchaser may have to undertake Environmental Assessments to ensure the lands meet the applicable standards as per Ontario Regulations 153/04.

Also in response to the circulation, Planning and Building indicated that the lands are currently zoned in the Town of Milton Zoning By-law, as the By-law existed at the time the municipal boundaries were changed. As such, the City has put forward revised zoning that will assign several base zone categories that would generally recognize any existing uses but would require a further rezoning application to permit further development in accordance with the proposed Mississauga Official Plan designation. This is generally done at the same time as plans of subdivision or through individual development applications. As an interim step, zoning is being proposed so the Ninth Line Corridor lands would be subject to Mississauga's Zoning By-law.

The Ministry of Transportation indicated that given the proximity of these properties to the future 407 Transitway and Highway 407 ETR, no above/below ground development will be allowed without the Ministry's review, approval and permits and that purchasers should be notified of these restrictions.

The lands have been circulated to external utility companies and no easement protection is required.

Prior to the sale of the subject lands, public notice will have been given by the posting of a notice of proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of the said lands. This notice satisfied the requirements of the City Notice By-law 0215-2008, as amended by by-law 0376-2008.

Financial Impact

The sale of the vacant lands will generate revenue for the City to be credited to the Cash-in-lieu of Parkland Reserve Account No. 32121.

Conclusion

It is reasonable to declare the subject lands surplus and offer them for sale at fair market as established by an independent qualified appraiser. The subject lands do not require any easement protection as a result of the disposition.

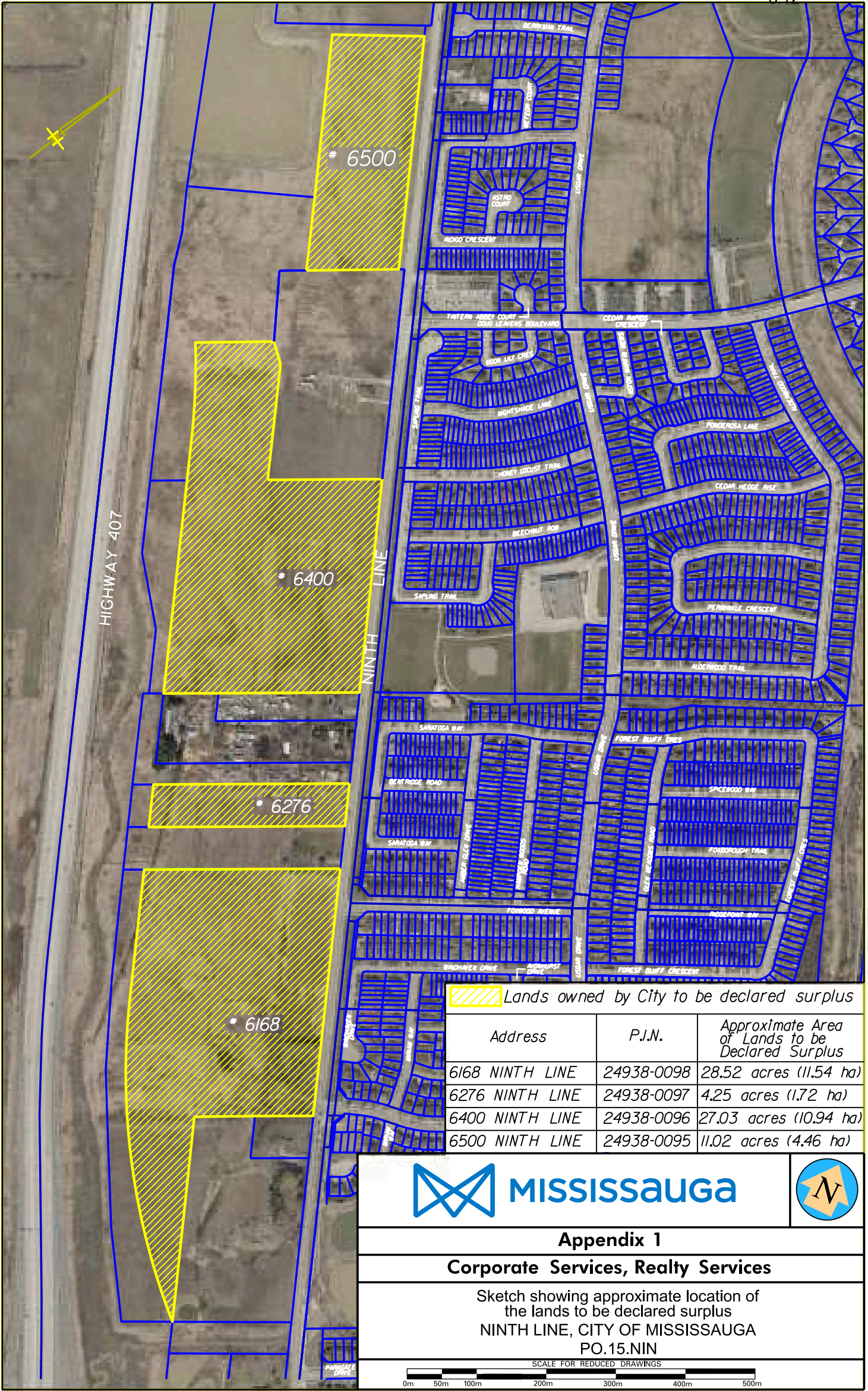
Attachments


Appendix 1: Approximate location of lands to be declared surplus



Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Susy Costa, Project Leader, Realty Services, Facilities & Property Management



 Lands owned by City to be declared surplus

Address	P.I.N.	Approximate Area of Lands to be Declared Surplus
6168 NINTH LINE	24938-0098	28.52 acres (11.54 ha)
6276 NINTH LINE	24938-0097	4.25 acres (1.72 ha)
6400 NINTH LINE	24938-0096	27.03 acres (10.94 ha)
6500 NINTH LINE	24938-0095	11.02 acres (4.46 ha)



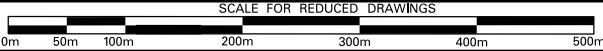
MISSISSAUGA



Appendix 1

Corporate Services, Realty Services

Sketch showing approximate location of
the lands to be declared surplus
NINTH LINE, CITY OF MISSISSAUGA
PO.15.NIN



City of Mississauga

Corporate Report



Date: 2018/05/01

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:
CD.10.019

Meeting date:
2018/05/30

Subject

Transfer of Section 37 Funds – Building a Bridge in Orchard Heights Park

Recommendation

1. That the City of Mississauga (COM) partner with Toronto Region Conservation Association (TRCA) to share costs towards the construction of a bridge in Orchard Heights Park (P-019) to a maximum of \$160,000.
2. That funds held in Section 37 reserve fund (account 35220) collected from Windcatcher Development in the amount of \$160,000, be transferred to the Bridges & Underpasses Project Number 17307, to fund the construction of a bridge in Orchard Heights Park (P-019) in partnership with TRCA.
3. That all necessary by-law(s) be enacted.

Background

Orchard Heights Park (P-019) is located at 1704 Lincolnshire Boulevard in in East Mississauga (Ward 1), bordering the City of Toronto and neighbouring Etobicoke Valley Park. Orchard Heights and Etobicoke Valley Parks are separated by a valley, through which Etobicoke Creek flows southward to Lake Ontario.

At the Council meeting on December 11, 2013 Recommendation PDC-0079-2013 was adopted based on a report dated November 12, 2013 from the Commissioner of Planning and Building, which outlined recommended Section 37 Community Benefits under file OZ 11/016 W1 from Windcatcher Development Corporation. The Community Benefits were associated with a development on the southwest corner of Cawthra Road and Atwater Avenue. Windcatcher Development subsequently entered into a Section 37 Agreement with City of Mississauga and \$160,000 was approved as the Section 37 Community Benefits contribution.

Mississauga's Cycling Master Plan (CMP) promotes a city-wide cycling network including establishing primary and secondary bicycle route networks and supportive infrastructure. The

CMP calls for the creation of more cycling facilities including more off-street/off-road trails. Expanding and connecting the multi-use trail networks enhances the existing off-road cycling network and supports proposed on-road routes.

Off-road cycling routes:

- Provide opportunities for continuous off-road multi-use trails
- Maximize trail route connections to destinations
- Integrate trail connections and crossings with on-road cycling routes
- Provide alternatives to on-road routes
- Maximize use of City-owned lands.
- Enhance access and use of parks and open spaces in an environmentally sensitive manner

Comments

Inquiries regarding the status of a bridge in Orchard Heights Park (P-019) have been collected by the City of Mississauga Active Transportation staff in recent years. The crossing is identified as a connection opportunity in the CMP, adopted in 2010. A bridge in Orchard Heights Park (P-019) is among numerous cross-border connection opportunities between Mississauga and Toronto. From a cycling network and connectivity perspective, it is important to establish as many crossings of this nature as possible. A funding partnership between City of Mississauga and TRCA would build the bridge and connect multi use trail systems in Mississauga and Toronto via Orchard Heights Park (P-019) and Etobicoke Valley Park respectively.

Discussion about a bridge in Orchard Heights Park (P-019) had taken place between late Councillor Jim Tovey, Planning & Building Department and Park Development Section staff. It was identified that an appropriate Community Benefit of a portion of Section 37 reserve be a bridge in Orchard Heights Park (P-019). Current Ward 1 Councillor Dave Cook supports the proposal.

Park Development staff in Community Services Department is prepared to work with TRCA to start the project and would access transferred Section 37 funds with approval from Council.

Financial Impact

The construction cost of a bridge in Orchard Heights Park (P-019) is approximately \$320,000. The TRCA will serve as the project lead for the construction of the bridge. The City of Mississauga can contribute 50% of the total project cost up to maximum of \$160,000 from a community benefit contribution received from Windcatcher Development (OZ 11/016) in Section 37 reserve funds account 35220.

Conclusion

A bridge in Orchard Heights Park (P-019) supports comfortable travel for pedestrians and cyclists as well as linkages between adjacent neighbourhoods and the cities of Mississauga and Toronto. The bridge will increase connectivity of the off-street trail network and aligns with Strategic Pillars including Move, Connect and Green. Further, the bridge aligns with a Strategic Pillar for Change - Completing Our Neighbourhoods, by enhancing mobility choices and building supporting infrastructure.

Attachments

Appendix 1: Recommendation PDC-0079-2013

Appendix 2: Key Map of Orchard Heights Park



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

Prepared by: Justin Agius, Planner, Community Services

Appendix 1: Recommendation PDC-0079-2013

PDC-0079-2013

That the Report dated November 12, 2013 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under file OZ

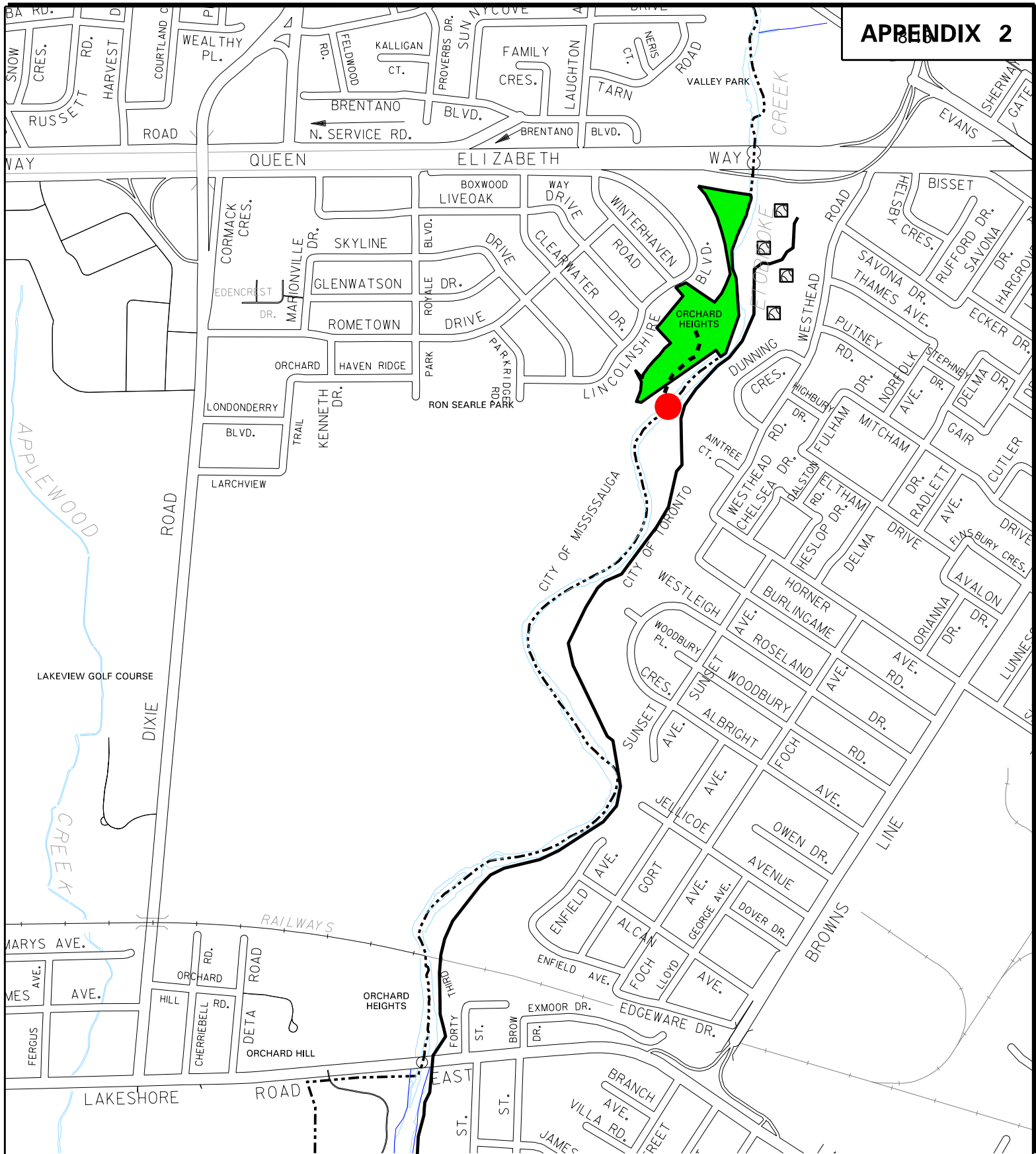
11/016 W1, Windcatcher Development Corporation, 1224, 1230, 1240 and 1244 Cawthra

Road and 636 Atwater Avenue, southwest corner of Cawthra Road and Atwater Avenue,

be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$160,000.00 be approved as the amount for the Section 37 Community Benefits contribution and that the owner enter into a Section 37 agreement with the City of Mississauga.
2. That City Council enact a by-law under Section 37 of the Planning Act, R.S.O. 1990, c.P.13, as amended, to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Windcatcher Development Corporation, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the Community Benefits.

OZ 11/016



Orchard Heights



Area of Interest



Bridge Location



Proposed Trail



Existing Trail (City of Toronto)



City Boundary

Produced by T&W, Geomatics



SCALE:



MISSISSAUGA

City of Mississauga

Corporate Report



Date: 2018/05/01

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:
PO.01-MAT

Meeting date:
2018/05/30

Subject

Naming of Park 317 – 5750-5790 Avebury Avenue/240 Matheson Boulevard West (Ward 5)

Recommendation

1. That Park-317 be named "Seasons Park".
2. That Council waive the requirement for a 30-day consideration period as outlined in the City's "Facility Naming" Corporate Policy 05-02-02.

Report Highlights

- The above-ground storm water management facility to be constructed is the largest of storm water management facilities in Mississauga.
- Features of the park will include above-ground storm water management facility, perimeter pathway including fitness circuit and outdoor exercise equipment, a pier with lookout points, shade structures, picnic tables, seating and public art.
- The park's public art installation is called 'A Year In Weather' and is composed of modern symbols of weather-tracking that carefully charted the weather in 2009 in Mississauga – the year of the storm that led to the Flood Evaluation Study.
- The name 'Seasons Park' is recommended based on its ability to tie together the purpose of and benefits of the park's major storm water feature and its role in mitigating severe and/or unpredictable weather across all seasons.
- It is recommended that General Committee waive the 30-day consideration period so as to satisfactorily meet the contractor's schedule to complete fabrication of park signage.

Background

In accordance with the City's "Facility Naming" corporate policy 05-02-02, the Community Services Department is directed to present names for the General Committee and Council's consideration for the purposes of naming parks, trails, and facilities in the City of Mississauga. In accordance with the policy, General Committee is requested to consider the recommended

General Committee	2018/05/01	2
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Originators files: PO.01-MAT

names presented by the Community Services Department for a period of 30 days, after which the Committee is asked to make a final recommendation to Council. The Community Services Department notifies all residents and ratepayer associations within a 400-foot (122 metre) radius of the Facility of the proposed name. The notice includes the date and time of the meeting at which the Committee will consider the name and advises that interested parties can arrange with Legislative Services, Corporate Services Department, to address the Committee.

The subject report outlines the naming request for Park 317, located at 5750-5790 Avebury Avenue/240 Matheson Boulevard West and situated in Ward 5 (Appendix 1). Informally known as City Sports Complex before the lands were altered, the park is located west of Hurontario Street on the north side of Matheson Boulevard West. It is within the Gateway EA Character Area, designated as OS (Open Space) and zoned OS-2. The surrounding lands are zoned for employment uses with multiple industrial manufacturing warehouses and corporate office buildings.

The 2012 Cooksville Flood Evaluation Study recommended measures to mitigate urban river flooding known as “Riverine flooding”. The primary recommendation was to construct a series of storm water management facilities in the watershed. An above-ground storm water management facility will be constructed at Park 317 and will be the largest storm water management facility in Mississauga.

The park is 3.51 hectares square (8.67 acres). Construction of the park and storm water management facility is anticipated to be completed in fall 2018. Features of the park will include above-ground storm water management facility, perimeter pathway including fitness circuit and outdoor exercise equipment, a pier with lookout points, shade structures, picnic tables, seating and public art. The fitness circuit is approximately 1 kilometre long (0.62 miles) and will include distance markers and interpretive signage.

A public art installation will be featured in the park. ‘A Year In Weather’ is an art installation composed of modern symbols of weather-tracking that carefully charted the weather in 2009 in Mississauga – the year of the storm that led to the Flood Evaluation Study. It will include curved, ¼”-thick steel panels etched with small hieroglyphic symbols cut into 6.2 metre tall (20.34 feet) by 4.5 metre wide (14.76 feet) boards that represent each of the four seasons. They are to be placed in a circular arrangement.

Comments

Culture Division staff secured local artist Ferruccio Sardella to design the concept entitled ‘A Year In Weather’. The essence of the concept is a celebration of the storm water management project, striving to mediate a balance between weather, natural systems and the built environment (Appendix 2).

Community Services and Transportation and Works collaborated to bring naming options forward. The name ‘Seasons Park’ is recommended based on its ability to tie together the

General Committee

2018/05/01

3

Originators files: PO.01-MAT

purpose of and benefits of the park's major storm water feature and its role in mitigating severe and/or unpredictable weather across all seasons. The name makes an intuitive connection between the built environment, nature and the art installation concept.

Ward 5 Councillor Carolyn Parrish was consulted and is supportive of the naming recommendation.

Financial Impact

Material costs related to signage and art are included within the Transportation and Works project budget for Park 317, Project Number 14-142.

Conclusion

The proposed naming of Park 317 in Ward 5 as 'Seasons Park' is in accordance with the City's "Facility Naming" corporate policy 05-02-02. It is recommended that General Committee waive the 30-day consideration period so as to satisfactorily meet the contractor's schedule to complete fabrication of park signage.

Attachments

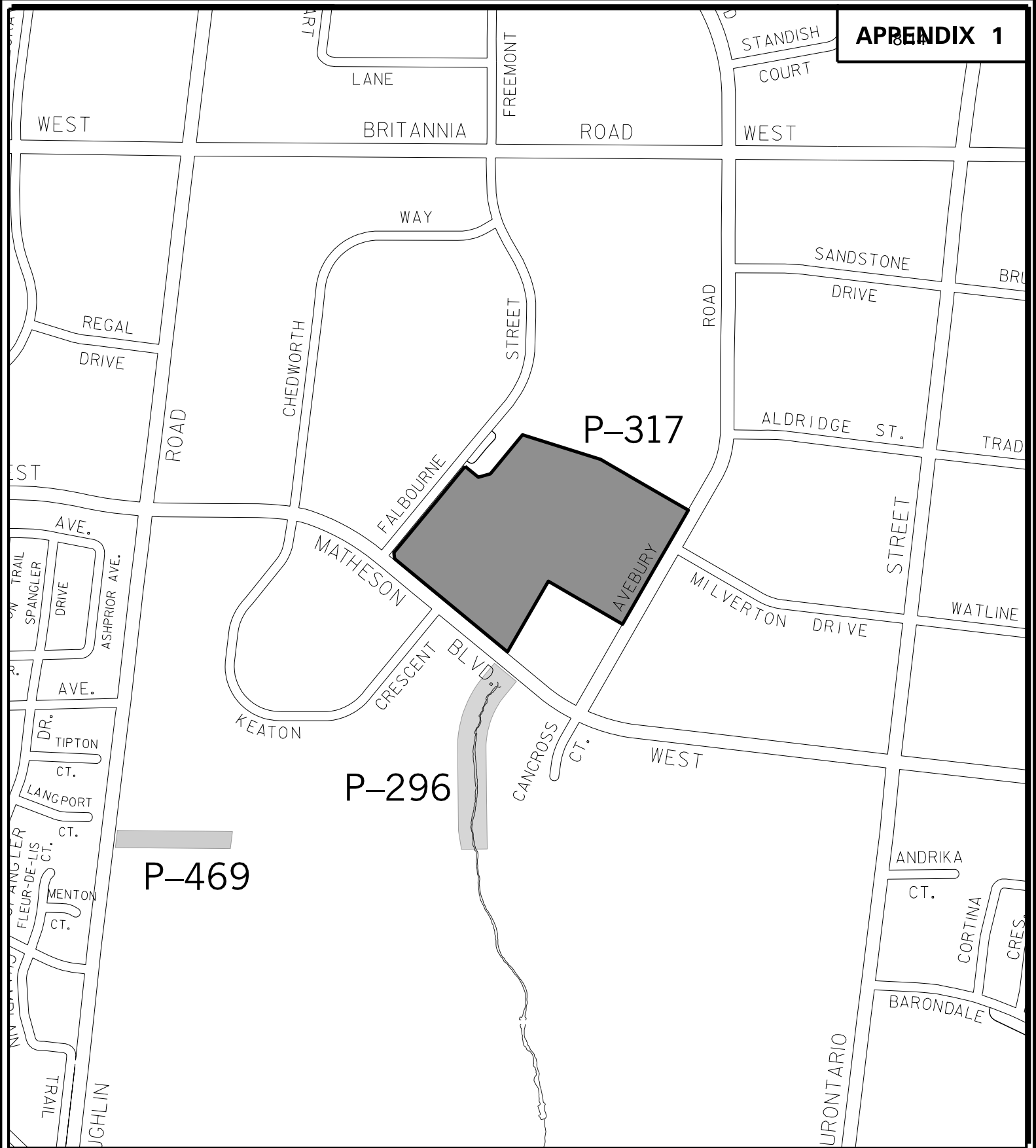
Appendix 1: Key Map of Park 317

Appendix 2: A Year in Weather - Preliminary Design



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

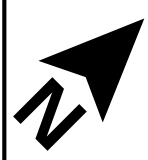
Prepared by: Justin Agius, Planner, Community Services



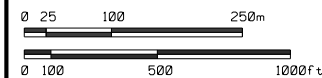
Location of P-317 Not Yet Named



Subject Property



SCALE:



MISSISSAUGA

Appendix 2 - A Year In Weather - Detailed Design

Ferruccio Sardella

A Year In Weather
Public Art - Matheson Pond



City of Mississauga Corporate Report



Date: 2018/05/02

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:
PO.13-PEE

Meeting date:
2018/05/30

Subject

Funding Agreement with Peel District School Board for All-Weather Track Facility Construction at John Fraser Secondary School (Ward 9)

Recommendation

1. That a contribution of \$100,000 to the Peel District School Board be approved.
2. That the contribution be funded from the 2009 Special Project Capital Reserve Fund #35574.
3. That \$100,000 be returned to the 2009 Special Project Capital Reserve Fund #35574 from PN18345, Park Improvements-Ward 9, resulting in a revised budget of \$299,000 for PN 18345.
4. That the Commissioner of Community Services and the City Clerk on behalf of the Corporation of the City of Mississauga be authorized to enter into a one-time funding agreement with the Peel District School Board to provide a contribution towards an All-Weather Track Facility at John Fraser Secondary School, including necessary agreements and documents ancillary thereto, all in a form satisfactory to Legal Services.
5. That all necessary By-laws be enacted.

Report Highlights

- The Peel District School Board (PDSB), through Ward 9 Councillor Pat Saito, has approached the Community Services Department to partner on a small scale on an all-weather track facility at John Fraser Secondary School.
- Although there is not a demand for sport permitting of additional track space in this area, many residents use track facilities as exercise space in order to maintain a healthy, active lifestyle. Ensuring this facility remains accessible to the public will provide a space for

active and passive recreational use for the community's benefit.

- Councillor Saito is requesting funding from the 2009 Special Project Capital Reserve Fund, in the amount of \$100,000, be transferred to the Peel District School Board to partially fund the cost of the track refurbishment..
- Community Services staff would prepare a funding agreement that provides a one-time contribution, ensures community access to the track is maintained and provides no future obligation for maintenance and capital replacement costs by the City of Mississauga.

Background

In October 2015, The Peel District School Board (PDSB) approached Community Services about an opportunity to partner on an all-weather track facility construction at John Fraser Secondary School. The terms of the partnership would have included a 50% cost share and ongoing maintenance and capital replacement obligations to the City. To build an all-weather track facility to City standards, cost of construction was estimated at \$965K for an unlit facility.

Through an analysis of existing track facilities in Mississauga and current demand analysis, it was determined that from a sports provision perspective additional track facilities were not needed in this area and the decision was made not to proceed on this proposal.

In 2018, the PDSB approached the Community Services Department through Councillor Saito about an opportunity to partner on a smaller scale. Although there is not a demand for sport permitting of additional track space in this area, many residents use track facilities as exercise space in order to maintain a healthy, active lifestyle. Ensuring this facility remains accessible to the public will provide a space for active and passive recreational use for the community's benefit.

Comments

Community Services Staff in consultation with Legal Services will need authority to develop the funding agreement with the PDSB. If the City is to pursue an agreement with the PDSB, it should be on the basis that the funding will be a one-time transfer and not include any funding towards the maintenance or capital repairs or replacement of the facility. The funding agreement would require the PDSB to maintain community access to the track facility outside of standard school operating hours.

In 2009, a discretionary reserve fund, "2009 Special Project Capital RF" was established and allocated by Ward. Under the Budget Control by-law, Council shall approve any transfers from reserve funds. In the past, these approvals were recommended through the budget approval process and the in-year Capital Works-in-Progress (WIP) reports. Due to the election recess this year, the approval for funding is required prior to the next Capital WIP report in December. Funds from Project Number 18345, Parks Improvement-Ward 9 will be returned back to the

General Committee

2018/05/01

3

Originators files: PO.13-PEE

2009 Special Project Capital RF to fund the Funding Agreement with Peel District School Board for All-Weather Track Facility Construction at John Fraser Secondary School.

Financial Impact

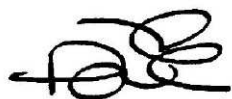
There is no financial impact to the City's operating budget as the funding will come from the 2009 Special Project Capital Reserve Fund. Community Services staff would prepare a funding agreement that provides a one-time contribution of \$100,000 with no future obligation for maintenance and capital replacement costs by the City of Mississauga. The contribution would be funded from 2009 Special Project Capital Reserve Fund #35574.

Conclusion

The contribution to this project ensures community access to the track is maintained and provides opportunities for residents to maintain a healthy, active lifestyle.

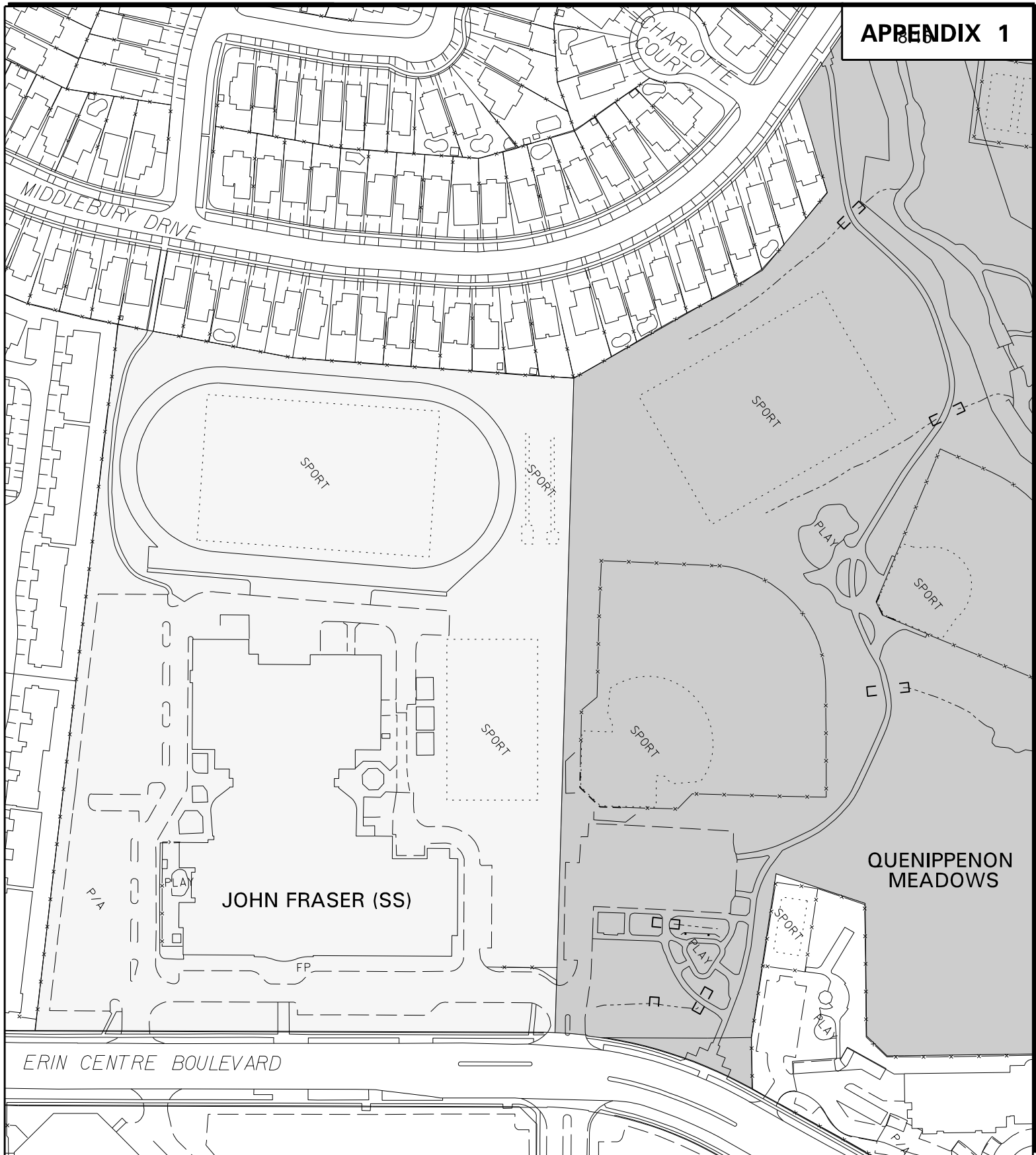
Attachments

Appendix 1: John Fraser Secondary School Location Map



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

Prepared by: Jodi Robillos – Acting Director of Parks and Forestry, Community Services

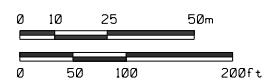


Location Map of John Fraser Secondary School

- Subject Property
- Neighbouring Park Property



SCALE:



MISSISSAUGA

Produced by T&W, Geomatics

City of Mississauga

Corporate Report



Date: 2018/04/30

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2018/05/30

Subject

Joint Fire Communications Operating Agreement

Recommendation

1. That the Commissioner of Community Services and the City Clerk be authorized to execute and affix the Corporate Seal to an amendment, and any future amendment, to the Joint Fire Communications Operating Agreement between The Corporation of the City of Mississauga ("City") , The Corporation of the City of Brampton and The Corporation of the Town of Caledon, all in a form satisfactory of the City Solicitor
2. That all necessary by-law be enacted.

Background

The Corporation of the City of Mississauga has a Joint Fire Communications Operating Agreement, enacted by By-Law 0503-2005, with The Corporation of the City of Brampton and The Corporation of the Town of Caledon. The Joint Fire Communication Centre (JFCC) is seeking to replace the current Central Aided Dispatch (CAD) system to meet the future needs of the three municipal fire services.

Mississauga Fire and Emergency Services (MFES) is seeking an amendment to the Joint Fire Communications Operating Agreement in order to facilitate the purchase of the CAD system and providing joint ownership based on proportional population counts.

Present Status

The Joint Fire Communications Operating Agreement ("Operating Agreement") has been reviewed by legal staff from all three municipalities and it has been determined that an amendment is required to the Operating Agreement in order to facilitate the CAD purchase.

Comments

The significant amendments of the Operating Agreement include clarification that the current CAD system will continue to be owned by the City as it is decommissioned by the City, while ownership of the new, replacement CAD system will rest with each party that pays for such equipment namely The Corporation of the City of Mississauga, The Corporation of the City of Brampton and The Corporation of the Town of Caledon and that the parties will be jointly responsible for replacement, repair and upgrades to the replacement CAD system.

Financial Impact

Funding for the City of Mississauga municipal share of the new CAD system has been approved. No financial impact associated with the amendment to the joint operating agreement.

Conclusion

Mississauga Fire and Emergency Services operates a Joint Fire Communications Centre in conjunction with Brampton and Caledon Fire and Emergency Services under the Joint Fire Communications Operating Agreement. MFES is seeking approval to amend the current agreement to allow joint ownership of a new CAD system based on proportionate population share.



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

Prepared by: Mark Ormond, Assistant Chief Operations and Communications

City of Mississauga

Corporate Report



Date: 2018/04/25

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2018/05/30

Subject

Open Air Burning By-Law Review

Recommendation

That a by-law be enacted, to repeal and replace the current Open Air Burning By-Law No. 0049-03 as amended similar in content to the Corporate Report dated April 25, 2018 from the Commissioner of Community Services titled "Open Air Burning By-Law Review" and that the said by-law be effective as of June 21, 2018.

Report Highlights

- City Council is authorized, under section 7.1(1) of the *Fire Protection and Prevention Act*, 1997, S.O. 1997 c. 4 to pass a by-law regulating the setting of open air fires including establishing the times during which open air fires may be set.
- Administration and enforcement of the by-law is the responsibility of the Fire Chief.
- The existing Open Air Burning By-Law was enacted in 2003 and has not been amended since that time.
- In 2017 Mississauga Fire and Emergency Services (MFES) responded to 197 open air burning complaints. The majority of these complaints were classified as "nuisance" complaints.
- Council directed MFES to conduct a community survey with respect to open air burning and to report back on those findings.
- Based on a survey that was conducted by MFES in 2017, 50% of the respondents were unaware of the existing by-law.
- 43% of the respondents indicated that burning was for cooking purposes and recreational use.

- The four (4) main reasons for lodging a complaint were the smell of smoke, heavy smoke, ash and embers landing on the property and proximity to property or buildings.

Background

The existing open air burning by-law was established in 2003 and has not undergone a review since that time. A report was brought to Council in May 2017 identifying options for changes to the existing by-law. The options included:

1. Make no change to the existing by-law
2. Update to more clearly address structures related to cooking fires and recreational use including grandfathering of existing structures
3. Require a permit for all fires

The direction from Council was to conduct a survey to determine the number of residents that conduct open air burning and the number that have been negatively impacted by it. Council requested that staff report back on the results of that survey and provide recommendations.

Comments

The City of Mississauga has had significant growth since the establishment of the existing Open Air Burning By-Law. Additionally, there are many new appliances that have become available to consumers for outdoor living spaces which including cooking, heating and recreation units/appliances which are not reflected in the existing by-law. As the by-law is silent on many of these new products, there is ambiguity regarding allowable use resulting in an increased number of complaints annually.

In the summer of 2017, MFES encouraged residents to take part in an Open Air Burning Survey either online or at one of MFES many public events.

The results of the survey were as follows:

- 1152 residents completed the survey
- 50% were not aware of the by-law
- 34% of residents conduct open air burning
- 43% indicated that they burn for cooking purposes or other recreation use
- 59% indicated that their neighbours engage in open air burning and 40% of those indicated that they were annoyed or offended by the open air burning.

An analysis of the survey identified four major causes for residents' complaints:

- The smell of smoke (what was being burned)
- The amount of smoke (heavy)

- Ash and embers landing on property
- Fire located too close of neighbour's property and/or buildings

These are all classed as nuisance complaints.

In order to address both these concerns and the confusion related to allowable uses, the by-law should be updated to provide a clear explanation regarding the types of items that can be burned as well as the instructions as to how and when it is acceptable to burn. Consideration should also be given to the expansion of the definitions. There are a limited number of definitions currently in the by-law and many of them are vague and lack clarity.

It is also imperative that the by-law be explicit when it comes to enforcement. The Offence and Enforcement section should be expanded to include the types of offences that are considered for non-compliance as well as the right of entry to investigate complaints.

Based on information gathered from the resident survey as well as benchmarking other surrounding municipalities, staff recommend the following changes to the existing open air by-law:

1. Revise existing definitions to provide clarity and expand the definitions to include more information related to outdoor appliances, and recreational fires.
2. Add restrictions related to uncontained fires, types of materials that can be burned and possible exemptions.
3. Provide clarity related to how and when it is acceptable to burn.
4. Add enforcement provisions that define the rights of the fire department to enforce the by-law, potential fines for non-compliance and conditions where a permit could be revoked.

Financial Impact

None

Conclusion

As the population continues to grow and the consumer market for outdoor cooking and burning appliances continues to evolve, it is critical that MFES is proactive. Being proactive means adjusting program delivery and keeping the residents informed. Information is the most

General Committee	2018 04 25	4
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effective way to meet both the needs of the public and ensure community fire safety. The existing by-law has been relatively effective for the past fifteen (15) years however given the increase in the number of complaints received and the changing consumer market some updates may be required to better reflect the current needs and circumstances.



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

Prepared by: Nancy Macdonald-Duncan, Assistant Chief, Fire Prevention and Life Safety

City of Mississauga

Corporate Report



Date: 2018/05/10

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP

Meeting date:
2018/05/30

Subject

Transfer of Review Program Participation with the Ministry of the Environment and Climate Change for Storm Sewage Works (City-wide)

Recommendations

1. That a by-law be enacted authorizing the Commissioner of Transportation and Works and City Clerk to execute an agreement between the Ministry of the Environment and Climate Change and the City of Mississauga to enter into a Transfer of Review Program, in a form satisfactory to the City Solicitor; and
2. That the Commissioner of Transportation and Works or his designate be authorized to review Environmental Compliance Approval applications and to provide recommendations to the Ministry of the Environment and Climate Change on all applicable storm sewage works for final approval by the Ministry.

Background

An Environmental Compliance Approval (ECA) is a permit issued by the Ministry of the Environment and Climate Change (MOECC) for activities governed under the Environmental Protection Act or the Ontario Water Resources Act for emissions and discharges related to air, noise, waste and sewage. The ECA may stipulate any applicable monitoring and operating requirements to maintain compliance.

MOECC has in place a Transfer of Review Program with participating municipal partners on ECAs for specified sewage works. This voluntary program was implemented in 1978 to create efficiencies in the review of Environmental Compliance Approval applications and improve timelines for the issuance of approvals. Under the program, partner municipalities and MOECC enter into an agreement which allows qualified/designated municipal professional engineers to conduct, on behalf of MOECC, the administrative and technical review of applications for a defined range of sewage works. Up until now, the Cities of Mississauga and Brampton and the Town of Caledon have fallen under a Transfer of Review agreement between the Region of Peel and MOECC.

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In 2017, MOECC introduced a modernized Transfer of Review Program to improve efficiencies in delivery while also broadening its reach and scope. The desire was to introduce more rigour, attract new municipalities to participate, increase the range of storm sewage works that can be reviewed under the program and focus Ministry resources on higher risk applications.

With the recent modernization of the Transfer of Review Program, MOECC has been actively pursuing municipalities to participate. At the same time, the Region of Peel was obliged by MOECC to sunset its existing Transfer of Review agreement and enter into a new agreement. In this new agreement, the Region of Peel chose to focus solely on Regional storm sewage works. As such, the Cities of Mississauga and Brampton and the Town of Caledon will no longer be covered under the Region's Transfer of Review agreement and individual agreements would need to be struck between those municipalities who wish to participate in the program and MOECC. However, the Region will continue to work with the three lower-tier municipalities and MOECC until suitable agreements are in place.

Comments

The ability to exercise control of wait times for ECA application review is beneficial for City projects as well as developer-driven infrastructure projects. Though the final sign-off of environmental approvals resides with MOECC upon satisfactory review of an ECA application package by the municipality and submission of an approval recommendation, this program is advantageous as the approval timelines are anticipated to be faster than the alternative option of direct submission to MOECC. For instance, through Transfer of Review, an environmental approval could be obtained within three to four weeks rather than three to six months for a direct submission based on recently observed approval timelines.

An additional benefit of the modernized Transfer of Review process is the ability to review low impact development measures. These evolving techniques, though increasingly familiar to the industry and municipalities alike, can still be challenging from a review perspective. The ability to review these practices internally by dedicated City staff will allow for a more consistent approach in administering the review.

For the City, the projects that would be covered under the modernized Transfer of Review Program include storm sewers, low impact development measures and stormwater ponds. The City would also be entitled to collect a fee for ECA application review from proponents. In the past, fees collected by the Region of Peel from the City under the Transfer of Review Program could cost upwards of \$2,000 per application.

Given all the benefits associated with the Transfer of Review Program, it would be advantageous for the City of Mississauga to participate in the program with MOECC.

Financial Impact

There is no cost for a municipality to participate in the Transfer of Review Program. Developer-constructed infrastructure works will have their review fees payable to the City. However, the full financial impact will not be known until all internal processes, including internal staff

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resources needed to undertake the review, and fee structure have all been considered. The application fee structure will be implemented through an update to the City's Fees and Charges By-Law in 2019.

Conclusion

This report is requesting authority to execute an agreement with the MOECC in order to enter into their Transfer of Review program. Participation in the program represents a good opportunity to streamline the ECA approvals process and expedite the delivery of stormwater projects in the City of Mississauga.

Attachments

Appendix 1: Draft By-law of the Corporation of the City of Mississauga Delegating Authority Respecting the Ministry of the Environment and Climate Change Transfer of Review Program



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Muneef Ahmad, Project Manager

APPENDIX 1

**A By-law of the Corporation of the
City of Mississauga Delegating Authority
Respecting the Ministry of the Environment and Climate Change
Transfer of Review Program**

WHEREAS Section 9 of the *Municipal Act, 2001, S.O. 2001, c.25* (the “*Municipal Act*”) provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act*;

WHEREAS Section 11(3) of the *Municipal Act* authorizes a municipality to enact by-laws in respect of public utilities;

AND WHEREAS Section 23.1 of the *Municipal Act* authorizes a municipality to delegate its powers and duties to a person or body subject to the provisions of the *Municipal Act* or any other Act;

AND WHEREAS the Transfer of Review Program (“TOR”) is a voluntary program implemented by the Ministry of the Environment and Climate Change (“MOECC”) to create efficiencies in the review of environmental approval applications issued under Part II.1 of the *Environmental Protection Act, R.S.O. 1990, c. E.19* submitted by municipalities for a defined range of sewage works;

AND WHEREAS under the TOR Program, partner municipalities and the MOECC may enter into an agreement which allows for qualified designated municipal engineers to conduct on behalf of the MOECC, the administrative and technical review of ECA applications for a defined range of sewage works instead of the MOECC;

AND WHEREAS the Council of The Corporation of the City of Mississauga deems it desirable to delegate authority to the Commissioner of Transportation and Works and to the City Clerk to execute on behalf of the municipality an agreement with the MOECC for the municipality to participate in the TOR Program for a defined range of sewage works.

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The Commissioner of Transportation and Works and the City Clerk is authorized to enter into the agreement attached to this by-law as Appendix 1 with Her Majesty The Queen in right of Ontario as represented by the Minister of the Environment and Climate Change.
2. The Commissioner of Transportation and Works is authorized to delegate to the Manager of Environmental Services and his or her designate the authority to review environmental compliance applications and to provide recommendations on these applications to the Minister of the Environment and Climate Change for a range of sewage works including storm sewers, storm water management works, low impact development measures and retention pond facilities.

ENACTED and PASSED this day of , 2018.

MAYOR

CLERK

DRAFT

Appendix “1”

Transfer of Review Agreement

City of Mississauga

Corporate Report



Date: 2018/05/14

To: Chair and Members of General Committee

From: Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Originator's files:

Meeting date:
2018/05/30

Subject

Single Source Recommendation for Multi-Functional Devices (MFDs), Library Print Management and related services and supplies with Ricoh Canada Inc., Contract Renewal

File Ref: Procurement FA49.873-08

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated May 14, 2018 and entitled Single Source Recommendation for Multi-Functional Devices (MFDs) and related services and supplies with Ricoh Canada Inc., Contract Renewal be received.
2. That Ricoh Canada Inc. be recognized as the single source vendor for the supply of Multi-Functional Devices (MFDs) and related services and supplies in order to maximize the use of current equipment and to benefit from a 20% rate reduction for black and white impressions for the term of June 1, 2018 to May 31, 2021, subject to budget funding availability.
3. That the Purchasing Agent be authorized to execute the necessary forms of agreements with Ricoh Canada Inc. for the supply of Multi-Functional Devices (MFDs) and related services and supplies, including implementing new print management solution(s), in the estimated amount of \$1,070,000 excluding taxes for the term of June 1, 2018 to May 31, 2021.
4. That the Purchasing Agent be authorized to negotiate and issue contract amendments with Ricoh Canada Inc. and increase the value of the contract, where necessary to accommodate growth and future expansion including new technology to meet the City's business requirements and where such amount(s) is approved in the budget.

Report Highlights

- In 2010, through a multi-step competitive procurement process, the City awarded a contract for Multi-Functional Devices (MFDs) and related services and supplies to Ricoh

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Canada Inc. for the period of June 1, 2010 to May 31, 2015.

- Council approved further contract extension for the period of June 1, 2015 to May 31, 2016, as provided in the original contract and to be continued for the period of June 1, 2015 to May 31, 2018, GC-0200-2015.
- Given the undepreciated useful life of the equipment it would be economically advantageous to continue to use the MFDs for an additional three years.
- Ricoh Canada Inc. proposes a three year extension with a rate reduction of approximately 20% for black and white and cost certainty for colour.
- Based on the proposed rates a savings of approximately \$45,000 per year with an expected \$135,000 in savings over the three year extension period is anticipated. In order to maximize savings, a three year single source commitment is required with Ricoh Canada Inc. estimated at \$1,070,000 excluding taxes.
- The City will conduct the necessary due diligence to determine if it is economically feasible to move forward with a complete fleet replacement strategy in 2021 by going to market through a competitive bid process or by adopting the provincial VOR vendor list for Managed Print Services.

Background

A Multi-Function Device (MFD) is an office machine that provides centralized document management, distribution and production. Currently, the corporation uses Ricoh MFDs for copying, scanning, printing, and faxing. These devices are available throughout the corporation, and new technologies such as Tap to print and mobile print have provided the City with additional savings and carbon foot print reduction. The City's Information Technology (IT) Division of the Corporate Services Department manages the contract for all MFDs and oversees the program for all City Departments.

The current contract for supply and service of MFDs expires on May 31, 2018.

Comments

The City is currently under contract with Ricoh Canada Inc. until May 31, 2018 as per Contract Amendment and Single Source Extension for Supply of Multi-Function Devices for a Three Year Term – File Ref: Procurement FA.49.873-08.

Currently, the City is being charged on a cost per copy basis for black and white and for colour. The proposed three year extension with Ricoh Canada Inc. has a rate reduction of approximately 20% for black and white and cost certainty for colour. The cost per page includes software maintenance costs, supplies and service for existing technology and also allows the City to replace up to 15% of the fleet at no additional cost in the event that we need to replace equipment that fails to continue to operate in accordance with the City's requirements.

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The majority of the City's MFD fleet are only black and white capable and the colour capable modes are configured to produce black and white impressions by default. When comparing the current cost per copy rates to the new proposed rates, a savings of approximately \$45,000 per year or \$135,000 over the three year period is estimated. In order to maximize savings, a single source commitment with Ricoh Canada Inc. is required with an estimated total operating expenditure of \$800,000 excluding taxes.

The capital cost from the lease of the equipment has been paid out in full as of May 31, 2015. Additionally, given the remaining undepreciated useful life of the equipment, coupled with minimal service to date and the fact that most MFDs are utilized below their manufacturing capabilities, it is economically advantageous to continue to leverage the City's existing fleet for another three years to maximize the City's original investment and anticipated savings

Utilizing existing MFDs for copying and printing, the City is looking to implement a new Library print management solution(s) to improve customer service, modernize public print services and replace a legacy solution. The estimated capital expenditure for the modernization of print services is \$270,000 excluding taxes.

The proposed new contract value including the operating expenditure of \$800,000 and new Library print management solution(s) of \$270,000 is estimated at a total of \$1,070,000 excluding taxes.

The City will conduct the necessary due diligence to determine if it is economically feasible to move forward with a complete fleet replacement strategy in 2021 by going to market through a competitive bid process or by adopting the provincial Vendor of Record (VOR) vendor list for Management Print Services.

Purchasing By-law Authorization

The recommendation is made in accordance with schedule A of the purchasing by-law #374-6 which states that a single source procurement method can be applied when in accordance with schedule A 1 (b) (iv) *The solicitation of competitive bids would not be economical to the City.*

Notwithstanding the requirements of section 18(2) of the Purchasing By-law 374-06, as amended, the Purchasing Agent shall be authorized to negotiate and issue contract amendments and increase the value of the contract with Ricoh Canada Inc. where necessary to accommodate growth and future expansion including adoption of new technology to meet business requirements, in a form satisfactory to Legal Services and where the amount has been approved in the budget.

Information Technology, Material Management and Legal Services staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements.

Financial Impact

The current rates paid by the City are cost per copy for black and white as well as colour. The Ricoh Canada Inc. proposal is based on a three year extension with rate reductions that represent about a \$45,000 annual savings based on the 2017 MFD volumes. Funding is approved in the City operating budget with departments being allocated cost based on number of impressions they produce.

The contract commitment for a period of three years for both black and white and colour impressions is estimated at \$800,000 inclusive of the new Library print management solution(s) software maintenance and an estimated \$270,000 in one time capital expenditure for the equipment and services required to implement and operate the Library print management solution. These estimates are excluding taxes and are funded from existing operating budgets and capital funding (PN 14550, PN17519).

Conclusion

The City is under contract with Ricoh Canada Inc. until May 31, 2018 to supply Multi-Functional Devices (MFDs) and related services and supplies. Based on the good state of the current MFD fleet equipment, and favourable rates the City would like to continue to use Ricoh Canada Inc. on single source basis for the next three years. The proposed option is practical, prudent and economical, enabling the City to continue to leverage currently implemented technologies such as print from anywhere, mobile print and tap to print.

The above implemented technologies will continue to adhere to the City's "Green" initiatives by reducing paper usage, reducing equipment footprints at the floor level and reducing power consumption. Overall, the City's cost will be lowered while maintaining a high quality print product and improving customer service, in addition to potential efficiencies gained in the Library.

Attachments

Appendix 1: Ricoh Canada Inc. – Statement of Work



Gary Kent, CPA, CGA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Ryan Lim, Program Manager Desktop & Support Services

Appendix 1

Ricoh Canada Inc. - Statement of Work

Project Description and Background

The City of Mississauga's Information Technology (IT) Division of the Corporate Services Department manages the contract for all MFDs and oversees the program for all City Departments. Ricoh Canada Inc. is the City's current vendor that supplies a fleet of 232 Multi-Function Devices (MFDs) that are capable of photocopying, scanning, printing and faxing. Technologies such as Ricoh Streamline NX and HotSpot Mobile Printing are utilized to:

- Improve document management
- Simplify access control
- Minimize excess print
- Increase document confidentiality
- Provide accurate reporting
- Allow printing from mobile devices

The above technologies will continue to assist in further consolidating the City's fleet size and it is estimated that a reduction of 5-10% could be realized during the contract term. The City's existing fleet is in good health and given the current good state of the equipment, minimal service to date and the fact that most MFDs are utilized below the manufacturing capabilities, it makes good business sense to continue to leverage the City's existing fleet over the next contract term.

Project Scope

Over the contract term, Ricoh Canada Inc. will provide the following products and services:

1. Multi-Function Devices
2. Maintenance and support
3. Software updates
4. Firmware updates
5. Consumables and supplies
6. Equipment re-locations
7. Consultation
8. Professional Services
9. Library print management solution(s)
10. Technology to accommodate growth and future expansion

City of Mississauga

Corporate Report



Date: 2018/05/11

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
SP 08/222

Meeting date:
2018/05/30

Subject

Servicing Agreement Assumption - Municipal Works Only Servicing Agreement, City File SP 08/222 - WLI Holdings Inc. (Ward 5) (Z-49E)

Recommendation

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Municipal Works Only Servicing Agreement for City File SP 08/222 (Ward 5), WLI Holdings Inc., (lands located south of Drew Road, west of the West Branch of the Mimico Creek and east of the Canadian National Railways, in Z-49E, known as 2750 Drew Road), and that the Letter of Credit in the amount of \$103,578.35 be returned to the developer.

Background

The developer identified on the attached Table of Assumption (Appendix 1) has complied with all the requirements of the identified Municipal Works Only Servicing Agreement.

Comments

The Transportation and Works Department supports the assumption of the Municipal Works Only Servicing Agreement for City File SP 08/222.

Financial Impact

With the assumption of the 2750 Drew Road (SP 08/222), the City will now be required to provide maintenance of 50 meters (164 feet) of roadway.

Conclusion

It is in order for the City to assume the municipal works within the site identified on the attached Table of Assumption (Appendix 1).

General Committee

2018/05/11

2

Originators files: SP 08/222

Attachments

Appendix 1: Table of Assumption

Appendix 2: Approximate location of City File SP 08/222

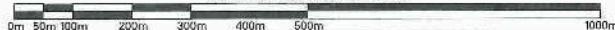


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: John King, Supervisor of Development Construction

APPENDIX 1

TABLE OF ASSUMPTION				
PLAN/FILE REFERENCE #	LOCATION	DEVELOPER'S ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
SP 08/222	South of Drew Road, West of the West Branch of the Mimico Creek, East of the Canadian National Railways, in Z-49E.	WLI Holdings Inc. 1555 Brigantine Drive, Coquitlam, BC V3K 7C2 Attn: Ms. M. Waring, CEO	July 4, 2012	\$103,578.35



City of Mississauga

Corporate Report



Date: 2018/04/30

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
CD 21, Z - A(18)

Meeting date:
2018/05/30

Subject

Delegation of Authority - Acceptance of Municipal Infrastructure Works Constructed Pursuant to Servicing Agreements (Municipal Works Only) or Development Agreements

Recommendation

1. That a by-law be enacted authorizing the Commissioner of Transportation and Works (or his or her designate) to release developers from development obligations pursuant to Servicing Agreements (Municipal Works Only) and Development Agreements upon the developer demonstrating to the satisfaction of the Commissioner of Transportation and Works that they have fulfilled their development obligations; and
2. That the Commissioner of Transportation and Works (or his or her designate) be authorized to issue a Final Acceptance Certificate for municipal infrastructure works constructed by the developer pursuant to Servicing Agreements (Municipal Works Only) and Development Agreements upon receipt of the Engineering Consultant's Final Completion Certificate satisfactory to the Commissioner of Transportation and Works.

Background

Upon completion of the municipal infrastructure works and compliance with all terms under the Servicing Agreement (Municipal Works Only) or Development Agreement, as applicable, and upon receipt of the Engineering Consultant's Final Completion Certificate, the developer can request that the Transportation and Works Department commence the final acceptance process of the municipal infrastructure works constructed to support a development application.

The final acceptance process for Servicing Agreements (Municipal Works Only) and Development Agreements involves obtaining the approvals from all applicable internal departments, outside agencies and the Ward Councillor.

Once all applicable approvals have been obtained, the Transportation and Works Department prepares a Corporate Report for General Committee's consideration to assume the municipal infrastructure works as constructed by the developer under the terms of the applicable agreement. If approved, the General Committee assumption recommendation is subsequently adopted by Council.

The current process to assume municipal infrastructure works constructed under Servicing Agreements (Municipal Works Only) or Development Agreements, from report preparation, to Council endorsement, to the release of the developer of their development obligations can take up to 5 weeks. This process can be further delayed by Council's summer recess (up to an additional 8 weeks) and the election recess (up to an additional 20 weeks).

Pursuant to the Section 31 (4) 2 of the Municipal Act, 2001 as amended, only roads created by a plan of subdivision constructed under the terms of a Subdivision Servicing Agreement require the enactment of an assumption by-law. The Municipal Act does not require the enactment of an assumption by-law for municipal infrastructure constructed pursuant to a Servicing Agreement (Municipal Works Only) or Development Agreement.

Comments

Section 23.1 (1) of the Municipal Act, 2001 as amended, provides municipalities the authority to delegate certain powers and duties that otherwise must be exercised by City Council.

As there are no legislative requirements that a bylaw enacted by Council is required to assume municipal infrastructure works constructed by developers pursuant to Servicing Agreements (Municipal Works Only) or Development Agreements as is the case for the assumption of roads in a plan of subdivision, the purpose of the change recommended in this report is to improve organizational efficiency, eliminate unnecessary reporting processes and enable a more effective use of staff and Council time.

The recommended process change in this report will not affect the current final acceptance process for Servicing Agreements (Municipal Works Only) and Development Agreements of obtaining approvals from all applicable internal departments, outside agencies and the Ward Councillor.

The applicable Ward Councillor will maintain the ability to comment on the developer's request to release their development obligations, including held securities, and the acceptance of municipal infrastructure works constructed under the terms of Servicing Agreements (Municipal Works Only) and Development Agreements to support a development application.

The process to assume roads created by a plan subdivision requiring the enactment of an assumption by-law and the assumption of municipal infrastructure works constructed under the terms of a Subdivision Servicing Agreement will not be effected by the recommendations in this report.

Financial Impact

There will be no financial impacts to the City.

Conclusion

To improve organizational efficiency and processing time, this report seeks to make administrative changes and delegate authority to the Commissioner of Transportation and Works (or his or her designate) to release developers from development obligations and to formally accept the municipal infrastructure works constructed pursuant to Servicing Agreements (Municipal Works Only) or Development Agreements.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: John King, Supervisor of Development Construction

REPORT 4 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The General Committee presents its fourth report for 2018 and recommends:

TIAC-0013-2018

That the deputation by Teresa Di Felice, Assistant Vice-President, CAA Club Group regarding Towing Issues – Licensing Report be received.

(TIAC-0013-2018)

TIAC-0014-2018

1. That the deputation by Michael Foley, Manager, Mobile Licensing Enforcement regarding the revised issuance model for Tow Truck Owner Licenses be received.
2. That staff be directed to bring back a report to a future General Committee meeting regarding amending the Tow Truck Licensing By-law 420-04 to reduce the Seven years of full “G” driving experience to Five years.

(TIAC-0014-2018)

TIAC-0015-2018

That the Towing Industry Advisory Committee provide comments to staff for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated April 24, 2018 and entitled “Amendment to the Tow Truck Licensing By-law 420-04: Revised Issuance Model for Tow Truck Owner Licences.”

(TIAC-0015-2018)

TIAC-0016-2018

That the Towing Industry Advisory Committee 2018 Action List be received.

(TIAC-0016-2018)

REPORT 4 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its fourth report for 2018 and recommends:
EAC-0021-2018

1. That the deputation and associated presentation by Darnel Harris with respect to the Mobility Greenway be received.
2. That staff from the Environment Division follow-up with Darnel Harris with respect to his deputation regarding the Mobility Greenway.

(EAC-0021-2018)

EAC-0022-2018

That the deputation and associated presentation by Shannon Logan, Senior Project Manager, Sustainable Neighborhoods with respect to the Tower Renewal Program for the Burnhamthorpe SNAP Project be received.

(EAC-0022-2018)

EAC-0023-2018

That the deputation and associated presentation by Rajesh Mehta, Energy Controls Coordinator with respect to Race to Reduce be received.

(EAC-0023-2018)

EAC-0024-2018

That the deputation and associated presentation by Leya Barry, Climate Change Coordinator with respect to Parks Climate Change Risk Assessment be received.

(EAC-0024-2018)

EAC-0025-2018

That the EAC Environmental Actions Summary updated for the May 15, 2018 meeting of the Environmental Action Committee, be received for information.

(EAC-0025-2018)

EAC-0026-2018

That the Environmental Action Committee Work Plan updated for the May 15, 2018 meeting of the Environmental Action Committee, be approved.

(EAC-0026-2018)

REPORT 4 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its fourth report for 2018 and recommends:

TSC-0036-2018

That the Site Inspection Report for the safety review conducted on April 26, 2018 in front of Marvin Heights Public School, in the vicinity of Redstone Road and Homeside Gardens, be received for information.

(Ward 5)

(TSC-0036-2018)

TSC-0037-2018

1. That the warrants have been met for the implementation of a school crossing guard at the intersection of Indian Road and Crestdale Road for the students attending Lorne Park Public School.
2. That Transportation and Works be requested:
 - a. to conduct a traffic signal warrant study on Indian Road and Crestdale Road for the students attending Lorne Park Public School.
 - b. review the signage on Indian Road in front of and east and west of Lorne Park Public School.
3. That Parking Enforcement be requested to enforce "No Stopping" on Indian Road west of the intersection between the peak times of 8:40 AM – 9:00 AM and from 3:25 PM – 4:45 PM, for the students attending Lorne Park Public School.
4. That Peel Regional Police be requested to enforce stopping compliance at the intersection of Indian Road and Crestdale Road between the peak times of 8:30 AM – 9:00 AM, as time and resources permit.

(Ward 2)

(TSC-0037-2018)

TSC-0038-2018

That the Site Inspection Report for the safety review conducted on May 9, 2018 on Ruscombe Close for the students attending Whiteoaks Public School, be received for information.

(Ward 2)

(TSC-0038-2018)

TSC-0039-2018

That the Site Inspection Report for the safety review conducted on May 10, 2018 on Enola Avenue in the vicinity of the Thicket for the students attending St. James Catholic Global Learning Centre be received for information.

(Ward 1)

(TSC-0039-2018)

TSC-0040-2018

1. That the request for the implementation of a crossing guard at the intersection of Seagull Drive and Brookhurst Road for the students attending Hillside Public School be denied as the warrants are not met.
2. That the Recreation and Parks Department be requested to review the feasibility of installing P Gates on the walkway from Brookhurst Road to Hillside Public School from Seagull Drive to Hillside Public, both pathways.
3. That Peel Regional Police be requested to enforce stopping compliance at the intersection of Seagull Drive and Brookhurst Road between the peak times of 8:10 AM – 8:40 AM and from 3:00 PM – 3:30 PM, as time and resources permit.

(Ward 2)

(TSC-0040-2018)

TSC-0041-2018

That the Traffic Safety Council 2018 Work Plan be approved as presented.

(TSC-0041-2018)

TSC-0042-2018

That the Parking Enforcement in School Zone Report for April 2018 be received for information.

(TSC-0042-2018)

TSC-0043-2018

That the Transportation and Works Action Items List for April 2018 be received for information.

(TSC-0043-2018)