
Heritage Advisory Committee

Date

2019/06/04

Time

9:30 AM

Location

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

Members

Councillor George Carlson, Ward 11 (Chair)
David Cook, Citizen Member (Vice-Chair)
Councillor Carolyn Parrish, Ward 5
Michael Battaglia, Citizen Member
Alexander Hardy, Citizen Member
James Holmes, Citizen Member
Rick Mateljan, Citizen Member
Lisa Small, Citizen Member
Jamie Stevens, Citizen Member
Melissa Stolarz, Citizen Member
Terry Ward, Citizen Member
Matthew N. Wilkinson, Citizen Member
Adrian Zita-Bennett, Citizen Member

Contact

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-
1. CALL TO ORDER
 2. APPROVAL OF AGENDA
 3. DECLARATION OF CONFLICT OF INTEREST
 4. MINUTES OF PREVIOUS MEETING
 - 4.1. Heritage Advisory Committee Minutes - May 7, 2019
 5. DEPUTATIONS - Nil
 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 the Heritage Advisory Committee may grant permission to a member of the public to ask a question of the 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.
 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. MATTERS TO BE CONSIDERED
 - 7.1. Removal of Non-significant Cultural Heritage Landscape Properties from the City's Heritage Register (Wards 2, 5, 9, 10, 11)
 - 7.2. Request to Alter a Heritage Designated Property: 44 Peter Street South (Ward 1)
 - 7.3. Request to Alter a Heritage Designated Property: 43 Mississauga Road South (Ward 1)
 - 7.4. Appointments to The Heritage Designation Working Group
 8. INFORMATION ITEMS - Nil
 9. OTHER BUSINESS
 10. DATE OF NEXT MEETING – July 2, 2019
 11. ADJOURNMENT

City of Mississauga

Minutes



Heritage Advisory Committee

Date

2019/05/07

Time

9:38 AM

Location

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

Members Present

Councillor George Carlson, Ward 11 **(Chair)**
David Cook, Citizen Member **(Vice-Chair)**
Councillor Carolyn Parrish, Ward 5 (Arrived 9:46 AM)
Michael Battaglia, Citizen Member
Alexander Hardy, Citizen Member (Arrived 9:50 AM)
James Holmes, Citizen Member
Lisa Small, Citizen Member
Jamie Stevens, Citizen Member
Matthew N. Wilkinson, Citizen Member

Members Absent

Rick Mateljan, Citizen Member
Melissa Stolarz, Citizen Member
Terry Ward, Citizen Member
Adrian Zita-Bennett, Citizen Member

Staff Present

Michael Tunney, Manager, Culture and Heritage Planning
John Dunlop, Supervisor, Heritage Planning
Paula Wubbenhorst, Heritage Planner, Culture Division
Brooke Herczeg, Heritage Analyst
Megan Piercey, Legislative Coordinator

Find it online

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

1. CALL TO ORDER – 9:38 AM2. APPROVAL OF AGENDA

Approved (D. Cook)

3. DECLARATION OF CONFLICT OF INTEREST - Nil4. MINUTES OF PREVIOUS MEETING4.1. Heritage Advisory Committee Minutes - April 2, 2019

Approved (J. Holmes)

5. DEPUTATIONS - Nil6. PUBLIC QUESTION PERIOD - Nil

No members of the public requested to speak.

7. MATTERS CONSIDERED7.1. Request to Alter a Heritage Designated Property: 36 Lake Street (Ward 1)

Paula Wubbenhorst, Heritage Planner, noted that the alteration was a sensitive addition to the property and that staff recommended approval. Committee members inquired about the location and the finishing details of the addition and noted support for the recommendation.

RECOMMENDATION

HAC-0032-2019

That the request to alter the heritage designated property at 36 Lake Street, as per the Corporate Report from Community Services, dated April 16, 2019, be approved.

Approved (J. Holmes)

7.2. Request to Alter a Heritage Designated Property: 58 Lake Street (Ward 1)

Paula Wubbenhorst, Heritage Planner noted that the alteration was a sensitive addition to the property and that staff recommended approval. Ms. Wubbenhorst also noted that a minor variance was required for this alteration and that this property would be going to the Committee of Adjustment.

RECOMMENDATION

HAC-0033-2019

1. That the request to alter the heritage designated property at 58 Lake Street, as per the Corporate Report from the Commissioner of Community Services, dated April 16, 2019 be approved.
2. That if any further changes result from other City review and approval requirements, such as but not limited to building permit, committee of adjustment or site plan approval, a new heritage permit application may be required. The applicant is required to contact heritage planning at that time to review the changes prior to obtaining other approvals and commencing construction.

Approved (M. Wilkinson)7.3. Request to Alter a Heritage Designated Property: 26 Bay Street (Ward 1)

Paula Wubbenhorst, Heritage Planner noted that this application was seen last fall and that there had been a few modifications to the proposed addition. Ms. Wubbenhorst further noted that the modifications were still in keeping with the character of the district and that staff recommended approval.

RECOMMENDATION

HAC-0034-2019

That the request to alter the heritage designated property at 26 Bay Street, as per the Corporate Report from the Commissioner of Community Services, dated April 16, 2019, be approved.

Approved (M. Battaglia)7.4. Request to Demolish a Heritage Listed Property: 3131 Merritt Avenue (Ward 5)

David Cook, Citizen Member advised the committee that this property would be coming to the Committee of Adjustment in July and noted support for the recommendation.

RECOMMENDATION

HAC-0035-2019

That the property at 3131 Merritt Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Approved (D. Cook)7.5. 2019 Ontario Heritage Conference – May 30 to June 1, 2019

Megan Piercey, Legislative Coordinator noted that Rick Mateljan, Citizen Member expressed interest in attending the 2019 Ontario Heritage Conference.

RECOMMENDATION

HAC-0036-2019

1. That the Memorandum dated April 8, 2019 from Megan Piercey, Legislative Coordinator with respect to details of the 2019 Ontario Heritage Conference being held from May 30 to June 1, 2019 in Goderich, be received.
2. That up to two (2) Heritage Advisory Committee members be authorized to attend the 2019 Ontario Heritage Conference, on May 30 to June 1, 2019 in Goderich, Ontario, and that the costs for registration, accommodation and travel of up to \$1,625 per attendee be allocated in the 2019 Council Committees budget.

Approved (J. Holmes)

At this point Councillor Parrish arrived to the meeting at 9:46 AM.

7.6. Heritage Designation Working Group

John Dunlop, Supervisor, Heritage Planning advised the committee that Heritage Planning staff would be seeking 3 members of the Heritage Advisory Committee (HAC) to be appointed to the Heritage Designation Working Group. The committee agreed that this decision would be made at the next HAC meeting.

Councillor Parrish inquired about the status of Malton on the heritage register. Mr. Dunlop responded that heritage planning staff will be bringing a report to the next HAC meeting to formally delist the Malton Wartime Housing.

RECOMMENDATION

HAC-0037-2019

3. That the Memorandum dated March 19, 2019 from Paul Damaso, Director, Culture Division entitled Heritage Designation Working Group, be received;
4. That the Draft Heritage Designation Working Group Terms of Reference dated March 19, 2019, be approved.

Approved (Councillor Parrish)8. INFORMATION ITEMS8.1. 3650 Dixie Road (Ward 3)

No discussion took place. Committee Members noted receipt.

RECOMMENDATION

HAC-0038-2019

That the Memorandum dated April 10, 2019 from Paul Damaso, Director, Culture Division entitled 3650 Dixie Road (Ward 3), be received.

Received (M. Wilkinson)

8.2. New Rear Addition to a Listed Property: 943 Whittier Cres.

No discussion took place. Committee Members noted receipt.

RECOMMENDATION

HAC-0039-2019

That the Memorandum dated March 15, 2019 from Paul Damaso, Director, Culture Division entitled New Rear Addition to a Listed Property: 943 Whittier Cres., be received.

Received (J. Holmes)

8.3. New Heritage Designation Plaque Design

Councillor Parrish noted support for the new Heritage Designation plaque design.

RECOMMENDATION

HAC-0040-2019

That the Memorandum dated April 16, 2019 from Paul Damaso, Director, Culture Division entitled New Heritage Designation Plaque Design, be received.

Received (Councillor Parrish)

At this point Alexander Hardy, Citizen Member arrived to the meeting at 9:50 AM.

9. OTHER BUSINESS

John Dunlop, Supervisor, Heritage Planning, provided a verbal update in regards to the amendments to the Ontario Heritage Act.

RECOMMENDATION

HAC-0041-2019

That the verbal update on May 7, 2019 from John Dunlop, Supervisor, Heritage Planning with respect to the amendments to the Ontario Heritage Act, be received for information.

Received (D. Cook)

10. DATE OF NEXT MEETING – June 4, 201911. ADJOURNMENT – 9:54 AM (M. Wilkinson)

City of Mississauga Corporate Report



Date: 5/14/2019

To: Chair and Members of Heritage Advisory Committee

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

Originator's files:

Meeting date:
6/4/2019

Subject

Removal of Non-significant Cultural Heritage Landscape Properties from the City's Heritage Register (Wards 2, 5, 9, 10, 11)

Recommendation

That the properties deemed not to be significant Cultural Heritage Landscapes, as per the Corporate Report from the Commissioner of Community Services, dated May 14, 2019, be removed from the City's Heritage Register, save for any individually listed properties.

Report Highlights

- City adopted the Cultural Landscape Inventory in 2005 and added all of the properties to the City's Heritage Register
- City hired ASI to revisit this Inventory in 2018, including determining what tools could be adopted to more effectively manage change, especially in large scale neighbourhood and transportation route landscapes, which formed Phase 1
- Recommended tools require further review through Phase 2; however, four landscapes and part of a fifth are deemed not significant Cultural Heritage Landscapes and should therefore be removed from the City's Heritage Register

Background

In 2005, City Council adopted the province's first Cultural Landscape Inventory and simultaneously added all of the properties therein to the City's Heritage Register, then known as the Heritage Inventory.

Cultural Heritage Landscapes are defined under the Provincial Policy Statement (PPS) as areas identified as having cultural heritage value or interest. They may include parks, designed gardens, battlefields, viewsheds, or industrial complexes. They may have been intentionally

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planned or created, like a park or garden or downtown square. They may be evolved places that have developed over time, such as residential neighborhoods or main streets.

In 2018, the City commissioned ASI, with SGL, landPlan and GBCA, to update the Inventory and re-examine how change is managed within the landscapes. The project includes:

- Evaluating the 2005 inventory for landscapes to be included or removed;
- Determining if additional Cultural Heritage Landscapes may be added to the inventory; and
- Examining ways to effectively manage change within and around these landscapes.

The City divided the project into two phases to facilitate the removal of large-scale 2005 landscapes from the Heritage Register, which do not meet the current criteria, at the earliest opportunity. The first phase focused on ten existing large scale neighbourhood and transportation route landscapes. These landscapes include:

- Credit River Corridor
- Creditview Road Scenic Route
- Erindale Village
- Lorne Park Estates
- Mineola Neighbourhood
- Mississauga Road Scenic Route
- Sheridan Research Park
- Streetsville Village Core
- Trelawny Community
- Wartime Housing (Malton)

The preliminary results of the Phase 1 study are attached as Appendix 1. Phase 2 will examine the remaining landscapes and consider additional (new) ones.

Comments

Provincial guidance recommends that only significant Cultural Heritage Landscapes be protected under the Ontario Heritage Act. What constitutes a significant Cultural Heritage Landscape (CHL)? After conducting a best practice review, ASI recommended a three-pronged approach related to the PPS definition of a CHL based on the Region of Waterloo's Regional Implementation Guideline for Cultural Heritage Landscape Conservation. The methodology is illustrated in figure 2 of the attached Technical Memo. In order for a landscape to be deemed significant, it must meet the following three criteria:

- Cultural heritage value or interest; and
- Historical integrity; and
- Community value.

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The consultants conducted considerable research and an on the ground survey of the landscapes. A Public Information Centre, three community workshops and an online survey were conducted. Consultants and staff also engaged with Indigenous groups. After considerable review, it was determined that the following landscapes do not meet the criteria described above:

- Creditview Road Scenic Route
- Sheridan Research Park
- Trelawny Community
- Wartime Housing (Malton)
- Mississauga Road Scenic Route north of Britannia Road West

Based on the research, these “areas of interest” do not meet the threshold to be considered significant CHLs that merit protection under the Ontario Heritage Act. As such, these large areas should not be subject to heritage review. However, ASI has made recommendations for further work/study to maintain character and/or interpret the stories of some of these places.

The following landscapes were deemed significant:

- Credit River Corridor
- Erindale Village
- Mineola Neighbourhood
- Mississauga Road Scenic Route from Britannia Road southward
- Streetsville Village Core

Lorne Park Estates was not fully evaluated as it is a private community that has not yet been made accessible for site inspection.

ASI presented these draft results to the City’s Heritage Advisory Committee (March 2019), at a public open house (May 2019), and online. No concerns with the removal of these properties from the City’s Heritage Register have been raised.

As per the project terms of reference, ASI also made recommendations to more effectively manage change in the significant CHLs in lieu of inclusion on the City’s Heritage Register. However, these tools require further review to determine the best means of implementation for the City of Mississauga, especially in light of the current Official Plan review. In the meantime, these properties will remain on the City’s Heritage Register. The City’s review of ASI’s proposed management tools will continue internally while the consultant team conducts Phase 2 of the project, which is scheduled for completion in early 2020. At that time, staff will make recommendations to Council related to these potential tools in addition to the Phase 2 results.

Financial Impact

There is no financial impact resulting from the recommendation in this report.

Conclusion

ASI determined that the following areas do not meet the current legislated criteria and agreed upon methodology to be considered significant CHLs:

- Creditview Road Scenic Route
- Sheridan Research Park
- Trelawny Community
- Wartime Housing (Malton)
- Mississauga Road Scenic Route north of Britannia Road West

Save for individually listed properties, the above areas should therefore be removed from the City's Heritage Register.

Attachments

Appendix 1: Technical Memo #1



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

Prepared by: P. Wubbenhorst, Heritage Planner

TECHNICAL MEMO #1

**CONSERVING HERITAGE LANDSCAPES:
CULTURAL HERITAGE LANDSCAPE PROJECT**

CITY OF MISSISSAUGA, REGION OF PEEL, ONTARIO

Prepared for:

City of Mississauga
300 City Centre Drive
Mississauga, ON, L5B 3C1

A.S.I. File: 18CH-022

April 2019



Archaeological & Cultural
Heritage Services

528 Bathurst Street Toronto, ONTARIO M5S 2P9
T 416-966-1069 F 416-966-9723 ASIheritage.ca

TECHNICAL MEMO #1

CONSERVING HERITAGE LANDSCAPES: CULTURAL HERITAGE LANDSCAPE PROJECT CITY OF MISSISSAUGA, REGION OF PEEL, ONTARIO

Executive Summary

A.S.I., in collaboration with Goldsmith Borgal and Company Ltd. Architects, The Landplan Studio Inc., and S.G.L. Planning & Design Inc., was retained by the City of Mississauga to undertake a comprehensive study of the City of Mississauga's 2005 Cultural Landscape Inventory, including 39 previously-identified cultural landscapes and 22 cultural features, in two phases. Phase One of the study evaluates eight landscapes and two cultural features prioritized by the City of Mississauga, including the Credit River Corridor, Creditview Road Scenic Route, Erindale Village, Lorne Park Estates, Mineola Neighbourhood, Mississauga Road Scenic Route, Sheridan Research Park, Streetsville Village Core, Trelawny Community, and Wartime Housing (Malton) Cultural Landscapes. Phase Two of the study will examine the remaining 29 cultural landscapes and 22 cultural features. This report presents the results of Phase One work.

The background research, data collection, and field review conducted as part of Phase One resulted in the identification of five Significant Cultural Heritage Landscapes, including the Streetsville Village Core, Erindale Village, Mineola Neighbourhood, Mississauga Road Scenic Route, and the Credit River Corridor. The results of the study also determined that three prioritized cultural landscapes and one cultural feature do not meet the criteria established through the study to be identified as Significant Cultural Heritage Landscapes, including Creditview Road Scenic Route, Trelawny Community, Wartime Housing (Malton), and Sheridan Research Park. However, it was determined that these three cultural landscapes and one cultural feature remain Areas of Interest with characteristics that should be appropriately managed.

The Lorne Park Estates Cultural Landscape has not yet been fully evaluated to determine its significance, as staff and the study team were unable to survey the community to identify its historical integrity, and due to limited community feedback received to date relating to its community value. The Lorne Park Estates Cultural Landscape should be further evaluated as part of Phase Two of the study.

Priority legislative strategies for protection, additional legislative strategies for protection, and non-regulatory strategies for protection and stewardship were identified for the five Significant Cultural Heritage Landscapes to ensure the long-term conservation of each landscape's identified heritage attributes. Legislative and non-regulatory strategies for protection and stewardship were also developed for the four landscapes identified as Areas of Interest.

Recommendations:

1. A total of five Significant Cultural Heritage Landscapes were identified in Phase One of this study, including the Streetsville Village Core, Erindale Village, Mineola Neighbourhood, Mississauga Road Scenic Route, and the Credit River Corridor.
 - i) The City of Mississauga should maintain the existing listed properties within these Significant Cultural Heritage Landscapes on the City's Heritage Register until such time as

the Priority Legislative Strategies for Protection recommended in Section 5 (Table 4) of this report are implemented.

- ii) This study determined that the Mississauga Road Scenic Route Significant C.H.L. extends from Lakeshore Road West to the south to Britannia Road to the north. Notwithstanding Recommendation 1.i), those properties located along Mississauga Road north of Britannia Road that were listed on the City's Heritage Register as a result of the 2005 Cultural Landscape Inventory can be immediately removed from the Heritage Register. Any properties that were listed on the Heritage Register prior to the 2005 Cultural Landscape Inventory should be maintained.
 - iii) To ensure the long-term conservation, management and stewardship of these Significant Cultural Heritage Landscapes, all strategies as outlined in Section 5 (Table 4) of this report should be considered and implemented, including priority legislative strategies, additional legislative strategies, and non-regulatory strategies.
2. A total of four Areas of Interest were identified in Phase One of this study, including Creditview Road Scenic Route, Trelawny Community, Wartime Housing (Malton), and Sheridan Research Park. The City of Mississauga should consider removal of all listed properties within these landscapes that were added to the Heritage Register as a result of the 2005 Cultural Landscape Inventory. Listed properties that were on the Heritage Register prior to the 2005 Cultural Landscape Inventory should be retained.
- i) To ensure the long-term conservation, management and stewardship of these Areas of Interest, all strategies as outlined in Section 5 (Table 5) of this report should be considered and implemented, including legislative strategies and non-regulatory strategies.
3. The Lorne Park Estates Cultural Landscape should be further evaluated within Phase Two of this study against the established criteria for Significant Cultural Heritage Landscapes.
4. Should the City of Mississauga accept the findings and recommendations of this report, Priority Strategies for Protection for each Significant Cultural Heritage Landscape and Area of Interest should be initiated within two years of acceptance of this report, while additional recommended strategies should be initiated within five years of acceptance of this report.

PROJECT PERSONNEL

Project Lead:	Rebecca Sciarra, M.A., C.A.H.P. Principal Cultural Heritage Specialist Partner and Director, A.S.I.
Technical Lead:	Annie Veilleux, M.A., C.A.H.P. Senior Cultural Heritage Specialist Manager, A.S.I.
Heritage Property Researcher/Historian:	Annie Veilleux Johanna Kelly, M.Sc. Cultural Heritage Associate, A.S.I.
C.H.L. Inventory Advisor:	Laura Loney, M.Plan, C.A.H.P. Cultural Heritage Specialist, A.S.I.
Indigenous Engagement Facilitator:	Eric Beales Associate Archaeologist, A.S.I.
Geomatics Specialist:	Jonas Fernandez, M.Sc. Geomatics Specialist, A.S.I.
Public Engagement Lead and Land Use and Urban Design Policy Lead:	Ute Maya-Giambattista, B.Arch, M.Pl., R.P.P, M.C.I.P, L.E.E.D. A.P. Former Principal and Head of Urban Design, S.G.L.
Land Use Planner	David Riley, B.E.S., M.C.I.P, R.P.P Senior Planner, S.G.L.
Consultation Coordinator	Yasaman Soofi Junior Urban Designer/Planner, S.G.L. Jamie Unwin Junior Urban Designer/Planner, S.G.L.
Senior Landscape Architect	Mark T. Steele, M.L.A., O.A.L.A., C.S.L.A. President, The Landplan Studio Inc.
Landscape Architect	Roderick B. MacDonald, M.L.A., O.A.L.A., F.C.S.L.A. The Landplan Studio Inc.
Heritage Architect	Christopher Borgal, O.A.A., F.R.A.I.C., C.A.H.P. President, G.B.C.A.
Architectural Historian	Sharon Vattay, Ph.D., C.A.H.P. Associate/Heritage Specialist, G.B.C.A.

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1.0 INTRODUCTION

A.S.I., in collaboration with Goldsmith Borgal and Company Ltd. Architects, The Landplan Studio Inc., and S.G.L. Planning & Design Inc., was retained by the City of Mississauga to undertake a comprehensive review of the City of Mississauga's 2005 Cultural Landscape Inventory, prepared by The Landplan Collaborative Ltd. (now The Landplan Studio Inc.), Goldsmith Borgal & Company Ltd., Architects, North South Environmental Ltd., and Geodata Resources Inc., which includes 39 cultural landscapes and 22 cultural features, using a phased approach (The Landplan Collaborative Ltd. et al. 2005). This study was initiated following the completion of the *Heritage Management Strategy* (2016), which recommended that the existing Cultural Landscape Inventory and applicable policies be revised (Recommendation 6).

The purpose of this study is to re-evaluate the cultural landscapes and cultural features identified in the 2005 Cultural Landscape Inventory and to determine whether these landscapes are Significant Cultural Heritage Landscapes through the application of criteria developed following a review of best practice throughout Ontario and across Canada. This study assesses those tools adopted by the City of Mississauga in response to the 2005 study and which were intended to recognize and manage landscapes identified at that time. The primary tool adopted by City of Mississauga at that time included listing every property within each identified cultural landscape on the City of Mississauga's Heritage Register. Finally, this study makes recommendations for the removal, maintenance, or addition of cultural heritage landscapes to the City's Heritage Register and provides an implementation plan with proposed strategies for the long-term conservation of those attributes identified in each significant cultural heritage landscape, will be developed.

Phase One of this study involves the evaluation of the following eight cultural landscapes and two cultural features identified in the 2005 Cultural Landscape Inventory, prioritized by the City of Mississauga (Figure 1, below):

Credit River Corridor	Mississauga Road Scenic Route
Creditview Road Scenic Route	Sheridan Research Park
Erindale Village	Streetsville Village Core
Lorne Park Estates	Trelawny Community
Mineola Neighbourhood	Wartime Housing (Malton)

Phase Two of this study (scheduled to begin in late Spring 2019) will address the remaining cultural landscapes and cultural features identified in the 2005 inventory and will also assess if there are other Significant Cultural Heritage Landscapes within the City of Mississauga that should be identified and protected.

The purpose of this report is to present the findings of Phase One of this study, including the identification of Significant Cultural Heritage Landscapes and Areas of Interest, proposed priority strategies for protection, and additional recommended strategies, such as interpretation and commemoration strategies or infill housing guidelines. Section 2.0 of this report provides an overview of the City of Mississauga's existing policy context for conserving cultural heritage landscapes and the City's 2005 Cultural Landscape Inventory. Section 3.0 outlines the methodology and approach used to identify and evaluate Significant Cultural Heritage Landscapes as part of the current study, including an

overview of best practices. Section 4.0 provides a summary of the results of the evaluation of Phase One cultural landscapes and cultural features, and Section 5.0 identifies recommended strategies for each landscape, including Significant Cultural Heritage Landscapes as well as identified Areas of Interest. Sections 6.0 and 7.0 present key findings and recommendations. The historical background, results of the evaluation of each cultural landscape and recommended strategies are included as Appendices to this report.

Phase One of this study was completed under the senior project management of Rebecca Sciarra, Partner and Director of Business Services Division, A.S.I.

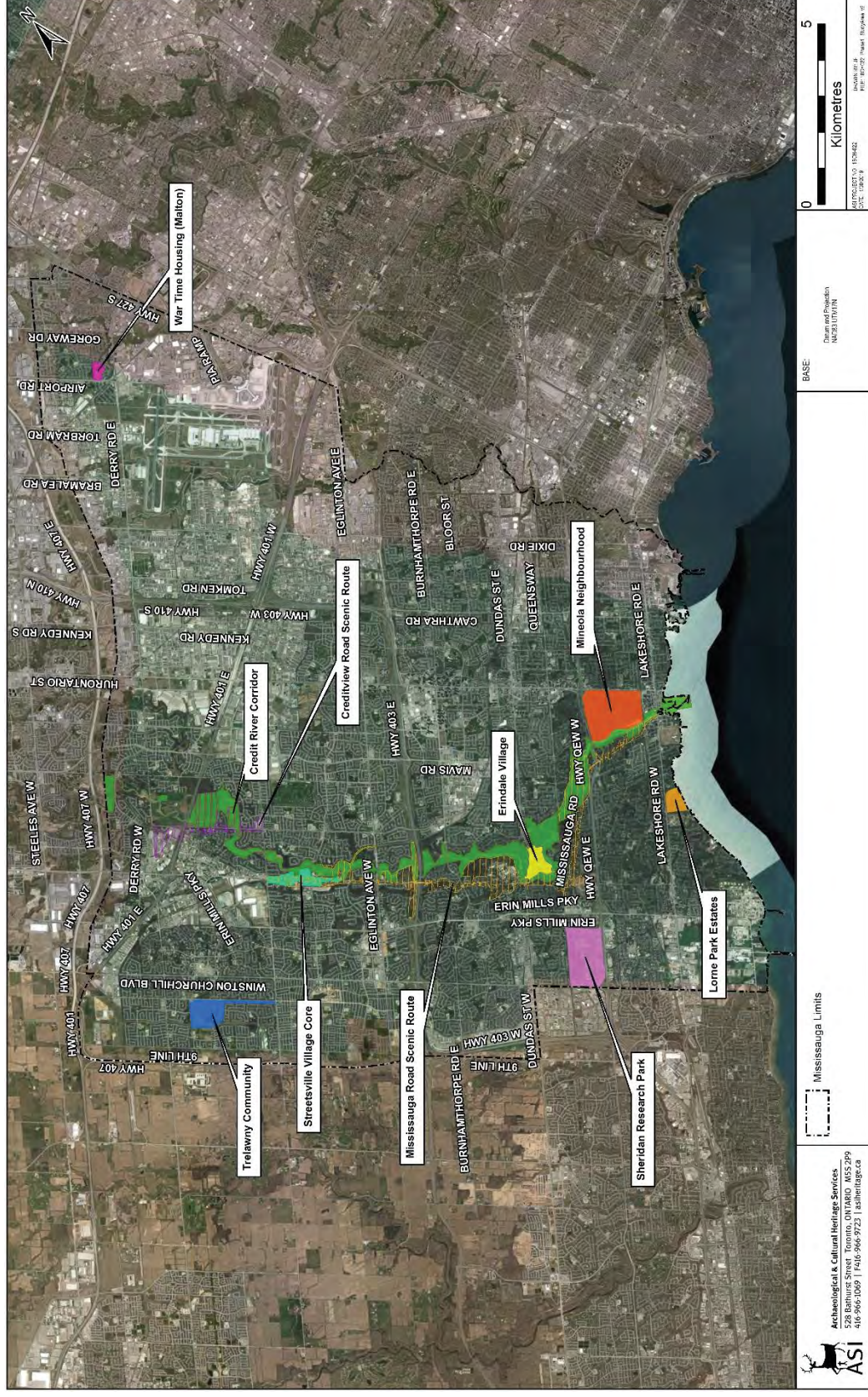


Figure 1: Location of the eight cultural landscapes and two cultural features assessed during Phase One

2.0 STUDY CONTEXT

2.3 Policy Review

2.3.1 *Planning Act and Provincial Policy Statement (P.P.S.)*

The *Planning Act* (1990) and related *Provincial Policy Statement* (P.P.S.(2014)) make several provisions relating to heritage conservation (Ministry of Municipal Affairs and Housing 2014). One of the objectives of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. Matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Planning Act*. One of the matters of provincial interests is:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

The 2014 P.P.S. provides for land-use policy direction across Ontario, requiring that communities across Ontario are healthy, livable, and safe. Generally, the P.P.S. recognizes and highlights the important links between all matters related to land use planning, including growth and cultural heritage, and provides for policies to manage growth in the context of these other matters.

Section 1.1.1 of the P.P.S. requires that healthy, liveable, and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The P.P.S. provides that settlement areas are to be the focus of growth and that their vitality and regeneration are promoted. Policies 1.1.3.1 and 1.1.3.2 a) require that land use patterns within settlement areas shall be based on densities and a mix of land uses that:

1. *efficiently use land and resources;*
2. *are appropriate for and efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
3. *minimize negative impacts to air quality and climate change and promote energy efficiency; and,*
4. *support active transportation.*

The P.P.S. further directs that sufficient land shall be made available through “intensification” and “redevelopment” and, if necessary, “designated growth areas”, to accommodate an appropriate range and mix of housing and other land uses to meet projected needs.

Section 1.2 of the P.P.S. requires that a coordinated approach to planning must be used when dealing with planning matters within municipalities, including but not limited to managing cultural heritage resources.

Section 1.7 of the P.P.S. encourages long-term economic prosperity in Ontario, including encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 2 of the P.P.S. contains policies on the wise use and management of resources. Accordingly, the P.P.S. sets out policies for the long-term protection of natural and cultural heritage features and areas (Section 2.1.1). Section 2.6 generally requires the conservation of significant built heritage resources and Significant Cultural Heritage Landscapes.

The P.P.S. provides the following definition of a cultural heritage landscape:

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, main streets and neighborhoods, 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 U.N.E.S.C.O. World Heritage Site) (Ministry of Municipal Affairs and Housing 2014).

2.3.2 Growth Plan for the Greater Golden Horseshoe

The 2017 *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* identifies several policies relating to the conservation of cultural heritage resources within the Province. Section 1.1 of the *Growth Plan* speaks to the challenges faced by increased growth in the Greater Golden Horseshoe (G.G.H.), and that “[u]rban sprawl can degrade the region’s air quality; water resources; natural heritage resources, such as rivers, lakes, woodlands, and wetlands; and cultural heritage resources.

Section 1 describes how the *Growth Plan* addresses all matters affecting land use planning and growth, including cultural heritage resources. The plan states that urban sprawl can degrade important elements that contribute to healthy communities, including cultural heritage resources, and that cultural heritage resources and open spaces are important in providing people with a sense of place of their communities.

Section 2.2.1 of the *Growth Plan* identifies policies for managing growth, and states that most new growth must be directed to settlement areas where there is existing or planned municipal water and wastewater systems and where the achievement of complete communities can be realized.

Section 4 of the *Growth Plan* speaks to the protection of valuable resources, including cultural heritage resources, in Section 4.1:

The *G.G.H.* contains a broad array of important hydrologic and *natural heritage features and areas*, a vibrant and diverse agricultural land base, irreplaceable *cultural heritage resources*, and valuable renewable and non-renewable resources. These lands, features and resources are essential for the long-term quality of life, economic prosperity, environmental health, and *ecological integrity* of the region. They collectively provide essential ecosystem services, including water storage and filtration, cleaner air and habitats, and support pollinators, carbon storage, adaptation and resilience to climate change.

Through their historic relationship with the lands and resources in this region, Indigenous communities have gained traditional knowledge that is of value to the planning decisions being made today. A balanced approach to the wise use and management of all resources, including those related to water, natural heritage, agriculture, cultural heritage, and mineral aggregates, will be implemented in the *G.G.H.*

The *G.G.H.* also contains important *cultural heritage resources* that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. Accommodating growth can put pressure on these resources through *development* and *site alteration*. It is necessary to plan in a way that protects and maximizes the benefits of these resources that make our communities unique and attractive places to live.

Section 4.2.7 of the *Growth Plan* provides specific policy guidance relating to cultural heritage resources:

Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.

Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and consider them in their decision-making (Ministry of Municipal Affairs and Housing 2016).

2.3.3 Region of Peel's Official Plan

The Region of Peel's *Official Plan* sets out policies for the sustainable development of the Region (Mississauga, Brampton and Caledon), and includes policies addressing all matters related to land use planning, as addressed in the P.P.S. and Growth Plan (Region of Peel 2016).

With respect to cultural heritage in Mississauga, the Region of Peel's *Official Plan* addresses this throughout the plan. Chapter 1 of the Official Plan highlights the importance of enriching the natural and cultural heritage of Peel Region, while Chapter 2 contains policies on the natural environment and primarily addresses the protection of natural heritage. These policies make the connection between natural heritage and cultural heritage and highlight the importance and interrelationship between these resources in providing a sense of place and identity.

Chapter 5 of the Region of Peel's *Official Plan* describes the Region's urban system. Within this chapter, there are policies promoting the preservation and enhancement of cultural heritage, however, these policies are limited to the context of rural settlements and the rural area, which are not applicable to Mississauga.

The Region of Peel's *Official Plan* also contains definitions for "built heritage," "cultural heritage landscapes," "cultural heritage resources," "cultural heritage master plan," and "significant":

Built heritage: *one or more buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.*

Cultural heritage landscapes: *any discrete aggregation of features altered through human activity which has been identified as being important to a community. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural landscapes include any heritage area perceived as an ensemble of cultural derived features such as a neighbourhood, townscape, farmscape or waterscape that illustrates noteworthy relationships between people and their surrounding environment.*

Cultural heritage resources: *within a land use context, cultural heritage resources include archaeological sites, built resources, traditional use areas, cultural landscapes and shipwreck sites. More broadly, cultural heritage resources include everything produced and left by the people of a given geographic area, the sum of which represents their cultural identity. This*

means their handicrafts, tools, equipment, buildings, furnishings, folklore rituals, art, transportation, communications and places of dwelling, play, worship, and commercial and industrial activity.

Cultural heritage master plan: *a document that inventories cultural heritage resources (including known archaeological resources, built heritage and cultural heritage landscape units), identifies areas of potential for archaeological resources, provides policies and implementation measures for the protection and conservation of cultural heritage resources, and provides policies that encourage and support cultural heritage conservation activities at the local level including promotion, education and community involvement in cultural heritage.*

Significant: *means:*

g) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

2.3.4 City of Mississauga's Official Plan

The City of Mississauga's *Official Plan* (August 1, 2018 consolidation) provides specific direction for the conservation of the city's natural and cultural heritage resources. Chapter 4 of the *Official Plan* states that Mississauga will be a beautiful sustainable city that protects its natural and cultural heritage resources, particularly the Lake Ontario waterfront, Credit River and other valley corridors, and its established, stable neighbourhoods. Specifically, Policy 4.4.3 states that Mississauga will preserve the character, cultural heritage and livability of its communities, while Policy 4.5 states that growth will not be directed to areas of the city that need to be preserved and protected, such as stable residential areas, natural heritage systems and cultural heritage resources.

Chapter 5 of the *Official Plan* "describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged and, conversely, those areas of the city that are expected to remain relatively stable" (City of Mississauga 2018b). Policy 5.1.5 states that "Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations", while Section 5.2 of the *Official Plan* notes that Mississauga's Green System provides opportunities for "passive and active recreation, entertainment, and social interaction, as well as for respite and appreciation of nature", and that it "plays a role in preserve and enhancing the city's cultural, archaeological, and natural heritage for residents, employees, and tourists" (City of Mississauga 2018b:5–3).

Chapter 6 of the *Official Plan* contains policies on the environment and the protection of the Urban Forest. Policies with Section 6.3 include policies to protect the Urban Forest, which applies to all trees in the city, both on private and public lands:

Urban Forest

Trees are a fundamental component of a healthy city and sustainable community. As such, trees are a valuable asset to the city and contribute to community pride and cultural heritage. The Urban Forest within Mississauga consists of 2.1 million trees on both private and public property.

Table 1 summarizes the natural heritage systems under protections under Chapter 6 of the *Official Plan* within some of the cultural landscapes under review during Phase One including the Mineola Neighbourhood, the Credit River Corridor, and Erindale Village.

Table 1: Summary of Chapter 6 protections within specific cultural landscapes and cultural features

Natural Areas	Cultural Landscape	Official Plan Section	Summary
Residential Woodlands	Mineola Neighbourhood	6.3.9 6.3.17-21 6.3.25 6.3.40	Residential Woodlands are generally older residential areas with large lots that have mature trees forming a continuous canopy and minimal native understorey due to the maintenance of lawns and landscaping.
Provincially Significant Wetlands (P.S.W.)	Credit River Corridor Mineola Neighbourhood	6.3.12g 6.3.28 6.3.30	“Provincially Significant Wetlands (P.S.W.s) are those areas identified by the province as being the most valuable. They are determined by a science-based ranking system known as the Ontario Wetland Evaluation System (O.W.E.S.). This Ministry of Natural Resources (M.N.R.) framework provides a standardized method of assessing wetland functions and societal values, which enables the province to rank wetlands relative to one another. This information is provided to planning authorities to support the land use planning process. A wetland that has been evaluated using the criteria outlined in the O.W.E.S. is known as an “evaluated wetland” and will have a “wetland evaluation file”(Ministry of Natural Resources:1).
Wetlands	Credit River Corridor Mineola Neighbourhood	6.3.12g	Wetlands are “lands that are seasonally or permanently covered by shallow water or conditions where the water table is close to or at the surface. Swamps, marshes, bogs and fens are disappearing across Ontario” (Credit Valley Conservation 2018:para. 1).
Significant Natural Areas	Credit River Corridor Erindale Village Mineola Neighbourhood	6.3.7 6.3.9 6.3.12 6.3.21 6.3.25 6.4.35-36 6.3.40	Significant Natural Areas are areas that meet one or more of the following criteria: a. provincially or regional significant life science areas of natural and scientific interest (A.N.S.I.); b. environmentally sensitive or significant areas; c. habitat of threatened species or endangered species;

Table 1: Summary of Chapter 6 protections within specific cultural landscapes and cultural features

Natural Areas	Cultural Landscape	Official Plan Section	Summary
			d. fish habitat; e. significant wildlife habitat; f. significant woodlands; g. significant wetlands; h. significant valleylands
Areas of Natural and Scientific Interest	Credit River Corridor Erindale Village	6.3.12 6.3.28-30	Areas of Natural and Scientific Interest (A.N.S.I.s) are lands and waters with features that are important for natural heritage protection, appreciation, scientific study or education. - Government of Ontario
Natural Hazard Lands	Credit River Corridor Erindale Village Mineola Neighbourhood	6.3.47-55	Natural Hazard Lands are generally unsafe, and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline.
Urban Forest	Erindale Village Mineola Neighbourhood	6.3.39-46	The Urban Forest, comprising trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected and enhanced where possible.
Linkages	Credit River Corridor	6.3.21-38	Linkages are those areas that are necessary to maintain biodiversity and support ecological functions of Significant Natural Areas and Natural Green Spaces but do not fulfill the criteria of Significant Natural Areas, Natural Green Spaces, Special Management Areas or Residential Woodlands.
Special Management Areas	Credit River Corridor	6.3.9 6.3.15-16 6.3.21 6.3.32 6.3.35 6.3.40	Special Management Areas are lands adjacent to or near Significant Natural Areas or Natural Green Spaces and will be managed or restored to enhance and support the Significant Natural Area or Natural Green Space.
Lake Ontario Shoreline	Credit River Corridor	6.3.37 6.3.56-63	The Lake Ontario shoreline is an integral component of the Green System and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism. To sustain the health of

Table 1: Summary of Chapter 6 protections within specific cultural landscapes and cultural features

Natural Areas	Cultural Landscape	Official Plan Section	Summary
			shoreline and watershed ecosystems, the local physical and ecological functions should be retained in an undisturbed state to the greatest extent possible and, where deemed appropriate, enhanced and restored. Effective natural hazards management and ecological conservation can only occur on a comprehensive shoreline or watershed/sub-watershed basis.
Valleylands	Credit River Corridor	6.3.47-49	Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general, erosion hazards associated with valleylands include consideration for slope stability and watercourse erosion, which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present. Development adjacent to valleylands and watercourse features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements and restoration of the Natural Heritage System.
Flood Plains	Credit River Corridor	6.3.50-55	Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic development has occurred within flood plains and may be subject to special flood plain policy consideration.

Chapter 7 of the *Official Plan* contains policies promoting and requiring the creation of complete communities in Mississauga, while Section 7.4 focuses specifically on the importance of heritage planning and the responsibility of the City to protect heritage resources. The plan aims to ensure culture, artifacts and archaeological resources are preserved for present and future generations. The chapter outlines policies for cultural heritage resources and properties, Heritage Conservation Districts, archaeological resources and protection areas, and cultural infrastructure:

7.1.8 Mississauga will recognize the significance and act responsibly in the identification, protection and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and streetscapes of historical, architectural or archaeological significance.

7.4.1.1 The heritage policies are based on two principles:

- a. heritage planning will be an integral part of the planning process; and*
- b. cultural heritage resources of significant value will be identified, protected, and preserved.*

The remaining policies of Section 7.4.1 are specific to the requirements for protecting cultural heritage resources, however there are a few relevant policies of note, specifically Policy 7.4.1.18, which recognizes the Credit River as a heritage corridor with prehistoric and historic significance, which is of direct relevance to this study.

Section 7.5 of the *Official Plan* outlines cultural infrastructures and the properties used for creation and presentation which themselves can be considered cultural artifacts. The development of such structures should be community focused and provide a wide range of opportunities that attain to different demographics. Section 7.5.1 outlines that these cultural infrastructures should be focused to Intensification Areas, be a part of creating complete communities and recognize and strengthen distinct identities. Section 7.5.2 addresses Community Improvement Plans which should be used to offer incentives to guide development of cultural infrastructural clusters. These incentives should be given as loans or grants to preserve and reuse heritage buildings, initiate façade improvement programs, encourage conversion of spaces and to encourage public art.

Section 7.6 of the *Official Plan* addresses the importance of preserving the distinct character of existing areas within Mississauga for present and future generations, while acknowledging the importance of Port Credit and Streetsville in creating a distinct identity for the city, as well as the Lake Ontario Waterfront.

Chapter 9 of the *Official Plan* contains policies related to the Urban Form of development, requiring an appropriate urban form to guide development, infill and redevelopment in a manner that protects, enhances and restores the green system and cultural heritage features, while sensitively integrating these features into the city pattern. Section 9.2.4 contains policies specific to built form and cultural heritage resources in Mississauga. Section 9.3 applies to the public realm, and 9.5 applies to site development and buildings. Both sections contain specific policy direction for the protection of cultural heritage resources

Character Areas

The *Official Plan* identifies “Character Areas”, which represent elements of Mississauga’s urban structure that contribute to the individual identities of various parts of the city, including attributes of the physical, natural, and social aspects of an area. The Character Area policies are found within Part Three of the *Official Plan*, in addition to specific land use designation policies. These Character Areas are categorized as Community Nodes, Corporate Centres and Neighbourhoods.

Chapter 14 of the *Official Plan* identifies the various Community Nodes in Mississauga. Streetsville is identified as one of these Community Nodes. Section 14.11 of the *Official Plan* contains many policies to preserve the look and feel of the Streetsville Character Area.

Chapter 15 of the *Official Plan* identifies the various Corporate Centres in Mississauga. Sheridan Park is identified as one of these Corporate Centres. Section 15.5 of the *Official Plan* addresses the Sheridan Park Character Area, and includes policies relating to urban design, environmental areas, land use, and transportation.

Chapter 16 of the *Official Plan* identifies the various Neighbourhoods in Mississauga, identifying 22 separate Neighbourhoods. Five of the eight cultural landscapes prioritized in Phase One are found within Neighbourhoods, or parts of a Neighbourhood, including Lorne Park Estates (within the Clarkson-Lorne Park Neighbourhood), Erindale Village (within the Erindale Neighbourhood), Trelawny (within the Lisgar Neighbourhood), War-time Housing (within the Malton Neighbourhood), and Mineola West (within the Mineola Neighbourhood). In general, the policies for the applicable Neighbourhood Character Areas noted above address the character of Neighbourhood in the context of new development or redevelopment within the neighbourhoods, requiring an appropriate and compatible transition in built form and density.

Scenic Routes

Mississauga Road Scenic Route and the Creditview Road Scenic Route are both scenic route corridors identified in the *Official Plan*, and both scenic routes fall within several “Character Areas” across the city. The Mississauga Road Scenic Route falls within six separate Character Areas, whereas the Creditview Road Scenic Route falls within two separate Character Areas. Despite this, there are no specific policies within any of the Character Areas that define the scenic route character of each of these routes.

Section 8.3 of the *Official Plan* contains a policy that requires any maintenance or physical modification of scenic routes to reinforce or enhance the “scenic route qualities” of the corridor. In addition, section 9.3.3 of the *Official Plan* contains a policy that highlights the importance of protecting public views of important natural or man-made features along streets and scenic routes since these views add value to the built form and contribute to neighbourhood identity. This policy applies equally to streets that are identified as “scenic routes” and those that are not.

In 2017, the City approved an Official Plan Amendment to implement policies pertaining to the Mississauga Road Scenic Route, along with associated urban design guidelines, which are currently under appeal at the Local Planning Area Tribunal (L.P.A.T.) (City of Mississauga 2018a). The intent of these policies and guidelines is to identify those character defining elements in the private realm that contribute to identity of Mississauga Road as a scenic route, and to protect and enhance these elements through future development and redevelopment along the corridor. These policies are aimed at preserving the existing character of Mississauga Road, and ensuring that new development continues to maintain those scenic route qualities. There are no such policies applying specifically to the Creditview Road Scenic Route.

Credit River Corridor

The Credit River Corridor Cultural Landscape, like the Mississauga Road Scenic Route and the Creditview Road Scenic Route, crosses many geographic boundaries within Mississauga, including Character Area boundaries. As such, there are many policies that apply to the Credit River Corridor throughout the *Official Plan*, including the applicable environmental policies. While there are no policies in the *Official Plan* that refer to the Credit River Corridor as a cultural landscape, there are Special Site policies within various character areas related to the protection of the character of the Credit River Corridor and preserving views to it.

Cultural Landscapes in Focus in the Official Plan – Trends and Gaps

While certain cultural landscapes are described and identified in greater detail than others within the *Official Plan*, there is a common theme throughout the various Character Area policies to preserve and protect the important defining elements that contribute to the identity of each Character Area. Many of these policies are on a broad scale, requiring development to be generally compatible with existing built form, and preserving views along scenic routes and the Credit River Corridor. In some cases, the policies are more specific, requiring development to respect the historic and open space elements that help to define character, such as in Streetsville, Sheridan Park, and Wartime Housing (Malton).

There is, however, no consistency with respect to how character is maintained in the context of a cultural landscape, wherever that cultural landscape may be located within the City of Mississauga. In fact, the term “cultural landscape” is only specifically referenced once in relation to the eight cultural landscapes prioritized in Phase One of this study, and that is in the context of the Wartime Housing (Malton) C.H.L. As such, there is no apparent relationship between “Character Areas” and “cultural landscapes”, despite both being intrinsically tied to the same values of protecting and preserving the elements of character that define them.

2.4 2005 Cultural Heritage Landscape Inventory Background

In 2005, the City of Mississauga adopted its Cultural Landscape Inventory based on a study prepared by The Landplan Collaborative Ltd. in association with Goldsmith Borgal & Company Ltd. (G.B.C.A.), North South Environmental Inc., and Geodata Resources Inc. (The Landplan Collaborative Ltd. et al. 2005). The 2005 Cultural Landscape Inventory, initiated by the Community Services Department of the City of Mississauga, analyzed landscapes within the city using the United Nations Educational, Scientific and Cultural Organization’s (U.N.E.S.C.O.) definition of cultural landscapes:

Cultural landscapes represent the combined works of nature and of man... They are illustrative of the evolution of human society and settlement over time, under the influence of the physical constraints and/or opportunities presented by their natural environment and of successive social, economic and cultural forces, both external and internal.

The 2005 Cultural Landscape Inventory identified the following landscape categories within the City of Mississauga: Agricultural Landscapes, Historic Settlement Landscapes, Industrial Landscapes,

Institutional Landscapes, Natural Landscapes, Parks and Other Urban Landscapes, and Residential Landscapes. The landscapes within these categories were identified using the following criteria, modified from the criteria developed by U.N.E.S.C.O.:

1. Landscape Environment
 - a. Scenic and Visual Quality
 - b. Natural Environment
 - c. Horticultural Interest
 - d. Landscape Design, Type and Technological Interest
2. Built Environment
 - a. Aesthetic/Visual Quality
 - b. Consistent with Pre-World War II Environs
 - c. Consistent Scale of Built Features
 - d. Unique Architectural Features/Buildings
 - e. Designated Structures
3. Historical Associations
 - a. Illustrates a Style, Trend or Pattern
 - b. Direct Association with Important Person or Event
 - c. Illustrates an Important Phase of Social or Physical Development
 - d. Illustrates the Work of an Important Designer
4. Other
 - a. Historical or Archaeological Interest
 - b. Outstanding Features/Interest
 - c. Significant Ecological Interest
 - d. Landmark Value

The 2005 Cultural Landscape Inventory identified a total of 39 cultural landscapes and 22 cultural features¹, representing thousands of individual properties within the city. Following the adoption of the Cultural Landscape Inventory, these properties were added to the City of Mississauga's Heritage Register.

In 2017, at the request of the City of Mississauga's Heritage Advisory Committee, the size of the Mineola Neighbourhood Cultural Landscape was reduced to include only those properties fronting onto Stavebank Road. All other properties which had been added to the Heritage Register as part of the Mineola Cultural Landscape were removed at this time. Removing these properties from the Heritage Register resulted in Heritage Planning staff no longer having the opportunity to review or comment on any building permit, environmental assessment or development applications for those properties. Those

¹ The 2005 Cultural Landscape Inventory defines "cultural features" as "visually distinctive objects and unique places within a cultural landscape. They are not necessarily consistent with their immediate natural surroundings, adjacent landscape, adjacent buildings or structures. These features can include objects, paths, trees, woodlands, viewpoints and may include features such as rail lines, historic highways, and airports" (The Landplan Collaborative Ltd. et al. 2005:6).

individually listed properties that had been included on the Heritage Register prior to the 2005 Cultural Landscape Inventory remained on the Heritage Register under Section 27 of the O.H.A.

3.0 METHODOLOGY AND APPROACH

3.1 Existing Cultural Heritage Landscape Context

3.1.1 *International Context*

The term cultural heritage landscape (C.H.L.) initially evolved out of investigations centered on cultural geography and was officially coined in 1926 to describe any place modified by humankind. By the mid-twentieth century, the concept and its comprehensive approach to the investigation of resources emerged at the international level when the United Nations Education, Scientific, and Cultural Organization (U.N.E.S.C.O.) adopted a 'Recommendation Concerning the Safeguarding of the Beauty and Character of Landscapes and Sites'. This recommendation called for the "preservation and, where possible, the restoration of the aspect of natural, rural, and urban landscapes and sites, whether natural or man-made, which have a cultural or aesthetic interest or form typical natural surroundings".

By 1975, the General Assembly of the International Council on Monuments and Sites (I.C.O.M.O.S.), the international professional membership N.G.O. that acts as the custodian of conservation doctrine, further recognized the importance of cultural heritage landscapes as an integral unit of analysis by passing Resolutions on the Conservation of Smaller Historic Towns. During the 1980s, additional declarations and charters issued by I.C.O.M.O.S. emerged, with special attention placed on defining cultural heritage landscapes.

In 1992, the World Heritage Convention was amended to include the concept of cultural heritage landscapes, resulting in the first legal instrument able to recognize and protect cultural heritage landscapes. Article 1 of the World Heritage Convention now acknowledges that cultural heritage landscapes represent the 'combined works of nature and man'. The World Heritage Convention further developed this concept by identifying three categories of cultural heritage landscapes. The three cultural heritage landscape categories identified by U.N.E.S.C.O. include:

1. **"Clearly defined landscape designed and created intentionally by man":** These embrace garden and parkland landscapes constructed for aesthetic reasons which are often (but not always) associated with religious or other monumental buildings and ensembles.
2. **Organically evolved landscapes:** This results from an initial social, economic, administrative, and/or religious imperative and has developed its present form by association with and in response to its natural environment. Such landscapes reflect that process of evolution in their form and component features. These landscapes fall into two sub-categories:
 - a. Relict (Fossil) Landscape: one in which an evolutionary process came to an end at some time in the past, either abruptly or over a period. Its significant distinguishing features are, however, still visible in material form.

- b. Continuing Landscape: one which retains an active social role in contemporary society closely associated with the traditional way of life, and in which the evolutionary process is still in progress. At the same time, it exhibits significant material evidence of its evolution over time.
3. **Associative cultural landscape:** The inclusion of such landscapes on the World Heritage List is justifiable by virtue of the powerful religious, artistic or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent.

3.1.2 Federal Context

The Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* defines a cultural landscape as “any geographical area that has been modified, influenced, or given special cultural meaning by people and identifies the following categories of cultural landscapes, in line with the categories identified by U.N.E.S.C.O.: 1) designed cultural landscapes; 2) organically evolved landscapes, including both relict and continuing landscapes; and 3) associative landscapes” (Parks Canada 2010:49).

3.1.3 Provincial Context

The Ministry of Tourism, Culture and Sport (M.T.C.S.) provides non-legislative resources for communities to assist with the conservation of cultural heritage resources, including the *Ontario Heritage Toolkit* (2006). The *Ontario Heritage Toolkit* indicates that cultural heritage resources should be identified, listed, researched, evaluated and protected, yet it is to municipalities to use the most effective and appropriate tools available at each step of this process to ensure the ongoing conservation of cultural heritage landscapes within each municipality. The *Ontario Heritage Toolkit* identifies municipal criteria Ontario Regulation 9/06 as laid out in the O.H.A., a test against which properties must be assessed and the criteria for determining property of cultural heritage value or interest in a municipality, and includes design value or physical value, historical value or associative value, and contextual value, and identifies the three categories of cultural heritage landscapes recognized by U.N.E.S.C.O. (Ministry of Tourism, Culture and Sport 2006).

As the lead heritage agency of the Province of Ontario, the Ontario Heritage Trust (O.H.T.) introduced cultural heritage landscapes as part of its toolkit. “Cultural Heritage Landscapes: An Introduction” (2012) identifies the three categories of cultural heritage landscapes identified by U.N.E.S.C.O.: designed, evolved and associative. The O.H.T. defines cultural heritage landscape as “a property or defined geographic area of cultural heritage significance that has been modified by human activities and is valued by a community.” (Ontario Heritage Trust 2012)

3.2 Best Practice Review

Resources from within the Province of Ontario and across Canada were reviewed to identify established and consistent best practices in cultural heritage landscapes conservation. These best practices informed development of a methodology for identifying, evaluating, and protecting cultural heritage

landscapes to be used as part of this study. The resources reviewed as part of the best practice review are identified in Appendix A of this report.

3.2.1 Identification and Evaluation

A total of 19 resources concerning the identification and evaluation of cultural heritage landscapes were reviewed in jurisdictions comparable to the City of Mississauga. Of these resources, 18 recommended an identification and evaluation process in addition to specific identification and evaluation criteria. Generally, where identified, identification processes included the following general steps:

1. Study Identification & Definition
2. Historical Background Research & Review of Previous Studies
3. Review of Existing Policy, Protection & Vulnerabilities
4. Field Survey: Site Inventory, Photography & Screening
5. Mapping of the Inventory
6. Identify and Categorize Historic Context, Themes & Cultural Patterns

Each resource reviewed identified Ontario Regulation (O. Reg.) 9/06 Criteria for Determining Cultural Heritage Value or Interest specifically or indirectly, confirming consistency in the criteria municipalities use when evaluating potential cultural heritage landscapes. Those not explicitly using the O. Reg 9/06 Criteria recommended criteria that generally reflected the categories of Design/Physical Value, Historical/Associative Value, and Contextual Value as criteria to consider when determining the significance of a cultural heritage landscape.

The City of Kitchener's 2014 Study *Cultural Heritage Landscapes*, which earned a National Award of Excellence from the Canadian Society of Landscape Architects and a National Award of Merit from the Canadian Association of Heritage Professionals, was of interest in identifying additional criteria to determine cultural heritage value or interest. This study identified a three-pronged approach to determine whether a landscape has Cultural Heritage Value or Interest, Community Value, and Historical Integrity, an approach recommended by the Region of Waterloo's *Regional Implementation Guideline for Cultural Heritage Landscapes* (Region of Waterloo 2013). This three-pronged approach was determined to be the most well rounded and inclusive evaluation strategy for the eight cultural landscapes and two cultural features evaluated during Phase One of this study.

3.2.2 Boundary Determination

Boundary determination criteria were identified in less than half of the best practice resources reviewed. Where identified, boundary determination criteria included:

- a. Historic/Existing Legal Boundaries
- b. Historic Land Use Boundary Demarcations
- c. Roads, Right of Ways, Rail Lines, Paths
- d. Natural Features
- e. Mature Vegetation Marking the Edges

- f. Changes in Development Pattern/Spatial Organization
- g. Edges of New Development
- h. Historic Themes, Physical Linkages
- i. Spiritual Associations, Cultural Tradition/Practice, Kinship/Social Relationships
- j. Zones: Core Area, Review Zone, Outer Buffer Zone

The study boundaries for the eight cultural landscapes and two cultural features evaluated in Phase One of the study were based on those boundaries identified in the 2005 inventory. The boundary determination criteria identified in the review of best practice was then applied as part of the evaluation of the landscapes in Phase One of the study to develop recommended boundaries for each significant cultural heritage landscape, with regard for boundaries identified as part of existing studies, such as the boundary for the Credit River Corridor Cultural Heritage Landscape, identified as part of the Credit River Parks Strategy.

3.2.3 Protection and Conservation

The best practice review identified a significant range of recommended potential protection and tools and approaches for the long-term conservation of cultural heritage landscapes. It should be noted that this best practice review did not extend to the protection and conservation of Heritage Conservation Districts (H.C.D.s). While H.C.D.s are a specific type of cultural heritage landscape, those H.C.D.s identified by municipalities are generally focused on built form and are commonly designated under Part V of the *Ontario Heritage Act*. The best practice review identified that areas specifically identified as “cultural heritage landscapes” most commonly identified with many characteristics beyond built form, thereby more difficult to protect with typical H.C.D. policies and guidelines.

These recommendations identified in the best practice review varied widely, ranging from tools within the O.H.A. and Planning Acts to municipal by-laws, in addition to non-legislative approaches such as community awareness or financial incentives. However, actual implementation of these recommendations was generally non-existent in the Ontario context. A review of protections implemented by municipalities throughout Ontario and Canada revealed that, where any cultural heritage landscapes were identified by a municipality, typical practice has been to identify these landscapes on an unofficial inventory without additional legislative protection. Of the 11 municipalities/regions reviewed that have, to date, prepared guidelines or policy relating to the identification and evaluation of cultural heritage landscapes (beyond individual properties, which can be designated under Part IV of the O.H.A.), only the Township of Woolwich had identified the West Montrose Cultural Heritage Landscape within its Official Plan with associated policy for its long-term conservation (Table 3).

Table 2: Summary of Protections Utilized by Municipalities Reviewed

Municipality/Region	Cultural Heritage Landscape (C.H.L.) Protection
City of Calgary	Municipal Designation under the Alberta Historical Resources Act
City of Halifax	Unofficial inventory

Municipality/Region	Cultural Heritage Landscape (C.H.L.) Protection
City of Hamilton	Unofficial C.H.L. inventory and C.H.L.s identified in mapping in the Official Plan ²
City of Kitchener	Unofficial C.H.L. inventory
City of Vaughan	Unofficial C.H.L. inventory
Region of Waterloo	Unofficial C.H.L. inventory; Scenic Roads and Special Character Streets designated in the Official Plan
Town of Caledon	Unofficial C.H.L. inventory
Town of Oakville	One C.H.L. designation under Part IV of the O.H.A. (Glen Abbey C.H.L.)
Town of the Blue Mountains	Unofficial inventory
Town of Thorold	No C.H.L.s identified
Township of Woolwich	One C.H.L. designated in the Official Plan (West Montrose C.H.L.)

3.3 Cultural Heritage Landscape Identification and Evaluation Methodology

Based on the best practice review undertaken as part of this study and a review of the City of Mississauga's existing municipal, provincial and federal policy framework, the study team identified the 2014 P.P.S. definition of a cultural heritage landscape as its working definition for the identification and evaluation of Significant Cultural Heritage Landscapes (see Section 2.3.1 for the definition). The project's evaluation framework follows a three-pronged approach related to the P.P.S. definition of a C.H.L. and is based on the Region of Waterloo's Regional Implementation Guideline for Cultural Heritage Landscape Conservation. The eight cultural heritage landscapes and two cultural features prioritized as part of Phase One were evaluated to determine whether they have Cultural Heritage Value or Interest, Community Value, and Historical Integrity (see Sections 3.4.1 through 3.5). Criteria used for evaluation are illustrated in

Figure 2 below and outlined in detail in Appendix B.

A landscape that has been evaluated and found to retain cultural heritage value or interest, community value, and historical integrity is considered to be a *significant cultural heritage landscape*. Significant C.H.L.s are recommended for classification as Cultural Heritage Landscapes within the City of Mississauga and/or protection under the O.H.A. or other appropriate tools identified in Section 5 of this report. Landscapes assessed as part of Phase One that were not determined to constitute a significant cultural heritage landscape have been identified as Areas of Interest, which may be considered unique or defined areas and are recommended for protection, management, or stewardship using a different suite of tools.

² Appendix F of the City of Hamilton's *Urban Official Plan* (2013) contains a map identifying cultural heritage landscapes, which are also identified on a Cultural Heritage Landscape Inventory. However, no Cultural Heritage Landscapes have been designated in the Official Plan.

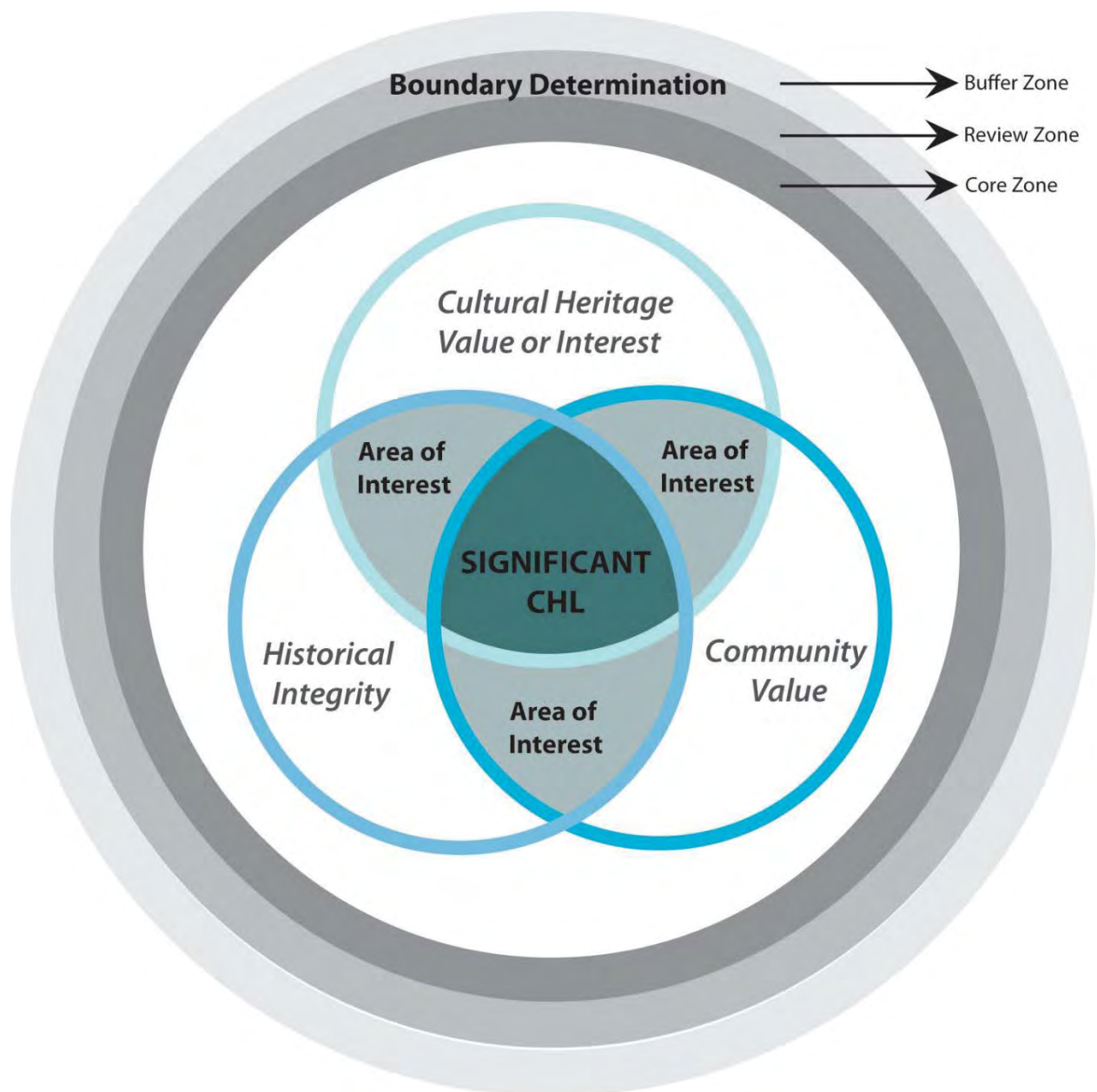


Figure 2: Methodology used to evaluate prioritized cultural landscapes and cultural features

3.4 Existing Conditions Review

3.4.1 Background Research

Background historical research undertaken for this study included consultation of primary and secondary source research and historical mapping and aerial photography to identify early land use and settlement patterns and broad agents of change in each study area. This research illustrates how the individual landscapes have evolved over time, including development of their natural, built, and cultural landscape features. This task also included a review of the City's spatial data, respecting topography, physiography, tree cover, and natural environment, and how these have evolved and informed the character and composition of these landscapes over time.

Federal, provincial, and municipal databases and/or agencies were consulted to obtain information about specific properties within or adjacent to the boundaries of each landscape identified in the 2005 inventory that have been previously identified and/or designated as retaining cultural heritage value.

Several resources were consulted to assess the current state of the eight cultural heritage landscapes and two cultural features prioritized within Phase One. These resources include:

- The City of Mississauga's *Heritage Register*, which provides a list of cultural heritage resources that are designated under Part IV and Part V of the *Ontario Heritage Act*;
- The City of Mississauga's *Heritage Register*, as it existed prior to the 2005 Cultural Landscape Inventory
- The *Cultural Heritage Landscapes Inventory* (2005), prepared by The Landplan Collaborative Ltd./G.B.C.A./N-S Environmental/ et al.;
- The inventory of Ontario Heritage Trust easements;³
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;⁴
- *Ontario's Historical Plaques* website;⁵
- The inventory of known cemeteries/burial sites in the Ontario Ministry of Government and Consumer Services and the Ontario Genealogical Society's online databases;⁶
- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels;⁷
- Parks Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses;⁸
- The Ontario Archaeological Sites database;

³ Reviewed 9 August 2018 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

⁴ Reviewed 9 August 2018 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

⁵ Reviewed 9 August 2018 (www.ontarioplaques.com)

⁶ Reviewed 9 August 2018 (<http://vitacollections.ca/ogscollections/search>)

⁷ Reviewed 9 August 2018 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)

⁸ Reviewed 9 August 2018 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)

- The City of Mississauga's Significant Trees Database⁹;
- The Canadian Heritage River System, which is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage;¹⁰ and,
- United Nations Educational, Scientific and Cultural Organization's (U.N.E.S.C.O.'s) World Heritage Sites.¹¹

Appendix C contains a pre-contact and historical summary of the City of Mississauga. Background historical summaries for each of the eight cultural landscapes and two cultural features assessed during Phase One can be found in Appendices D through M.

3.4.2 Survey

A survey of the cultural landscapes and cultural features being assessed during this phase was undertaken by S.G.L. Planning and Design Inc. on June 8, 2018, and by Annie Veilleux, Laura Loney, and James Neilson, Cultural Heritage Specialists with A.S.I., Rod MacDonald and Mark Steele, both with Landplan, and Chris Borgal, G.B.C.A., on June 8, 25, and 28, and August 1 and 17, 2018 to document the existing conditions and account for any changes since 2005 of each of the eight cultural landscapes and two cultural features in Phase One of this study. The field review was preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps).

3.5 Community Consultation

Consultation allows for members of the community to contribute to the identification of heritage objectives for a heritage study. People who live and work in the area can express and communicate the value of the area and are often best able to identify important landmarks, boundaries, and defining characteristics.

To date, the City has hosted a Public Information Centre on September 29, 2018 launch the study and three additional community workshops in varying locations in Mississauga on November 15, 19, and 26, 2018. Workshops were advertised and planned in specific locations of the city to solicit feedback from residents, property owners, and individuals and groups with a known or expressed interest in the eight cultural heritage landscapes and two cultural features assessed during Phase One of the study. The City of Mississauga, S.G.L. Planning & Design, and A.S.I. facilitated the sessions to garner feedback from key stakeholders and the general public on the study and the Phase One Cultural Heritage Landscapes. Surveys were made available to attendees at these meetings as well as on the Project website and these comments will be incorporated into the Phase One report and recommendations. Input received at these meetings included information such as, but not limited to: input on potential boundaries for the cultural heritage landscapes; input on tools for the protection of cultural heritage landscapes; input on significant features that should be protected; input on issues and pressures currently impacting the

⁹ Reviewed 9 October 2018

¹⁰ Reviewed 9 August 2018 (<http://chrs.ca/the-rivers/>)

¹¹ Reviewed 9 August 2018 (<http://whc.unesco.org/en/list/>)

landscapes; historical mapping and secondary sources of interest; and personal histories and accounts associated with the landscapes. A summary of the results of the community consultation to date is provided in Appendix N.

In November 2018, the consultant team also met with Cameron McQuaig, a member of the City of Mississauga's Heritage Advisory Committee to receive feedback and input regarding how the 2005 Cultural Landscape Inventory has been implemented and priorities for consideration as part of the current study.

A final Phase One Public Information Centre will be hosted by the City in May 2019 in order to present a summary of the results of the Phase One research and preliminary recommendations.

3.5.1 Indigenous Engagement

The Indigenous engagement program for the City of Mississauga Cultural Heritage Landscape Project followed the approach of separate and direct engagement with rights-bearing Indigenous communities or organizations. A list of Indigenous communities or nations that have established or potential Aboriginal or Treaty rights within the Study Area, or who have an established interest in the region, has been consolidated from several sources. These sources include contact lists maintained by the City of Mississauga and A.S.I. Based on these criteria, nine communities or organizations were contacted about the project:

- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Conseil de la Nation Huronne-Wendat
- Haudenosaunee Confederacy Chiefs Council via Haudenosaunee Development Institute
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation (*formerly Mississaugas of the New Credit First Nation*)
- Métis Nation of Ontario
- Six Nations of the Grand River First Nation Elected Council

Engagement with rights-bearing Indigenous communities or organizations as it relates to the City of Mississauga Cultural Heritage Landscape Project began in July 2018 with the circulation of a project notice by mail and email to the nine identified communities. The notice describes the decision to undertake the project, Phase 1 and Phase 2 scope and timelines, the location of background research and public documents, as well as providing a contact for the City of Mississauga. Additionally, the notice invites recipients to contact the City if they have any preliminary comments on the project or would like to organize a meeting to discuss the project further. Follow-up calls and emails were made on this notice in August 2018 in order to elicit preliminary comments from Indigenous communities and to organize a meeting between City staff, A.S.I. project staff, and representatives of the Indigenous community if requested.

As a second point of engagement, a project update letter was circulated by email to all nine community contacts in January 2019 in order to provide a brief update on the project and remaining tasks. This

letter directs recipients to the project website for future updates and provides contact details for the City of Mississauga if recipients would like to schedule a meeting to discuss the project further.

Curve Lake First Nation, Hiawatha First Nation, and the Huron-Wendat Nation identified their interest in the project and asked to be kept informed of any project developments. At present, no meetings have been requested by these nations related to the City of Mississauga Cultural Heritage Landscape study.

The Mississaugas of the Credit First Nation indicated interest in the project and requested a meeting with the City of Mississauga to discuss the project further. An introductory meeting was held on September 18, 2018 at the Nation's Department of Consultation and Accommodation in order to introduce the project, document preliminary comments, and provide any preliminary data or mapping that may help the Nation assess the potential impacts of the project on its Aboriginal and Treaty rights, as well as to determine key contacts and responsibilities moving forward.

The Mississaugas of the Credit First Nation requested to be kept informed of project developments and a conference call was organized between the Nation, the City of Mississauga, and A.S.I. on February 27, 2019 in order to provide an update on Phase 1 evaluations and Phase 2 scope and timelines. The City of Mississauga and A.S.I. are committed to continued dialogue with the Mississaugas of the Credit First Nation and will be reaching out to contacts at the Nation at key points in the study process.

Following the circulation of the project update letter in January 2019, the Haudenosaunee Confederacy Chiefs Council via the Haudenosaunee Development Institute indicated interest in the project and requested a meeting with the City of Mississauga to discuss the project further. An introductory meeting was held on March 7, 2019 at the Haudenosaunee Development Institute office in order to introduce the project, document comments, and present any data or mapping that may help the Confederacy assess the potential impacts of the project on its Aboriginal and Treaty rights. At present, the City of Mississauga are in communication with the Haudenosaunee Development Institute in order to determine the Confederacy's expected level of involvement.

The City of Mississauga is committed to continued engagement with identified Indigenous communities or organizations and additional updates and requests for input will be sent to each designated contact over the course of Phase 2 of the study process. Meetings to further discuss the project will be conducted upon request. A record of consultation will be compiled and presented in the final document along with a full record of correspondence with communities as it relates to this project.

4.0 EVALUATION

The eight cultural landscapes and two cultural features prioritized within Phase One were evaluated using the three-pronged approach described above in Section 3.3 to determine whether they retain Cultural Heritage Value or Interest, Community Value and Historical Integrity. Landscapes found to substantially meet the criteria for each value were considered as Significant Cultural Heritage Landscapes, while those landscapes that minimally met these criteria were considered Areas of Interest. Background research, data collection, and field review informed the evaluation. It was determined that five of the landscapes reviewed as part of Phase One are Significant Cultural Heritage Landscapes. A summary of the evaluation results for each of the cultural landscapes and cultural features contained in

Table 3. Evaluation tables for each cultural heritage landscape evaluated during Phase One are contained in Appendices D through M.

Table 3: Summary of the criteria evaluated for each of the cultural landscapes and cultural features analysed

Cultural Landscape	Cultural Heritage Value	Community Value	Historical Integrity	Significant Cultural Heritage Landscape	Area of Interest
Credit River Corridor	✓	✓	✓	✓	x
Creditview Scenic Route	✓(minimal)	✓(minimal)	✓	x	✓
Erindale Village	✓	✓	✓	✓	x
Lorne Park Estates ¹²	✓	TBD	TBD	TBD	TBD
Mineola Neighbourhood	✓	✓	✓	✓	x
Mississauga Road Scenic Route	✓	✓	✓	✓	x
Sheridan Research Park	✓	✓(minimal)	✓	x	✓
Streetsville Village Core	✓	✓	✓	✓	x
Trelawny Community	✓(minimal)	x	✓	x	✓
Wartime Housing (Malton)	✓	✓(minimal)	✓(minimal)	x	✓

Figure 3 illustrates these evaluation results, while proposed boundaries, identified attributes, and a draft statement of significance for each significant cultural heritage landscape can be found in Appendices D through M.

¹² Lorne Park Estates has not yet been fully evaluated to determine its significance, due to the inability of the staff team to survey the community to identify its historical integrity, and due to limited community feedback relating to its community value.



Figure 3: Evaluation results for the Phase One cultural landscapes and cultural features

5.0 RECOMMENDED STRATEGIES

The best practice review undertaken as part of this study, described in more detail in Section 3.2.3 of this report, identified a range of potential protection tools and approaches that municipal jurisdictions may adopt and/or enable for the long-term conservation of cultural heritage landscapes. These range from tools enabled under the O.H.A. and Planning Acts to creation of municipal by-laws, in addition to non-regulatory approaches such as implementation of strategies designed to increase community awareness and stewardship for cultural heritage landscapes or creation of financial incentives.

Section 5.1 and 5.2 below outline the range of policies, legislation, and additional non-regulatory strategies that have been recommended in Section 5.3 of this report for the five identified Significant Cultural Heritage Landscapes and four identified Areas of Interest within Phase One of the study, and provide additional detail in terms of regulation, recommended use and implementation of those recommended policies and strategies.

The following regulatory tools are outlined in Section 5.1:

- Individual Property Designation
- Heritage Conservation District Designation
- Cultural Heritage Landscape Designation in the Official Plan
- Scenic Road or Corridor Designation
- Special Policy Areas and Character Area Policies
- Urban Design and Infill Housing Guidelines
- Protected Views and View Corridors
- Tree Protection By-Law

The following non-regulatory tools are outlined in Section 5.2:

- Interpretation and Commemoration Strategy
- Canadian Heritage River Designation
- Marketing and Promotions Strategy

5.1 Policies and Legislation Toolkit

5.1.1 Individual Property Designation

Individual properties identified as having significant cultural heritage value can be designated under Part IV of the *Ontario Heritage Act* (O.H.A.). Designation under Part IV of the O.H.A. allows for the protection of identified heritage values and attributes within a property as defined in a designation by-law and regulates development on properties adjacent to designated heritage properties.

5.1.2 Heritage Conservation District Designation

Heritage Conservation Districts (H.C.D.) are defined as “areas whose cultural heritage value contributes to a sense of place extending beyond their individual buildings, structures and landscapes” (Ministry of

Tourism, Culture and Sport 2019:para. 1). Designation of an area under Part V of the O.H.A. applies to all properties within a defined H.C.D. boundary in relation to the district's objectives, goals, statement of cultural heritage value, and identified attributes as set out in an H.C.D. Plan.

5.1.3 Cultural Heritage Landscape Designation in the Official Plan

Cultural Heritage Landscape designation in an Official Plan regulates all properties within a defined boundary in relation to the cultural heritage landscape's defining heritage values and attributes as documented in the municipal Official Plan.

5.1.4 Scenic Road or Corridor Designation

Scenic Roads or Corridors can be identified in a list and map within an Official Plan, allowing the regulation of elements that contribute to the character and quality of scenic roads or corridors within the public right-of-way (see Section 2.3.4 – Scenic Routes for additional information).

5.1.5 Special Policy Areas and Character Area Policies

Special Policy Areas and Character Area Policies can be incorporated in an Official Plan with associated policies and guidelines based on the character of the surrounding area, typically neighbourhoods. The policies and guidelines regulate such features including, but not limited to, building orientation, setbacks, lot coverage, building heights, and open space (see Section 2.3.4 – Character Areas for additional information).

5.1.6 Urban Design and Infill Housing Guidelines

Urban Design and Infill Housing Guidelines incorporated into an Official Plan allow a municipality to regulate new construction within residential, commercial, or industrial neighbourhoods, including elements such as streetscape, signage, built form, views, pedestrian amenities, and landscaping.

5.1.7 Protected Views and View Corridors

The identification of significant views and view corridors in an Official Plan, within a list and map or schedule, allows for the protection of those views through the development review process.

5.1.8 Tree Protection By-Law

Tree protection by-laws regulate trees of a certain diameter on private property and city streets, with exceptions including trees less than the size identified in a municipal by-law, or trees that are dying, injured, or posing danger to life or property.

5.2 Non-Legislative Strategies

5.2.1 Interpretation and Commemoration Strategy

An interpretation and commemoration strategy allows for the history and stories of areas of interest and significant cultural heritage landscapes to be shared, understood and appreciated by members of the public through a variety of media, including, but not limited to, interpretive plaques, exhibits, tours, apps, and educational programs.

5.2.2 Canadian Heritage River Designation

Although Canadian Heritage River Designation carries no regulatory authority, designation as a Canadian Heritage River allows for national recognition of significant river systems and encourages public recognition and appreciation of those systems.

5.2.3 Marketing and Promotions Strategy

Marketing and promotions strategies, including branding, wayfinding and signage, walking tours, social media campaigns, cultural festivals and events, and public art, allow further understanding and appreciation of areas of interest and significant cultural heritage landscapes by members of the public.

5.3 Recommended Strategies for Identified Significant Cultural Heritage Landscapes and Areas of Interest in the City of Mississauga

Legislative protection strategies and appropriate planning control tools, in addition to several non-regulatory strategies, were identified for each significant cultural heritage landscape and area of interest based on the results of evaluation, the level of significance, the location of the landscape, and the attributes or characteristics to be protected and/or managed, in addition to feedback received from the City of Mississauga and the City of Mississauga's Heritage Advisory Committee. These recommended strategies, which have been categorized as priority legislative strategies for protection, additional legislative strategies for protection, and non-regulatory strategies for protection and stewardship, are summarized below in Table 4 and Table 5.

Table 4: Summary of Recommended Strategies for Significant Phase One Cultural Heritage Landscapes

Significant Cultural Heritage Landscape	Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
Credit River Corridor	<ol style="list-style-type: none"> 1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines relating to the attributes including, but not limited to, city and community parks, including built features and landscaping; the natural features of the Credit Valley; the meandering river; scenic qualities; features and sites; trail systems; public access; archaeological sites and ruins; wetlands; and identified viewpoints and overlooks including those from transportation and infrastructure corridors (e.g. at bridge crossings); with potential refinement of the proposed boundary established by the Credit River Parks Strategy for the purposes of the C.H.L. boundary in the Official Plan. 	<ol style="list-style-type: none"> 1. Consider enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater 2. Continued implementation and maintenance of Official Plan policies identifying significant natural areas for long-term permanent protection, buffer areas 3. Continued implementation and maintenance of Official Plan policies regarding the maintenance of access and trail connectivity on private lands 4. Evaluation of the Credit River bridge crossings, including but not limited to the Barbertown Road Bridge and the pedestrian bridge connecting the trails that intersect with Creditview Road, south of Highway 401, for potential designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> 1. Interpretation and Commemoration Strategy 2. Review of existing tree inventory within the study area for nominations for the Significant Tree program 3. Canadian Heritage River Designation 4. Marketing and Promotion
Erindale Village	<ol style="list-style-type: none"> 1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines relating to the attributes including, but not limited to, the scale, form and massing of historic buildings, the historic aesthetic and scenic quality of the village, tree lines and vegetation, street patterns, rural cross-section, identified views, as well as the physical, visual, and historical associations and connections with the Credit River, Dundas Street, and Mississauga Road 2. Dundas Street – Scenic Corridor Designation in the Official Plan, with guidelines including, but not limited to, civic infrastructure, the scale, form, and massing of historic buildings along Dundas Street, identified views through the commercial core to the steeple of St. Peter's Anglican Church, and the physical, visual, and 	<ol style="list-style-type: none"> 1. Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including, but not limited to: <ul style="list-style-type: none"> o Those properties listed on the City's Heritage Register prior to the 2005 Cultural Landscape Inventory o 1532 Adamson Street o 2505 Jarvis Street o 2470 Jarvis Street 2. Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater 3. Additional Character Area policies to address above matters, following development and implementation of recommended protection strategies 	<ol style="list-style-type: none"> 1. Interpretation and Commemoration Strategy 2. Review of existing tree inventory, including identified Norway Spruce Tree row, within the study area for potential nomination for the Significant Tree Program 3. Marketing and Promotion

Table 4: Summary of Recommended Strategies for Significant Phase One Cultural Heritage Landscapes

Significant Cultural Heritage Landscape	Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
Mineola Neighbourhood	<p>historical associations and connections with the Credit River and Mississauga Road.</p> <ol style="list-style-type: none"> 1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines to be implemented as part of Site Plan control, including those relating to tree cover, landform, and road profile, storm water management, with updated and refined zoning to ensure consistency and support of Cultural Heritage Landscape designation and support of Cultural Heritage Landscape designation 2. Heritage Conservation District Study (Part V of the O.H.A.) or Scenic Corridor Designation for Stavebank Road in the Official Plan, with guidelines including, but not limited to, storm water management, infrastructure, the conservation of the mature tree canopy and natural landscaping, roadway widths and locations, undulating topography, residential building setbacks, built form and stone walls and fencing 	<ol style="list-style-type: none"> 1. Urban Design and Infill Housing Guidelines for those properties within the Port Credit GO Station vicinity that are adjacent to the Mineola Neighbourhood 2. Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater, and review of existing tree inventory within the study area for nominations for the Significant Tree program 3. Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including those properties listed on the City's Heritage Register prior to the 2005 Cultural Landscape Inventory and those properties along early roads including Stavebank Road, Indian Valley Trail Road, Mineola Road West, and Hurontario Street 4. Additional Character Area policies to address above matters, following development and implementation of recommended protection strategies 	<ol style="list-style-type: none"> 1. As part of Phase Two of the Cultural Heritage Landscapes Project, evaluating the Mineola neighbourhood as it extends to Cawthra Road from the east side of Hurontario Street, based on community feedback that the area of significance extends to this boundary 2. Review of existing tree inventories within the study area for nominations for the Significant Tree program
Mississauga Road Scenic Route	<ol style="list-style-type: none"> 1. Continued implementation of Official Plan policies and associated Urban Design Guidelines regarding the protection of the Mississauga Road Scenic Route 2. Consider Cultural Heritage Landscape Designation in the Official Plan, in addition to Scenic Route Designation, with guidelines including, but not limited to, infrastructure, the conservation of historic stone walls/fencing, mature trees and natural vegetation, undulating topography, curvilinear alignment and views to the Credit River Valley 	<ol style="list-style-type: none"> 1. Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater 2. Cultural Heritage Resource Assessment within study area boundary to identify historic fencing and stone walls for potential individual property designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> 1. Review of existing tree inventory within the study area for nominations for the Significant Tree program

Table 4: Summary of Recommended Strategies for Significant Phase One Cultural Heritage Landscapes

Significant Cultural Heritage Landscape	Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
Streetsville Village Core	1. Heritage Conservation District Study (Part V of the O.H.A.)	<ol style="list-style-type: none"> 1. Scenic Corridor Designation in the Official Plan for Queen Street (Mississauga Road) 2. Review Streetsville Community Node and Streetsville Neighbourhood Character Area policies and boundaries to ensure conformity with any potential Heritage Conservation District policies and guidelines, following development and implementation of recommended protection strategies 3. Additional Property Standards By-law Implementation 	<ol style="list-style-type: none"> 1. Interpretation and Commemoration Strategy 2. Review of existing tree inventory within the study area for nominations for the Significant Tree program 3. Marketing and Promotion

Table 5: Summary of Recommended Strategies for Areas of Interest

Area of Interest	Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
Creditview Scenic Route	<ol style="list-style-type: none"> Designation as a Scenic Corridor in the Official Plan, with guidelines including, but not limited to, infrastructure, roadway width and alignment, the protection of scenic views of agricultural landscapes and the Credit River, natural elements and vegetation, with a recommended boundary extending along Old Derry Road from the west boundary of the Meadowvale Village Heritage Conservation District, south along Old Creditview Road, and south to Creditview Road at the Credit River Evaluation of 6545 Creditview Road for potential designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> Review agricultural properties along Creditview Road as a potential Cultural Heritage Landscape during Phase Two of Conserving Heritage Landscapes: Cultural Heritage Landscapes Project
Sheridan Research Park	<ol style="list-style-type: none"> Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including, but not limited to: <ul style="list-style-type: none"> 2599 Speakman Drive 2660 Speakman Drive 2489 North Sheridan Way 2060 Flavelle Boulevard 2270 Speakman Drive 2240 Speakman Drive 2525 Speakman Drive 	<ol style="list-style-type: none"> Evaluation of Sheridan Research Park as a potential cultural heritage landscape in 5 years, based on the potential for the community value for this landscape to change Interpretation and commemoration strategy integrated into the existing policy for the Sheridan Park Corporate Centre Character Area Marketing and Promotion
Trelawny Community	<ol style="list-style-type: none"> Maintain existing policy guidance for compatible development, including transitions in height and density between high- and low-density development 	None
Wartime Housing (Malton)	<ol style="list-style-type: none"> Evaluation of Victory Hall and Victory Park for potential designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> Enhancing connectivity between the two sides of Airport Road Interpretation and Commemoration Plan for the Wartime Housing (Malton) study area, including: <ul style="list-style-type: none"> extensive community consultation to develop comprehensive interpretive strategies accessible within the public realm; a prioritization of potential locations for those interpretive strategies in the area in and around Victory Hall and Victory Park; and, a comprehensive documentation report for the study area including existing conditions, to be kept on file with the City of Mississauga and PAMA Interpretation and Commemoration Plan for the larger historical Malton Area with regard for the City of Mississauga's Public Art Master Plan

Table 5: Summary of Recommended Strategies for Areas of Interest

Area of Interest	Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
Lorne Park Estates	To be determined	To be determined

6.0 CONCLUSIONS

Background research, data collection, and field review conducted for the study resulted in the identification of five Significant Cultural Heritage Landscapes, including the Streetsville Village Core, Erindale Village, Mineola Neighbourhood, Mississauga Road Scenic Route, and the Credit River Corridor. The results of the study determined that of the remaining five cultural landscapes and cultural features studied, four have not met the criteria for Significant Cultural Heritage Landscapes, including Creditview Road Scenic Route, Trelawny Community, Wartime Housing (Malton), and Sheridan Research Park, however, these four study areas have been determined to be Areas of Interest with characteristics that should be protected or managed. The evaluation of Lorne Park Estates remains outstanding and will be completed during Phase Two of this study.

The following provides a summary of the study results:

Key Findings

- A total of five of the eight cultural landscapes and two cultural features on the Cultural Landscape Inventory prioritized in Phase One were identified as Significant Cultural Heritage Landscapes through the study, including the Streetsville Village Core, Erindale Village, Mineola Neighbourhood, Mississauga Road Scenic Route, and the Credit River Corridor
- Strategies for the long-term conservation, management, and stewardship of these five identified Significant Cultural Heritage Landscapes have been recommended for implementation by the City of Mississauga and other stakeholders, including, but not limited to, Heritage Mississauga, BIAs, and community groups
- A total of three cultural landscapes and one cultural feature on the Cultural Landscape Inventory prioritized in Phase One were identified as Areas of Interest, including Creditview Road Scenic Route, Trelawny Community, Wartime Housing (Malton), and Sheridan Research Park
- Strategies for the conservation, management and stewardship of identified characteristics within the four identified Areas of Interest have been recommended for implementation by the City of Mississauga and other stakeholders, including, but not limited to, Heritage Mississauga, BIAs, and community groups

7.0 RECOMMENDATIONS

The following recommendations should be implemented by the City of Mississauga for the eight cultural landscapes and two cultural features studied within Phase One of this study to ensure the long-term conservation of identified Significant Cultural Heritage Landscapes and the protection of identified characteristics in each identified Area of Interest:

1. A total of five Significant Cultural Heritage Landscapes were identified in Phase One of this study, including the Streetsville Village Core, Erindale Village, Mineola Neighbourhood, Mississauga Road Scenic Route, and the Credit River Corridor.
 - i) The City of Mississauga should maintain the existing listed properties within these Significant Cultural Heritage Landscapes on the City's Heritage Register until such time as the Priority Legislative Strategies for Protection recommended in Section 5 (Table 4) of this report are implemented.
 - ii) This study determined that the Mississauga Road Scenic Route Significant C.H.L. extends from Lakeshore Road West to the south to Britannia Road to the north. Notwithstanding Recommendation 1.i), those properties located along Mississauga Road north of Britannia Road that were listed on the City's Heritage Register as a result of the 2005 Cultural Landscape Inventory can be immediately removed from the Heritage Register. Any properties that were on listed on the Heritage Register prior to the 2005 Cultural Landscape Inventory should be maintained.
 - iii) To ensure the long-term conservation, management and stewardship of these Significant Cultural Heritage Landscapes, all strategies as outlined in Section 5 (Table 4) of this report should be considered and implemented, including priority legislative strategies, additional legislative strategies, and non-regulatory strategies.

2. A total of four Areas of Interest were identified in Phase One of this study, including Creditview Road Scenic Route, Trelawny Community, Wartime Housing (Malton), and Sheridan Research Park. The City of Mississauga should consider removal of all listed properties within these landscapes that were added to the Heritage Register as a result of the 2005 Cultural Landscape Inventory. Listed properties that were on the Heritage Register prior to the 2005 Cultural Landscape Inventory should be retained.
 - i) To ensure the long-term conservation, management and stewardship of these Areas of Interest, all strategies as outlined in Section 5 (Table 5) of this report should be considered and implemented, including legislative strategies and non-regulatory strategies.
3. The Lorne Park Estates Cultural Landscape should be further evaluated within Phase Two of this study against the established criteria for Significant Cultural Heritage Landscapes.
4. Should the City of Mississauga accept the findings and recommendations of this report, Priority Strategies for Protection for each Significant Cultural Heritage Landscape and Area of Interest should be initiated within two years of acceptance of this report, while additional recommended strategies should be initiated within five years of acceptance of this report.

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APPENDIX A: BEST PRACTICE SOURCES REVIEWED

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City of Halifax

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City of Hamilton

Hamilton's Cultural Heritage: Guidelines on Processes for Inventorying and Designating the City's Cultural Heritage Properties (Tim McCabe 2009)

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APPENDIX B: EVALUATION CRITERIA

1) Cultural Heritage Value or Interest: based on the criteria provided in Ontario Regulation 9/06 under the Ontario Heritage Act and adapted to record information about the cultural heritage value or interest of a landscape:

1. The landscape has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a landscape (style, trend, movement, school of theory, type, expression, material use or construction method, settlement pattern, time period or lifeway)
 - ii. displays a high degree of design or aesthetic appeal/scenic quality, or
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The landscape has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The landscape has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings, or
 - iii. is a landmark.

2) Community Value: based on the presence of indicators of community value. A community can be broadly defined to include any grouping of people, such as: those who regularly visit or reside in an area; Indigenous communities; historians or heritage advocates; tourists; artists; researchers; cultural groups; etc. While the following examples may not be appropriate for all C.H.L.s, indicators of community value can include, but are not limited to:

- *Community Identity:* The landscape contributes to the community's identity and is used to tell the story of the community or an area
- *Landmark:* the area is widely recognized as a landmark
- *Pride and Stewardship:* The community demonstrates a high degree of pride and stewardship in the area (heritage designations, plaques, voluntary upkeep)
- *Commemoration:* The area or elements within the area are named to celebrate or commemorate someone or something
- *Public Space:* The area is a site of frequent or longstanding public gatherings or events
- *Cultural Traditions:* People use the area to express their cultural traditions
- *Quality of Life:* Aspects of the landscape are valued for their impact on day to day living
- *Local History:* the place is written about in local histories or spoken about through local stories or lore
- *Visual Depiction:* The location is widely photographed or depicted in works of art (visual, literary, etc.)
- *Genius Loci:* People refer to the area as having a distinctive atmosphere or pervading 'sense of place'

- *Community Image*: The area is identified with the community image (e.g., appearing in promotions or marketing material; is identified with Mississauga's image outside of Mississauga)
- *Tourism*: The area is promoted as a tourist destination
- *Planning*: The area has been identified through another planning process as being unique

3) Historical Integrity: based on the how well the existing landscape physically reflects the landscape of the past and the functional continuity of the landscape over time. While the following examples may not be appropriate for all C.H.L.s, Historical Integrity criteria can include, but are not limited to:

- *Land Use*: The landscape has had continuity in use and/or a compatible use (agricultural, commercial, residential, or institutional)
- *Ownership*: There has been a continuity of ownership or occupation of the site, dating to a historic period
- *Built Elements*: The buildings and other built elements (fences, walls, paths, bridges, corrals, pens, garden features, lighting, sidewalks, fountains, piers, etc.) have survived in their historic form in relatively sound condition.
- *Vegetative Elements*: plantings (hedgerows, windrows, gardens, shade trees, etc.) are still evident and their traditional relationship to buildings, lanes, roadways, walks and fields are still discernable.
- *Cultural Relationships*: The relationships between historic buildings and other built and designed elements (yards, fields, paths, parks, gardens, etc.) are intact
- *Natural Features*: Prominent natural features (cliff, stream, vegetation, landform, physiography, soils, etc.) remain intact
- *Natural Relationships*: The historical relationships to prominent natural features still exist both for the site as a whole and within the site
- *Views*: the existing views of and within the site can be closely compared to the same view in the past (certain views may have been captured in historic photos)
- *Ruins*: Ruins and overgrown elements still convey a clear 'message' about the site's history
- *Potential for Restoration*: Changes to a designed landscape can be corrected so that the property retains integrity versus being irrevocable.

APPENDIX C: PRE-CONTACT AND HISTORICAL SUMMARY

1.0 PRECONTACT INDIGENOUS SETTLEMENT

Like the rest of southern Ontario, the City of Mississauga has a cultural history which begins approximately 13,000 years ago and continues to the present (Ferris 2013). As there tends to be less widespread awareness of the depth of this precontact settlement history, or general knowledge of the societies that inhabited Ontario prior to the onset of Euro-Canadian settlement, a brief review of the precontact history of the area is necessary in order to provide an understanding of the various natural and cultural forces that have operated to create the archaeological sites that are found today. While many types of information can inform the precontact settlement history of the City of Mississauga, this appendix provides information drawn from archaeological research conducted in southern Ontario over the last century. As such, the terminology used in this review—including the terms “precontact” and “postcontact”—relate to standard archaeological terminology for the province rather than relating to specific historical events within the region. The chronological ordering of this review of the study area’s precontact history is made with respect to three temporal referents: BCE—before Common Era, CE—Common Era, and BP—before present.

1.1 Paleo-Indian Period (9,000-7,500 BCE)

While the entry of Paleo-Indian period hunting bands into Ontario has not been accurately dated, it is thought that they arrived sometime after the draining of several large meltwater lakes which isolated southern Ontario until approximately 12,500 years before present. Radiocarbon dates from other North American Paleo-Indian sites suggest that the earliest sites found in Ontario date between approximately 9,000 and 7,500 years BCE (Ellis and Deller 1990).

Given the tundra-like or taiga-like environment which prevailed during this period and the location of their hunting camps, it is postulated that their economy focused on the hunting of large Pleistocene mammals such as mastodon, moose, elk, and especially caribou. Of particular interest in this regard is the frequent location of Paleo-Indian period sites adjacent to the strand lines of large post-glacial lakes. This settlement pattern has been attributed to the strategic placement of camps in order to intercept migrating caribou herds.

The traditional view of Paleo-Indian period groups’ reliance almost exclusively on large game has been modified somewhat, as it has become more apparent that smaller game and fish were also important dietary contributors (Storck 1988). It may be that their subsistence practices were more flexible and broadly based than previously assumed. Site locations at topographic breaks along the Glacial Lake Iroquois strandline may also indicate equal interest in the natural resources available in both the upland and lowland zones. Whether groups were dependent on the constantly moving herds or on less communal species during this period, these subsistence strategies would have necessitated that social groups remain relatively small and egalitarian. These highly-mobile bands probably moved in seasonal patterns throughout very large territories, establishing small camps for only brief periods of time, although they may have been re-occupied on a seasonal basis.

Evidence concerning Early Paleo-Indian period (*circa* 9,000 to 8,500 BCE) peoples is very limited since populations were not large and since little of the sparse material culture of these nomadic hunters has

survived the millennia. Virtually all that remains are the tools and by-products of their chipped stone industry, the hallmark being large, fluted spear points, including the Gainey, Barnes, and Crowfield types. Fluted points are distinctive in that they have channels or grooves parallel to their long axis and usually on both faces of the tool. These grooves are created by the removal of long, thin, singular flakes from the base of the point. During this period, there was a marked preference for lithic raw materials derived directly from bedrock outcrops, over secondary sources such as glacial till. Paleo-Indian period populations throughout much of southwestern and southcentral Ontario obtained toolstone from the Collingwood and Beaver Valley areas, where Fossil Hill Formation cherts were quarried extensively.

The Zhishodewe site (AjGw-512), located in the Credit River Corridor, is a precontact site with both Paleo-Indian period and Late Woodland period components, which has been subject to limited investigations (ARA 2011, 2012; ASI 2015). Along the Mississauga Road Scenic Route, the Marchesse site (AjGw-40) was recorded as an isolated Paleo-Indian period projectile point.

1.2 Archaic Period (7,500-1,000 BCE)

The Archaic period is commonly divided into three sub-periods: Early Archaic period (*circa* 7,500-6,000 BCE), Middle Archaic period (*circa* 6,000-2,500 BCE), and Late Archaic period (*circa* 2,500-1,000 BCE).

The transition from the Paleo-Indian period to the subsequent Archaic period occurred at about the same time that deciduous forest was beginning to cover southernmost Ontario. Few Early or Middle Archaic period sites have been investigated and they, like Paleo-Indian period sites, are often identified based on the recovery of isolated projectile points. Paleo-environmental data suggest that a mixed forest cover had been established in Ontario by *circa* 7,000 BCE and that the nomadic hunter-gatherers of this period exploited deer, moose and other animals, as well as fish and some plant resources, still moving relatively large distances over the landscape during the year. The landscape in which these people lived continued to change, with much lower water levels in the Great Lakes and the expansion of more temperate forests. Over the following millennia, technological and cultural change is evident in the wide variety of tools produced, which in turn are reflections of the shifts in hunting strategies necessitated by a constantly evolving environment. The Early Archaic witnessed a change in lithic procurement practices, as a wider range of chert sources was exploited, with an emphasis on secondary sources rather than a few distant primary deposits. The lithic tool kit became increasingly dominated by small disposable tools and for the first time, heavy wood working tools manufactured from ground stone are evident (Ellis et al. 1990).

During the Middle Archaic period, many of the artifact types considered characteristic of the Archaic period as a whole first appear in quantity. These include netsinkers and ornate ground stone items such as bannerstones. Raw materials used in the production of flaked and ground stone tools was increasingly limited to locally available material. In southeastern Ontario, a number of sites dating to the Middle Archaic period have yielded evidence of use of copper to produce a range of decorative and prosaic items, and also boasted a wide array of ground stone tool forms (Ellis et al. 1990).

Several archaeological sites have been documented dating to this time period in the Mineola Neighbourhood. The Hare site (AjGv-1) was documented on the east side of the river by Peter Ramsden in 1969 and was registered by Victor Konrad in 1972 (OASD Site Record Form). The site is a camp that

has yielded evidence of occupation during the Middle Archaic and Middle Woodland periods. The Avonbridge site (AjGv-9) was registered by Konrad as a Middle Archaic period (“Laurentian”) camp “on an island in the stream back of Avonbridge Road” (OASD Site Record Form). It was presumably documented based on an artifact collection, or report of a collection. The site has reportedly been destroyed.

Documented sites within the Credit River Corridor dating to this period include the River Flat Site, the Scott O’Brien Site, and the Siller Site. The River Flat site (AjGv-15), within both the Credit River Corridor and the Mississauga Road Scenic Corridor landscapes, was registered by Konrad as a Middle Archaic period camp that was located on the river flats (OASD Site Record Form). It was apparently destroyed by earthmoving activities carried out by the Mississauga Golf and Country Club and the Credit Valley Conservation Authority in the 1970s. The Scott-O’Brien site (AjGv-32) was situated on a series of small level terraces immediately overlooking the west bank of the Credit River and adjacent to a small relict feeder creek that would have provided a convenient landing for watercraft. It was fully excavated in 1991 by Archaeological Services Inc. (ASI 1994; Williamson and Pihl 2002). While the earliest and latest occupations of the site respectively date to the Middle Archaic Period (*circa* 3,000 BCE) and post-contact Iroquoian periods, the site did not appear to have been used on an intensive or consistent basis prior to 800 BCE, nor from 800 CE onward. People were attracted to the site because of the rich variety of food resources that would have been available from the Credit River and its associated floodplain, especially during the spring fishery. Repeated use of the site involved settlement over an area of approximately 0.5 hectare.

Another site, known as the Siller Site, was discovered during development activities approximately 400 metres north of the Scott-O’Brien site around the turn of the century. The artifact assemblage is held privately and consists of 82 lithic artifacts most of which are diagnostic of the Archaic period (7,800-500 BCE) and Early Woodland period (800-400 BCE) providing further evidence of the habitation of the lower Credit River during those times (McEachen and Williamson 2005).

By about 3,000 BCE, there is evidence for increased population levels, within smaller areas exploited during the annual round. Sites were larger and occupied for longer periods of time, at least in areas characterized by more stable and productive natural environments. Despite a reduction in territory size on the part of individual hunter-gatherer groups, long-range exchange remained important to at least those groups in eastern Ontario that produced items of copper (Ellis et al. 1990).

By the Late Archaic period, hunter-gatherer bands had likely settled into familiar hunting territories. Their annual round of travel likely involved occupation of two major types of sites. Small inland camps, occupied by small groups of related families during the fall and winter, were situated to harvest nuts and to hunt the deer that also browsed in the forests, and which congregated in cedar swamps during the winter. Larger spring and summer settlements located near river mouths were places where many groups of families came together to exploit rich aquatic resources such as spawning fish, to trade, and to bury their dead, sometimes with elaborate mortuary ceremonies and offerings (Ellis et al. 1990, 2009).

1.3 Woodland Period (1000 BCE-1650 CE)

The Woodland period is divided into four sub-periods: Early Woodland (1,000-400 BCE), Middle Woodland (400-600 CE), Transitional Woodland (600- 1000 CE) and Late Woodland (1000-1650 CE). Moreover, the Late Woodland period is further subdivided into Early (1000-1300 CE), Middle (1300-1400 CE), and Late (1400-1649 CE) stages, reflecting major changes in settlement-subsistence patterns and inferred socio-political dynamics. While a large diversity of lifeways and social organization has been observed archaeologically throughout the province during this period, this brief summary focuses on the archaeological interpretation of sites along the north shore of Lake Ontario during this period. For this reason, much of the patterns described relate to what was historically documented amongst Iroquoian-speaking groups.

The Early Woodland period differed little from the previous Late Archaic period with respect to settlement-subsistence pursuits. On the other hand, this period is marked by the introduction of ceramics into Ontario and may be characterized as a time of increasing social or community identity. This latter attribute is especially evident in changes to, and elaboration of, mortuary ceremonialism.

The analyses of Early Woodland period cemeteries have provided evidence of ritual burial behaviour such as the application of large quantities of symbolically important red ochre to human remains. In addition, these cemeteries often contain grave offerings of art indicative of prevailing social and spiritual perspectives. Much of this art is often fabricated from exotic raw materials such as native copper from the western end of Lake Superior and, as in the case of certain ground slate figurines, it often displays a considerable investment of time and artistic skill. Moreover, the nature and variety of these exotic grave goods suggest that members of the community outside of the immediate family of the deceased were contributing mortuary offerings. Thus, social integration during the Early Woodland period appears to have increased and expanded relative to earlier times (Spence et al. 1990).

The Middle Woodland period similarly represents a continuation of an earlier lifestyle with certain notable changes. For example, in some areas of Ontario the influences of complex societies based in the Ohio Valley are exhibited, especially in the realm of mortuary ceremonialism. Most notable are the burial mounds constructed in the vicinity of Rice Lake (Spence et al. 1990). Similar monuments are known to have been built along the shore of Lake Ontario between Burlington Bay and Twenty Mile Creek.

While earlier subsistence regimes continued to be practiced, the end of this period witnessed the beginnings of profound changes to Indigenous societies due to increased utilization of horticultural crops (particularly corn) that were introduced to southern Ontario through interaction with communities living south of the Great Lakes. This incipient agriculture of the Transitional Woodland period (Birch and Williamson 2013:13–15) also seems to have led to a re-orientation in settlement patterns for some areas, as sites, which appear to have been more intensively occupied and subject to a greater degree of internal spatial organization, were increasingly located on terraces overlooking the floodplains of large rivers.

The Late Woodland period continued the revolutionary changes in the settlement-subsistence regime of Ontario's Indigenous peoples. From the beginning of the Late Woodland period at approximately 1000 CE, lifeways became more similar to that described in early historical documents. Between

approximately 1000-1300 CE, the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1400 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1400-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Several archaeological sites have been documented dating to this time period within the Mineola Neighbourhood. The Stavebank Road site (AjGv-73) is an Early, Middle, and Transitional Woodland period occupation located on the east side of the Credit River, discovered in the rear yard of a residential property (ASI 2011a; GAL 2011a, 2011b). The Stavebank Road site (AjGv-74), located within the Mineola Neighbourhood and the Credit River Corridor, was located on the east bank of the Credit River (ASI 2011b), discovered in the front yard of a residential property. Stage 4 excavation determined that the site was first occupied during the Early Archaic period, but the major occupations dated to the Early and Middle Woodland period (NDA 2012a, 2012b). AjGv-75 was located in the front yard of the same residential property at which AjGv-74 was located (ASI 2011b), however it proved to be redeposited material from the latter site (NDA2012a).

Archaeological sites documented within the Credit River Corridor include the Stavebank Road Site (described above) and the Maracle site. The Maracle site (AjGv-27), registered by Annie Gould in 1981, lies on the grounds of the Mississauga Golf and Country Club and is estimated to extend over an area of approximately 0.3 hectare (MTCS 2010). Limited investigations have revealed evidence of late Middle Woodland-early Late Woodland and Late Woodland occupations. The site may represent a special purpose resource procurement settlement similar to Scott-O'Brien (ASI 1994; Williamson and Pihl 2002).

Early stage Late Woodland society (1000-1300 CE) is best viewed as a continuation of the important transitional stage between Middle Woodland hunting and gathering society and later, fully agrarian society (Williamson 1990). Villages tended to be small, palisaded compounds with longhouses—large (30m long, 7m wide and 7m high) wooden house structures constructed by covering a cedar sapling frame with large sheets of elm and cedar bark. These structures are assumed to have usually housed a single matrilineage — a woman, her daughters and their families. These extended families formed the basis of community socio-political organization and, to a lesser extent, intercommunity integration. While villages were typically located on sandy soils to facilitate corn horticulture, camps and hamlets were often strategically placed to continue with the exploitation of traditional food resources. Indeed, while corn appears to have been an important dietary component at this time, its role was more of a supplement than that of a staple.

The Lightfoot site dates to this period and is located within the Credit River Corridor. The Lightfoot site (AjGw-5) was an Early Late Woodland period settlement consisting of a cluster of four longhouses with an associated midden located on a bluff on the west bank of the Credit River between Meadowvale and Churchville. A fifth isolated longhouse and a hillside midden also formed part of the site. It is also possible that the site saw occupation during the Middle Woodland period (Williamson 2014:25).

By approximately 1300 CE, a noticeable change is seen in the archaeological record where sites show an increased reliance on corn-bean-squash agriculture and a more fully integrated village political system

based on extended kinship (Dodd et al. 1990). Widespread similarities in pottery and smoking pipe styles also point to increasing levels of intercommunity communication and integration.

In many cases, it appears that southern Ontario communities may have actually coalesced at the beginning of the fourteenth century precipitating these dramatic changes in the economic, social, and political spheres that mark the onset of this period. While there is not yet substantial evidence, it would also seem that villages and village networks were in conflict with each other, and/or together against Algonquian-speaking groups in the region. Whatever the causal factors, some villages became more heavily palisaded and some household groups (and longhouses) became larger. These developments may also have been due, in part, to a general increase in population over Middle Woodland period levels.

Settlement and subsistence patterns appear to have stabilized by the beginning of the fifteenth century, marking the late stage of the Late Woodland period. The most noticeable changes occurred in the socio-political system. Indeed, by the fifteenth century, certain village households became larger and more variable in membership than others within the same community. This trend peaked around the turn of the fifteenth century with some longhouses reaching lengths of over 120 metres with three or more extensions evident. Some villages attained a size of over four hectares. This trend may reflect changes in the fortunes and solidarity of dominant lineages within villages and/or the movement of families between allied communities (Birch and Williamson 2013). During the sixteenth century, however, longhouses became more regular in size, perhaps as clans became more important than lineages. Clans are groups in which membership is defined by kinship through one parent and which provide mutual security, governance, marriage regulation through exogamy and social institutions, religion and ceremonies, property regulation, and social control. The members of a clan often trace descent to an original ancestor, often a mythical figure or animal. Since clan membership cut across related communities, this aspect of kinship was an important source of tribal integration. When European explorers and missionaries arrived in Ontario at the beginning of the seventeenth century, Iroquoian villages were under the direction of various chiefs elected from the principal clans. In turn, these villages were allied within powerful tribal confederacies.

While many archaeological sites within the various landscapes have yielded evidence of limited Late Woodland period use, the largest site dating to this period is the Chappell Terrace site (AjGw-222) in the Credit River Corridor. The site represents the remains of a seasonal base camp, the focus of which was the procurement and processing of deer, likely in the fall. The site was occupied *circa* 1400-1450 CE, probably by one or two nuclear families, and probably over more than one hunting season. It remains to be determined where that parent community of these people was located. The site lies in an isolated position on the lower reaches of the Credit River (Robertson 2002; Robertson and Williamson 2002).

1.4 Post-contact Period

Most, if not all, of the Lake Ontario north shore communities had moved by about 1600, from Lake Ontario northward, joining with other groups in Simcoe County to form the Tionontaté (Petun) and Wendat (Huron), or westward to join other ancestral groups of the Neutral, who were situated around

the west end of Lake Ontario and in the Niagara Peninsula.¹ While this movement of communities likely took place over many generations, the final impetus was conflict with the Haudenosaunee (the Five Nations Iroquois) of New York State.² These wars, exacerbated by the deleterious effects of the intrusion of Europeans (most notably the spread of epidemic diseases), resulted in the dispersal of the Wendat, Tionontaté and Neutral Iroquoian confederacies of southern Ontario and many of their Algonquian-speaking allies who occupied the southern Canadian Shield by about 1650. These events, combined with periods of starvation through the mid-and-late seventeenth century, contributed to population reductions among all Indigenous peoples. Those who survived often were freely adopted into remaining groups. Population dislocation, migrations, community fission and amalgamation of formerly independent groups, and shifting territories further complicate the picture.

During this period, the Haudenosaunee — also known as the Five Nations Iroquois — established a series of settlements at strategic locations along the long-established communication and trade routes inland from the north shore of Lake Ontario. From east to west, these Iroquois villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganestiquiagon, near the mouth of the Rouge River; Teiaiaagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River. Ganestiquiagon, Teiaiaagon and Quinaouatoua were primarily Seneca; Ganaraske, Quinte and Quintio were likely Cayuga, and Ganneious was Oneida, but judging from accounts of Teiaiaagon, all of the villages might have contained peoples from a number of the Iroquois constituencies (Konrad 1981:135). It seems likely that at least some of the people who occupied the Seneca north shore sites were former Wendat who had been incorporated into Iroquois communities and were thus descendants of the Lake Ontario north shore Iroquoian communities of the sixteenth century. Some of these individuals may even have had first-hand familiarity with the area, gained during hunting forays south from Simcoe County prior to the dispersal of the Wendat Confederacy.

During the 1690s, some Ojibwa began moving (or returning) south into extreme southern Ontario and soon replaced the Haudenosaunee by force. Curve Lake First Nation relates that the Michi Saagig (Mississauga) has always included the north shore of Lake Ontario as part of their homeland but had paddled away to their northern winter hunting grounds to wait out the disease and warfare of the mid-seventeenth century, before returning to their ancestral homeland of southern Ontario, where they remain to this day (Migizi 2018:39–40, 117–122; Migizi and Kapyrka 2015).

¹ At the time of contact with Europeans, the Niagara Peninsula was peopled by the “Neutral Nation” (*Gens Neutral*), a term coined by the French, in reference to the fact that this group took no part in the long-term conflicts between the people of the Wendat Confederacy of Simcoe County and the Five Nations Iroquois in New York. The Wendat referred to the Neutral as *Attiwandaronk*, meaning “peoples of a slightly different language.” Conversely, the Neutral used the same term to refer to the Wendat. Unfortunately, none of the contemporary documents mention the term that the Neutral used to refer to themselves collectively. Although we do know the names of three Neutral groups from the *Jesuit Relations*, there is no known word comparable to the word Wendat that would indicate that the Neutral recognised themselves as a confederation of individual tribes. The term “Neutral” is an artifact of the European explorers, a name which poorly describes their position vis a vis surrounding Iroquoian and Algonquian peoples. Moreover, it implies a level of political unity equivalent to the Wendat or League Iroquois confederacies, which may be inaccurate.

² The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups - the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.

By the first decade of the eighteenth century, the Michi Saagiig Nishnaabeg (Mississauga Nishnaabeg) had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara region and within decades were well established throughout southern Ontario. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash (Rogers 1978:761). This history is based almost entirely on oral tradition provided by Anishnaabeg elders such as George Copway (Kahgegagahbowh), a Mississauga born in 1818 near Rice Lake who followed a traditional lifestyle until his family converted to Christianity (MacLeod 1992:197; Smith 2000). According to Copway, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibwa, to regain the land abandoned by the Huron-Wendat. While various editions of Copway's book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88, 1851:91, 1858:91). Various scholars agree with this timeline ranging from 1687, in conjunction with Denonville's attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid-to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

At the time of European contact in the early seventeenth century, the Anishnaabeg³ territory was a vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan (Rogers 1978:760). Individual bands were politically autonomous and numbered several hundred people. These groups were highly mobile, with a subsistence economy that was based on hunting, fishing, gathering of wild plants, and garden farming (Rogers 1978:760). The Mississauga and other Ojibwa groups began expanding southward in the late seventeenth century, coming into occasional conflict with the New York Iroquois who had established themselves in southern Ontario. Anishnaabeg communities established themselves at various locations during this early period of expansion, including Lake Saint Clair east of Detroit, on the Niagara Frontier, and at Matchedash Bay, east of the town of Midland (Rogers 1978:761). Moreover, it is likely that the former Iroquois settlements along the north shore of Lake Ontario were reoccupied and that a presence was established at the mouth of the Credit River.

Peace was achieved between the Haudenosaunee and the Anishnaabeg in August of 1701 when representatives of more than twenty Anishnaabeg Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations, captives were exchanged and the Iroquois and Anishnaabeg agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishnaabeg Nations.

At the conclusion of the Seven Years War (1756-1763), the British were now the strongest imperial power, controlling much of eastern and northern North America, but European settlement along the northwest shore of Lake Ontario was limited. Although its potential to serve as an effective link in the transportation and communications network associated with the fur trade was widely recognized, it was not exploited (Careless 1984). At the conclusion of the American War of Independence (1774-1783), however, the British were forced to recognize the emergence of a new political frontier, one that had to

³ "Anishnaabeg" (also Anishnaubeg, Anishnaabek, Nishnaabeg) is a collective term used for the Algonquian-speaking groups of the upper Great Lakes such as the Mississauga, Ojibwa, Chippewa, and Odawa.

be maintained by a strong military presence. In addition, large numbers of British loyalists travelled north and crossed the border in order to remain in British territory. Many of them were given land grants by the Crown in exchange for loyal service. These new developments ultimately led to the purchase of lands from the Mississauga, who the Crown recognized as the “owners” of the north shore of Lake Ontario.

In 1784, under the terms of the “Between the Lakes Purchase,” which was signed by Sir Frederick Haldimand as Governor of the Canadas, the Crown acquired over one million acres of land stretching westward from near the head of Lake Ontario along the north shore of Lake Erie to Catfish Creek. Title to a portion of the lands acquired through the Between the Lakes Purchase was granted to the Six Nations in restitution for their territories that British had surrendered to the American government under the terms of the Treaty of Paris in 1783. These lands consisted of a tract six-miles deep on either side of the Grand River, from its mouth to its source. Joseph Brant, the Mohawk hereditary chief led the migration to the Grand River valley in the winter of 1784-spring 1785.

In 1797, Brant was personally awarded a 3,450-acre tract of land (known as Brant’s Block) on the north side of Burlington Bay. The purchase of Brant’s Block from the Mississaugas had been authorized by Lieutenant-Governor John Graves Simcoe, following recommendations made years earlier to reward Brant for his military services during the Revolutionary War. Nevertheless, throughout the 1790s the Mississauga had grown increasingly disillusioned with their treatment at the hands of the British Crown and its colonial administration and were determined that any further land cessions would be made only at prices of their choosing. To this end they formally appointed Brant, in 1798, as their guardian and agent for all future land dealings. This relationship went further however, in that it was intended to represent a formal alliance between the Iroquois and Mississauga peoples (Johnson 1990). The colonial government saw this emerging alliance as a real threat to the future Euro-Canadian settlement in Upper Canada, particularly as there was continued fear that the nations on the western frontier of the United States would come to the support of the Upper Canada Iroquois and Mississauga.

By 1799, however, it became clear that the western nations were not willing to enter into any military alliances. This realization, combined with the increasing difficulty with which the Mississauga could carry out their traditional lifeways within their ever more circumscribed territory, and the death of their more experienced leaders, undermined their position.

Ultimately, in 1805, the government secured the remaining Mississauga lands between Burlington Bay and Etobicoke Creek to the east. This land formed part of what was then called the “Mississauga Tract.” Although the British had secured the right to travel and trade within this “wilderness,” it long remained as a physical barrier between the East and West Ridings of York County. In 1805, for example, it was noted that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues.” Much of Toronto Township as “a wilderness,” in which “some Mississauga Indians are stationary” (Boulton 1805:48; Smith 1851:277).

The “Toronto Purchase,” also known as Treaty 13, occurred during the administration of Upper Canadian “President” Alexander Grant in August 1805. It was negotiated to resolve confusion over a 1787 “provisional surrender” of lands on the north shore of Lake Ontario from Ashbridges Bay to Etobicoke Creek. The Toronto Purchase was followed by Treaty 14 or the Head of the Lake Treaty,

concluded in September 1806.⁴ At that time, the Mississaugas surrendered 70,784 acres west of the Toronto Purchase, extending inland from the lakeshore for a distance of six miles, in exchange for £1000 in goods. The terms of the treaty were to maintain the Mississaugas' "sole right of the fisheries" and the "flats or low grounds," to grow corn, on Twelve and Sixteen Mile creeks, and the Etobicoke and Credit rivers (Johnson 1990:249). In the latter instance, the reserve was specified as "one mile on each side of the river." The Credit River itself was described as a "fine, clear stream with a strong bottom," which contained an abundance of salmon, bass, bullheads, pike and redhorse. The fishing rights of the Mississaugas were not always respected by the local settler community. Complaints were made by Chief Kineubenae regarding the abuses upon the salmon fisheries by European settlers as early as 1806 (Weeks 1995; Robb et al. 2003).

In 1819, the government purchased more land from the Mississaugas to accommodate increased settlement (the Ajetance Treaty, or Treaty 19). New townships were surveyed from this purchase, including Nassagaweya and Esquesing, and Nelson and Trafalgar townships were extended north in a new survey (Mathews 1953). In February 1820, Acheton and other Mississaugas, being the "principal Chiefs, Warriors and people of the Mississauga Nation of Indians," ceded their lands at Twelve and Sixteen Mile Creeks along with northwestern and southeastern portions of the Credit River Reserve under Treaty 22. Two hundred acres located in southeasterly portion of the Credit River Reserve would be set aside as a village site for the Mississaugas. Treaty 23, negotiated later the same day, saw the central portion of the Credit River Reserve, along with its woods and waters, ceded to the Crown for £50.

In 1826, the Mississauga petitioned for the right of possession of the remaining reserve lands on the Credit and established a village there (Graham 1975). The Credit River settlement developed largely under the leadership of the Methodist missionary Peter Jones, who was the son of the Anglo-American surveyor Augustus Jones and Tuhbenahneequay, a Mississauga woman from the Credit community. By 1826, most of the community had converted to Christianity and taken up farming and the mission settlement, in outward appearances at least, resembled contemporary Euro-Canadian rural settlement centres, consisting of 20 log cabins set close together in a straight line (Smith 2002). By the mid-to late 1830s, the Credit River settlement, with a population of some 200 people, boasted a hospital, a mechanic's shop, eight barns, two sawmills, and 40 houses and 900 acres were in pasture, under crops of wheat, oats, peas, corn, potatoes and other vegetables, or developed into orchards (Smith 2002). This settlement was registered by Victor Konrad as an archaeological site—the Mississauga Indian Village site (AjGv-14)—and is located within the grounds of the Mississauga Golf Club. Although no formal research was carried out to determine the precise location or extent of the settlement, the registering archaeologist assumed that it had been destroyed by the development of the golf course, but this may not entirely be the case. The designation AjGv-70 refers to a component of the Mississauga Credit River settlement that was affected by landscaping at the Mississauga Golf Club in 2010. Limited surficial investigations were carried out by engineering firm AMEC prior to measures being undertaken to protect the site. It has been suggested that the finds may be associated with the chapel (AMEC 2010).

Despite these transformations, the people at the Credit Mission did not abandon their interests downstream at the mouth of the river. They continued to exploit the spawning runs of salmon, trout

⁴ Note that disagreements between the Mississaugas and the Crown concerning the Toronto Purchase and subsequent treaties were settled in 2010.

and other fish, although this became an increasingly challenging process, due to competition with Euro-Canadian settlers. They also purchased majority shares in the Credit Harbour Company, which was chartered in 1834, to construct harbour facilities at the mouth of the river, where the Credit Mission Mississauga had built a store and warehouse a few years earlier. The harbour development was to be complemented by the development of the village of Port Credit, which was laid out in 1835 on the west bank of the river.

Ultimately, however, the Mississauga community on the Credit came to an end. Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississaugas' ability to pursue the way of life that they desired, and the government denied them the security of tenure at the Credit Mission. In consequence, the majority of the Mississauga Credit River community had relocated to a new community on Six Nations reserve lands near Hagersville, by 1847. The 1859 *Tremaine's Map of the County of Peel* identifies the former site of the Credit Mission as the "Old Indian Village" and depicts 10 structures still standing, 12 years after the move.

Finally, it is important to note that the eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (MNC n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.).

2.0 CITY OF MISSISSAUGA

Most of the land within the present-day City of Mississauga was once part of the historical Township of Toronto, with land at the eastern edge once part of the historical Township of Trafalgar, and land at the western edge within the historical Township of Toronto Gore.

2.1 Upper Canada and the Historical County of Peel

In 1788, the County of Peel was part of the extensive district known as the "Nassau District." After the province of Quebec was divided into Upper and Lower Canada in 1792, the Nassau District became known as the Home District. The same year, Upper Canada was subdivided into nineteen counties by its first Lieutenant Governor, Colonel John Graves Simcoe, and by 1852, the Home District was replaced by the Counties of York, Ontario and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867, the village of Brampton was chosen as the capital of the new county (Armstrong 1985).

2.2 Toronto Township and Early Settlement

Cadastral surveys in 1806, 1819, and 1821 divided the land in the present-day City of Mississauga into a grid system. The Township of Toronto was originally surveyed in 1806 by Mr. Samuel Wilmot, Deputy Surveyor, after the Toronto Purchase. This land was known as the 'Old Survey' and included the lands bounded by the lake shoreline to the south, Eglinton Avenue to the north, Winston Churchill Boulevard to the west, and Etobicoke Creek to the east. The exception to this were the lands within one mile on either side of the Credit River. These lands were set aside as the Credit Indian Reserve. Beginning in 1806, the properties within the Old Survey were granted to settlers in 200-acre lots. The first settler in this Township, and the County of Peel, was Colonel Thomas Ingersoll. The whole population of the Township in 1808 consisted of seven families scattered along Dundas Street. The number of inhabitants gradually increased until the war erupted in 1812, which considerably delayed its progress. The majority of lots within the Old Survey were granted by 1812, with one in seven lots retained by the Crown and the clergy (Heritage Mississauga 2012).

When the war was over the Township's growth revived and the north part of the Township was surveyed. The 'New Survey' was completed in 1819 and included the lands north of Eglinton Avenue to Steeles Avenue, between the modern roads of Winston Churchill Boulevard to the west and Airport Road to the east. Lots within the New Survey were typically divided and granted to families as ½ lots of 100 acres each (Heritage Mississauga 2012). The greater part of this area was granted to a colony of Irish settlers from New York City who suffered persecution during the war.

The Credit Reserve survey in 1821 and the Credit Indian Reserve survey in 1843 resulted in further division into Ranges and the "Racey Tract", a tract of land purchased by Thomas Racey, a crown agent. Over time villages were both formally and informally surveyed and further subdivided. Each village has individual survey dates (Heritage Mississauga 2012).

Many early settlers were Loyalists or descendants of Loyalists, eligible to petition the government to receive land. As part of the land grant settlers would have to complete settlement duties, typically within five years of initial settlement to attain the Crown Patent, or title to the property. These duties included clearing a portion of the assigned lot, fencing the cleared portion, cultivating a crop, clearing the road allowances abutting the property, erecting a dwelling measuring a minimum of 18 by 24 feet, and paying the surveying and registration fees for the property (Heritage Mississauga 2012).

Toronto Township, formerly part of York County, became part of Peel County in 1867 with Brampton becoming the official County seat at this time. Prior to this the County offices, courthouses, and jail had briefly operated in Malton and Streetsville.

2.3 Early Transportation Corridors

Early settlement was often influenced by the presence of watercourses. The Credit River runs through the western portion of the Township, and proved to be a great source of wealth to its inhabitants, as it was not only a good watering stream, but there were endless mill privileges along the entire length of the river. Archaeological documentation exists of the potential remains of the Timothy Street Mill (AjGw-67) within the Streetsville Village Core and Credit River Corridor landscapes. These remains were

discovered through remote sensing on the floodplain of the river on the east side of the intersection of Main and Mill streets in Streetsville. The site is apparently buried beneath deep deposits of fill, but may comprise foundations and infilled cellars and possibly part of a turbine (MPPA 1986). The site was established by Timothy Street in 1821, originally as a grist mill, although a lumber and saw mill followed soon after, as were tannery and distillery operations. The mill complex was operated by a series of owners between the mid-nineteenth century and the early twentieth century.

The development of the network of concession roads and railroads through the course of the nineteenth century also frequently influenced the location of farmsteads and early industries. The first transportation routes to be established followed early Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers. Local roads were initially cleared by the grantees of adjacent land as part of their settlement duties although the many rivers and creeks posed a challenge to the gridded road system, and nineteenth-century maps detail the many jags and detours necessary to avoid bad crossing points.

After Simcoe established York (now Toronto) as the capital of Upper Canada he commissioned the Queen's Rangers to build the Dundas Highway (also known as the Governor's Road) running west to Ancaster and east toward Kingston, hooking up with Kingston Road. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake St. Clair, and Lake Huron. The road (later known as Dundas Street and now Highway 5) was intended to serve a dual purpose – to support settlement in Upper Canada, and as a deterrent to expansionist American interests. Work on the Governor's Road began in 1793, but the rocky and heavily treed landscape made progress slow and the route was still barely passable when Simcoe returned to England in 1796. Eventually, Dundas Street served the purpose of supporting settlement in southern Ontario once the colonial government had purchased new lands adjacent to it.

Along the lakeshore, the pre-existing trail was widened and improved as a public road by 1798, but there was no bridge across the Humber River at that time (a ferry operated between 1802 and 1815). Lakeshore Road opened through Etobicoke in 1804, was planked in 1820, and by 1826, a regular stagecoach service ran between York and Niagara. The Toronto Road Company purchased the Lakeshore Road in 1850, turning it into a toll road. It was not paved until 1917, becoming the first concrete highway in Canada. Twelve years later construction began on a parallel highway. Opened in 1939 by King George, the Queen Elizabeth Way was named in his wife's honour (Heritage Mississauga 2012).

Early settlers did not have access to fast and reliable year-round transport until the Hamilton and Toronto Railway (which amalgamated with the Great Western Railway in 1871) built a link through Clarkson, Port Credit and Lakeview in 1855. A year later the Grand Trunk Railway (amalgamated with the Great Western Railway in 1882, which would later amalgamate with the Canadian National Railway in 1923) built a line through Malton. The Credit Valley Railway arrived in Cooksville and Streetsville in 1879 (Andreae 1997; Heritage Mississauga 2012).

2.4 Settlement Growth and Early Residential Landscapes

As settlers began to take up lots throughout the Old and New Surveys small settlements became established. Typically, these centered around significant intersections and early centres of commerce, service, or gathering. The growth and network of these settlements follow the establishment of business and industries, usually near water power sites or major routes of travel. The first settlement to emerge was known as Merigold's Point, which evolved into the village of Clarkson. Other early communities included villages of Cooksville, Dixie, Erindale, Malton, Meadowvale Village, Port Credit and Streetsville. Lakeview and Lorne Park emerged shortly after. Many crossroad communities also grew and disappeared by the end of the nineteenth century as populations were attracted to communities that grew into villages and towns. These included Britannia, Derry, Frasers Corners, Palestine, Mt Charles, and Grahamsville (Heritage Mississauga 2012).

Outside of these communities the land was largely farmland throughout the nineteenth century. This began to change in the last quarter of the century when affluent families from Toronto built summer homes on the lakefront properties and properties along the Credit River Valley. In 1886 Lorne Park Estates was founded. Credit Grove and Hiawatha-on-the-Lake followed in the early twentieth century (in 1912 and 1922 respectively) as the first commuter subdivisions. As road and transportation routes improved people began to move from the countryside to urban centres for jobs and affordable housing. The communities of Lakeview and Clarkson began subdividing properties in the 1930s but development stalled due to the Depression (Heritage Mississauga 2012).

Two archaeological sites from this time period are recorded within the Mississauga Road Scenic Route landscape as historical Euro-Canadian farmsteads at 4415 Mississauga Road. Site AjGw-433 and AjGw-435 are both Euro-Canadian farmsteads. The sites were found during a Stage 2 assessment undertaken within a proposed City of Mississauga Park at 4415 Mississauga Road (AMICK 2005) and has been subject to Stage 3 assessment (TAI 2007), but the reports are not available or contain limited information. One nineteenth century farmstead is recorded within the Streetsville Village Core landscape. The Wyndham H1 site (AjGw-574) is a nineteenth-century Euro-Canadian site registered by Archeoworks Inc. in 2017 (OASD Site Record Form). No further details concerning the site are available.

2.5 Industrial and Residential Development to the 1970s

John Gray and Archibald Hutchison, both immigrants from Scotland, alongside brothers Robert and Joseph Kilgour, from Toronto, founded the St. Lawrence Starch Company in Port Credit in 1889. The corn wet milling factory at the foot of Centre Road (now Hurontario Street) began cornstarch production in April of 1890 and ceased operations almost exactly a century later, in March of 1990 (Heritage Mississauga 2009). Initially providing only twenty-five jobs, the company soon grew and supported the workforce through the 1930s during the Depression and produced corn based products that were used throughout Canada (Heritage Mississauga 2012).

The Cooksville Brick & Tile Company was a major presence in the city from 1912 until it closed in 1970. The company and its employees were celebrated and remembered by the establishment of Brickyard Park on the site of the old company at the corner of Mavis and Dundas. Large brickyards were also located in Port Credit and Streetsville (Heritage Mississauga 2012).

The Toronto Harbour Commission bought thirteen farm properties south of Malton in 1937 for a new “aerodrome” to be used in emergencies when the Toronto Island Airport was under bad weather (Hicks 2006). This small airport in Malton eventually expanded into Lester B. Pearson Airport, the busiest flight centre in Canada. As war approached, the Commonwealth Air Training Plan was established, and it was at this airport where the first passenger jets and jet fighters were tested and pilots from Allied countries around the world trained during World War Two (Hicks 2006; Heritage Mississauga 2012).

The Second World War precipitated much change in the City of Mississauga. The government developed the Long Branch Aerodrome, rifle ranges, and Small Arms Limited munitions factory in Lakeview. During World War Two, the Dominion Small Arms Limited factory became a major employer, employing the women of the city in the war effort. Small Arms Limited began the industrial expansion in Lakeview stimulating economic and population boom in the City of Mississauga. The increase in population resulted in the building of wartime housing and two modern schools as workers were attracted to Lakeview and transportation links developed (Chen n.d.; Heritage Mississauga 2012). All of this together had a lasting effect on the community.

In 1942, National Steel Car Operations was taken over by the government and renamed the Victory Aircraft Company. This attracted a workforce of 10,000 who lived in a planned residential subdivision called Victory Village. These purpose-built houses still stand today. Construction began on Applewood Acres, the first of four large housing projects along the QEW, in 1953. Park Royal, another subdivision opened in 1958, set a precedent for future suburban development as the first planned community containing a balance of housing, schools, and employment opportunities. Larger planned communities followed in the 1960s and 1970s. For the first-time communities were being designed with everything residents could need, including schools, stores, parks, churches, and employment (Heritage Mississauga 2012).

2.6 The Incorporation of the City of Mississauga

Toronto Township incorporated in 1968 to better plan and finance the rapid growth. Port Credit, incorporated in 1961, and Streetsville, reaching Town status in 1962, remained outside of the new Town of Mississauga at this time. In 1974, Mississauga was incorporated as a City through the amalgamation of the Town of Mississauga and the villages of Port Credit and Streetsville, as well as portions of the Townships of Toronto Gore and Trafalgar (Heritage Mississauga 2012). This strategic amalgamation helped to better plan community services, particularly public transit and emergency services. The city continued to grow in the twenty-first century, undergoing a process of in-fill development to establish new communities on former industrial sites (Heritage Mississauga 2012). Today the city is serviced by seven major highways, two national railways, and the third largest municipal transit system in Ontario. It is home to the Mississauga Campus of the University of Toronto and Toronto Pearson International Airport (City of Mississauga 2007). As of 2016 the City of Mississauga is Canada’s 6th largest city, and the 3rd largest in Ontario, with a population of 721,599 (City of Mississauga 2017).

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APPENDIX D: THE CREDIT RIVER CORRIDOR



Image courtesy of Heritage Mississauga



1.0 INTRODUCTION

The Credit River Corridor Cultural Landscape study boundary includes the Credit River from Port Credit to the north boundary of Mississauga (Figure 1). This landscape is a core of greenspace through the heart of Mississauga and its topography varies from sharply sloping valley walls to wide floodplains. The Credit River is the most significant natural landscape and wildlife habitat in the city and has had a huge impact on the history and development of Mississauga.

The Credit River Corridor Cultural Landscape was identified in the 2005 Cultural Landscape Inventory for its landscape environment, historical associations, historical or archaeological interest, outstanding features or interest, and significant ecological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Credit River Corridor Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that the Credit River Valley is the most significant natural feature remaining in the City of Mississauga. The landscape is noted for its scenic quality, varied topography, historical associations, and community value.

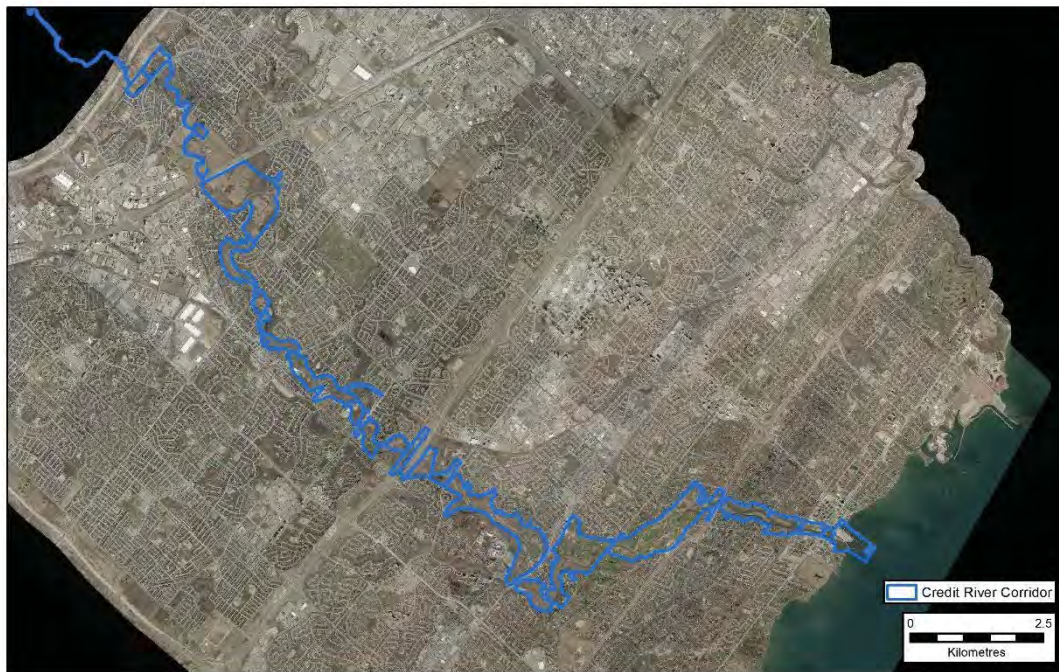


Figure 1: Location of the Credit River Corridor Cultural Landscape overlaid on the 2017 aerial photograph

(City of Mississauga)

2.0 HISTORICAL SUMMARY

The Credit River is almost 90 km long, beginning in Orangeville, Mono, and Erin, flowing through nine municipalities before draining into Lake Ontario at Port Credit (Credit Valley Conservation 2018). Within the City of Mississauga itself the Credit River runs for approximately 24 km and has shaped the land, both physically and culturally, contributing largely to the region today.

Approximately 12,000 years ago, as the glaciers retreated, a body of water known as Lake Iroquois existed for about 200 years where the Credit River valley extends through today. As the ice receded and the lake disappeared the river carved its way through the beach sands and glacial deposits of the former shoreline towards what would become Lake Ontario. As lake waters continued to rise, the mouth of the original river flooded and resulted in the wide, flat floodplain and expansive areas of marsh wetland found upstream from Port Credit today (Puddister 2002). A pre-contact historical summary of Mississauga and the Credit River Valley can be found in Appendix C.

The Credit River itself was named “Mis.sin.ni.he” or “Mazinigae-zeebi” by the Mississaugas. The surveyor Augustus Jones, translated by Basil Johnson, said that this signified “the trusting creek,” although another translation is “to write or give and make credit” (Smith 2013). This is said to refer to the fur-trading period, when the French or British would meet with the First Nations here “extending credit for supplies until the following spring if the Indians did not have sufficient furs to pay in full.” It is said that the French military engineer, Chaussegros de Lery, suggested that a trading post be established at the Credit in 1749. The French name for this place, when the river was first mapped in 1757, was “Riviere au Credit” (Jameson 1923; Rayburn 1997; Scott 1997; Gibson 2002; Robb et al. 2003; Smith 2013).

Lieutenant Governor Simcoe and his wife, Elizabeth, stopped at the mouth of the Credit River on June 16, 1796. The Simcoes walked along the Credit and explored the river by canoe about as far upstream as Streetsville. Mrs. Simcoe provided one of the earliest descriptions of the Credit River, noting that “the banks were high one side covered with pines & pretty piece of open rocky country on the other.” She also wrote that the river provided a multitude of salmon. Mrs. Simcoe sketched and painted the first known view of the Credit at this time (Figure 2) (Robertson 1911; Gibson 2002). Surveyors notes from this time make it clear that they were working through a region of dense “primeval” forest (Puddister 2002).



Figure 2: ‘River Credit, Near York’, painted on birch bark by Mrs. Elizabeth Simcoe, 1796
(Historic Images Gallery, <http://www.mississauga.ca/>)

As Indigenous inhabitants relied on the bounty of fish the Credit River provided as a key component of their diet, fishing is arguably the earliest and most longstanding of the Credit River's legacies. When European settlers arrived, the abundance was such that it earned notations in early written histories, various visitors noted the abundance of salmon and trout, as well as other fish, in the spring or fall (Puddister 2002). The diversity of fish provided both a food source and recreation. The wide and abundant variety of fish attracted fishing enthusiasts from far and wide. The diversity of species is praised in the 1866 guide the "Sportsman and Naturalist in Canada" (Puddister 2002). Fishing remains a popular recreational activity on the river today (Figure 3).



Figure 3: Fishing on the Credit River, 1959
(Historic Images Gallery, <http://www.mississauga.ca/>)

The early timber industry arose in part due to the dense forest in the valley, but also because the river provided a valuable transportation and energy source (Figure 4). Harvested logs were either rafted downstream, to Port Credit, where they were then floated to York, or they were processed at one of the many sawmills along the way. As the land was cleared, cultivated sawmills decreased in number and were slowly replaced with flour or grist mills (Puddister 2002; Heritage Mississauga 2009). During these early years of settlement, the high flow rate of the river also made it ideal for use as a shipping canal. Allegedly, lake boats travelled as far upstream as the present-day Credit Valley Golf and Country Club, north of the Queen Elizabeth Way.



Figure 4: Powerhouse and Dam on the Credit River at Erindale
(Historic Images Gallery, <http://www.mississauga.ca/>)

Settlement of the land and early industry eventually began to take its toll on the river system. The Credit River provided an efficient source of energy and transport and, as a result, took on the appearance of an early industrial corridor. In 1846, concern for the state of the river grew as residents noted a decrease in the number of fish, suspecting dams and sawdust to be the reason. Waste disposal of various nineteenth-century activities impacted the quality of the rivers as sewage from privies, sawdust from lumber mills, mash from breweries, washings from woolen mills, and whey from cheese factories discharged into nearby streams and tributaries and were carried downstream. Water ponding behind mill dams impacted plant life in the area, and the environmental shields that maintained the volume of flow of the river were slowly eliminated. The leafy cover that prevented evaporation was slowly cut back as land was cleared, and swamps that slowly released stored waters back into the river system were destroyed (Puddister 2002).

The 1859 Tremaine Map of the County of Peel shows the Credit River flowing through several historical settlements, including Port Credit, Springfield (later Erindale), Streetsville, and Meadowvale (Figure 10)¹. A total of seven mills of varying types are labelled along the river valley, within and between the historical settlements.

The 1880 Historical Atlas shows development within the settlements through which the Credit River flows and identifies eight mills along the cultural landscape (Figure 11).

The onset of electrical power at the turn of the century fueled a new phase of growth. The Credit River was used to deliver this power in the form of steam and hydroelectric projects. By 1923, the burden was

¹ A series of historical maps are included at the end of Section 2.0.

lifted slightly when Niagara Falls was able to supply the ever-growing need for electricity to the villages of Toronto Township and beyond.

The 1922 topographic map shows the course of the Credit River varying slightly from its present course (Figure 12). All major road and railway crossings have either wood or metal bridges, and development within the historical settlements of Port Credit, Erindale, Streetsville, and Meadowvale has increased. Vegetation is illustrated along the banks of the river, suggesting that much of the valley remained naturalized at that point in time. The 1944 aerial photography shows the same (Figure 13).

A more permanent alteration of the landscape occurred over the next decades as agricultural land gave way to residential subdivisions, and more commercial and industrial forms of development arose. The expensive restoration of the nearby Don River in the 1950s granted residents an opportunity to learn the cost of rehabilitating a river system from the experiences of Toronto. This restoration, in addition to changes in provincial legislation allowing for the creation of conservation authorities, led to the development of a community group. On May 13, 1954 the Credit Valley Conservation Authority (now Credit Valley Conservation) was established, allowing personal and community responsibility in conservation after several years of work by local service clubs concerned about marshes, pollution, and flooding. While the Authority developed programs encouraging proper resource management during the 1960s and 1970s, growth within the watershed continued at an incredible pace. By the 1970s, only three percent of forest cover remained in the city (Puddister 2002).

The 1954 aerial shows the beginning stages of this development taking place (Figure 14). The lands along the lakeshore are divided into subdivisions and development is creeping north, while the Credit River is generally in its current alignment and lined with vegetation.

During the mid-1970s, the City of Mississauga's new *Official Plan* recognized the significance of the Credit River Valley. Additionally, a 1979 Project Planning study investigated the Credit River Valley's recreational potential, illustrating the contribution the Valley made to the city. This study highlighted the Valley as the most significant natural landscape and wildlife habitat in the City of Mississauga. Recommendations followed suggesting extensive set-backs from the Credit River Valley to ensure long-term slope protection and to maintain existing scenic views of towering slopes from the valley floor. Mississauga City Council adopted many of these recommendations the following year (Puddister 2002).

The 1973 topographic map shows the further expansion of development, particularly around the shore of Lake Ontario, Erindale, the Forest Wood Community, and Streetsville (Figure 15).

The 1995 topographic map shows the rapid spread of development in the latter-half of the twentieth century (Figure 16). Most of the land adjacent to the Credit River corridor is occupied by subdivisions or industrial or commercial complexes. The area north of Highway 401 is the only land that remains free of dense settlement.

The 2017 aerial photograph shows dense settlement spanning the entire length of the cultural landscape corridor (Figure 1).

In 1992, the Conservation Authority completed the "Credit River Water Management Strategy". This document considers the land, water, and human features of the watershed together working towards a self-sustainable environment. Changes in the watershed that had already occurred were outlined and

more intensive efforts at protection and management were promoted. This strategy developed an ecosystem approach to water management, which emphasized environmental conditions before developing sub-watershed plans (Puddister 2002; Credit Valley Conservation 2007). This was updated in 2007 to integrate several initiatives that had occurred in the intervening years. Many studies have been undertaken involving the Credit River, including, but not limited to, work involving Environmental Assessments, Master Plans, Management Studies, Demographic Profiles, Terrestrial Monitoring, Low Impact Development, Water Resources, Stewardship, Conservation Areas, and Flora and Fauna.

The Credit River flows into Lake Ontario via the Port Credit Harbour. This mouth of the Credit River is an international border entry point into Canada by water and attracts residents and tourists to its shores. The Port Credit Lighthouse is a working lighthouse, built in 1991 to replace one destroyed in 1936 (City of Mississauga 2019a). J.C. Saddington Park and J.J. Plaus Park offer trails and picnic areas with views of the water (City of Mississauga 2019b). The Port Credit Harbour and Credit Village Marina was designed by Gordon Cheney. In 1997 the design was praised as a model for urban waterfront development which “will increasingly be seen as a representative icon of the city image” (Mississauga Planning and Building 1997:4). The Port Credit Harbour and Credit Village Marina won the Award of Excellence by the City of Mississauga for creating a strong sense of place.



Figure 5: Winter skating on the Credit River, 1938

(Historic Images Gallery, <http://www.mississauga.ca/>)

The Credit River valley remains a core of greenspace through the heart of Mississauga, though the diversity of ecosystems that once characterized the area are now found in only a few remaining natural patches. A study carried out for the City of Mississauga in 1979 noted that the valley of the Credit River is the most significant natural landscape and wildlife habitat within the city. The public consensus reported on in this 1979 Planning Project report, on the importance of protecting the integrity and function of this valley system, underscores the role this ecosystem plays in the community.

The Credit River has had tremendous impact on the development of the City of Mississauga, from shaping the landscape as glaciers retreated to providing a life line for Indigenous people, European settlers, and modern communities. The cultural importance of this landscape has “shifted from accommodating some of the earliest settlement and commerce in the region to the present-day passive recreational pursuits by the 600,000 residents” (Puddister 2002:19) (Figure 5 through Figure 9).



Figure 6: Credit River, 1932

(Archives of Ontario)



Figure 7: Credit River, Meadowvale, c1910

(Heritage Mississauga)



Figure 8: Derry Road Bridge over the Credit River, Meadowvale, photo is labelled c1920 however the photo likely postdates 1930 as this is the date of construction of the bridge.

(Heritage Mississauga)



Figure 9: Mouth of the Credit River, Port Credit postcard, 1942
(Historical Images Gallery, Mississauga Central Library)

Credit River Bridges

Five heritage bridges cross the Credit River in the City of Mississauga, including two road bridges, two pedestrian bridges, and one rail bridge.

The Q.E.W. Credit River Bridge was originally constructed in 1934 as a four-lane bridge. In 1960, the bridge was widened to six lanes with new structures on either side and now carries the Q.E.W. over the Credit River between Mississauga Road and Hurontario Street. In September 2009, the Ministry of Transportation Ontario (M.T.O.) determined that the Q.E.W. Credit River Bridge is of cultural heritage value of provincial significance, and therefore identified it as a Provincial Heritage Property of Provincial Significance (PHPPS) under the *Ontario Heritage Act* (O.H.A.) (Archaeological Services Inc. 2018). The Q.E.W. Credit River Bridge is currently listed on the City of Mississauga's Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005).

The bridge carrying Old Derry Road over the Credit River was constructed in 1930 by an unknown engineer and builder. It is an Ontario Heritage Bridge and is a fixed metal 8 panel rivet-connected polygonal warren pony truss bridge. It spans 40 m and is noted for its extremely long span length (Historic Bridges 2018a; Historic Bridges 2018b).

The Barbertown Road Bridge is a pedestrian bridge constructed in 1898, with later alterations to the layout and railings of the deck. The bridge is a short through truss with pinned connections, the only known pin-connected through truss in the area. The bridge and road once served the Barberton community that developed around a textile mill, however the community has since disappeared (Historic Bridges 2018c).

A pedestrian bridge spans the Credit River located south of Highway 401 and is accessed via trails that intersect with Creditview Road. This bridge is a fixed metal, five panel, rivet-connected, warren pony truss bridge. The trusses are composed of only rolled beams, rather than riveted built-up beams, and the original pipe railings are still in place. The date of construction and builder are unknown (Historic Bridges 2018d; Historic Bridges 2018a).

The Port Credit Railway Bridge was constructed in 1903 to the designs and specifications of the Grand Trunk Railway Company, and it was constructed by the Canadian Bridge Company Limited of Walkerville, Ontario. The bridge was widened in 2008, with the addition of a three-span bridge to the north side of the existing 1903 bridge, to accommodate a third railway track. It carries three tracks of rail traffic in an east and west direction across the Credit River, between Stavebank Road and Mississauga Road (Archaeological Services Inc. 2016). The Port Credit Railway Bridge is listed on the City of Mississauga's Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005).



Figure 10: Location of the Credit River Corridor Cultural Landscape overlaid on the 1859
Tremain's map of the County of Peel

(Tremain 1859)



Figure 11: Location of the Credit River Corridor Cultural Landscape overlaid on the 1877
Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)

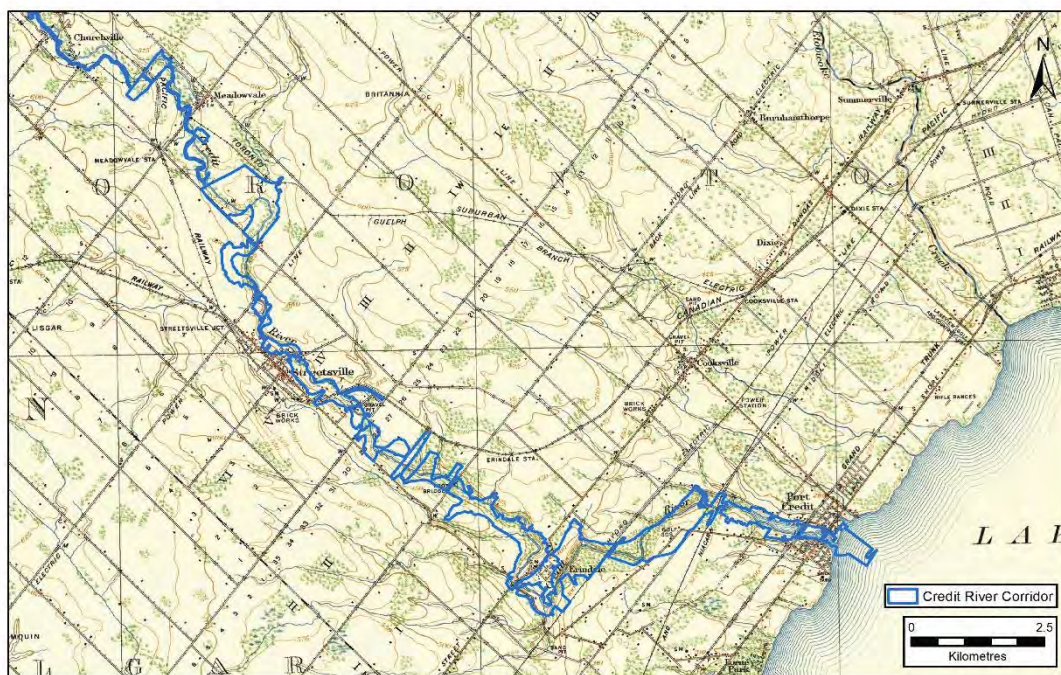


Figure 12: Location of the Credit River Corridor Cultural Landscape overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)

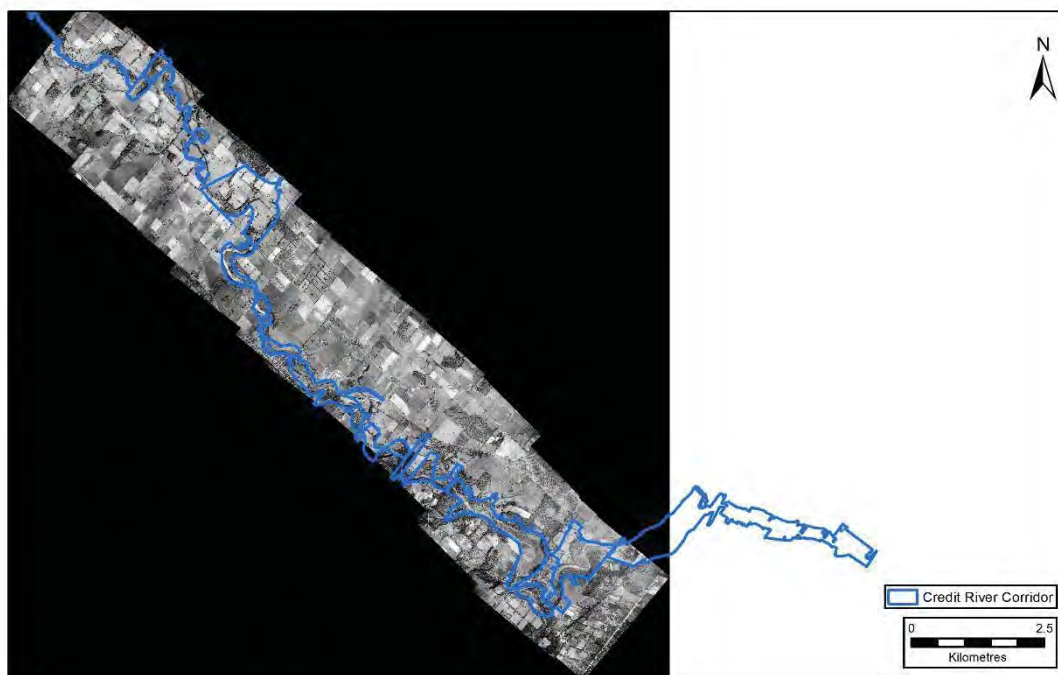


Figure 13: Location of the Credit River Cultural Landscape overlaid on a 1944 aerial photograph
(City of Mississauga)



Figure 14: Location of the Credit River Corridor Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)

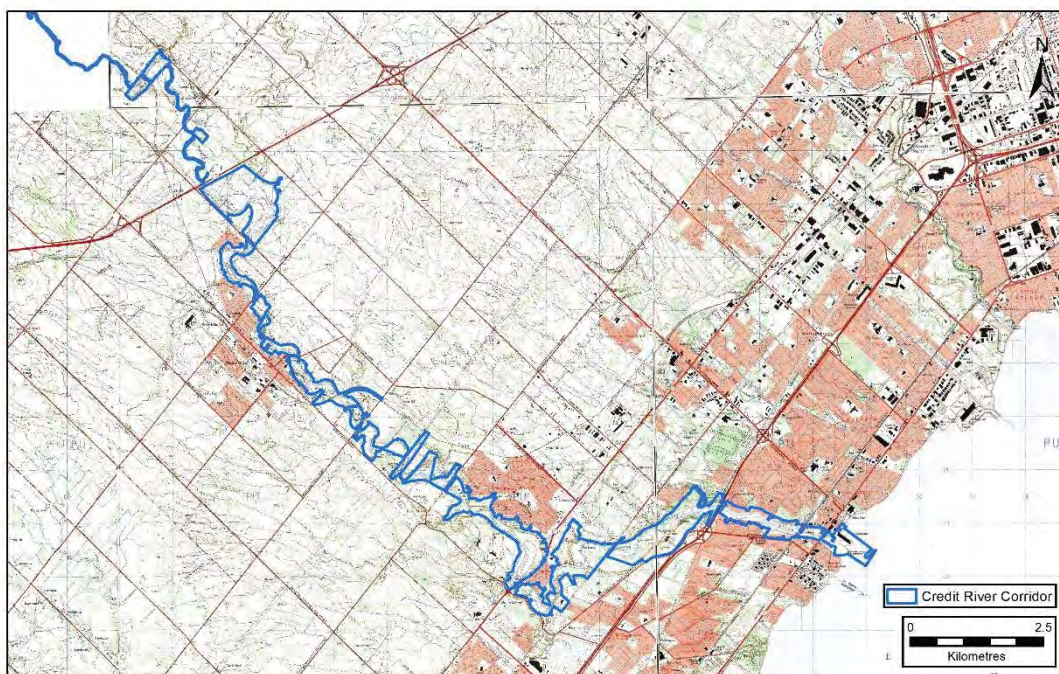


Figure 15: Location of the Credit River Corridor Cultural Landscape overlaid on the 1973 and 1974 topographic maps

(Department of Energy, Mines and Resources 1973; Department of Energy, Mines and Resources 1974a; Department of Energy, Mines and Resources 1974b)

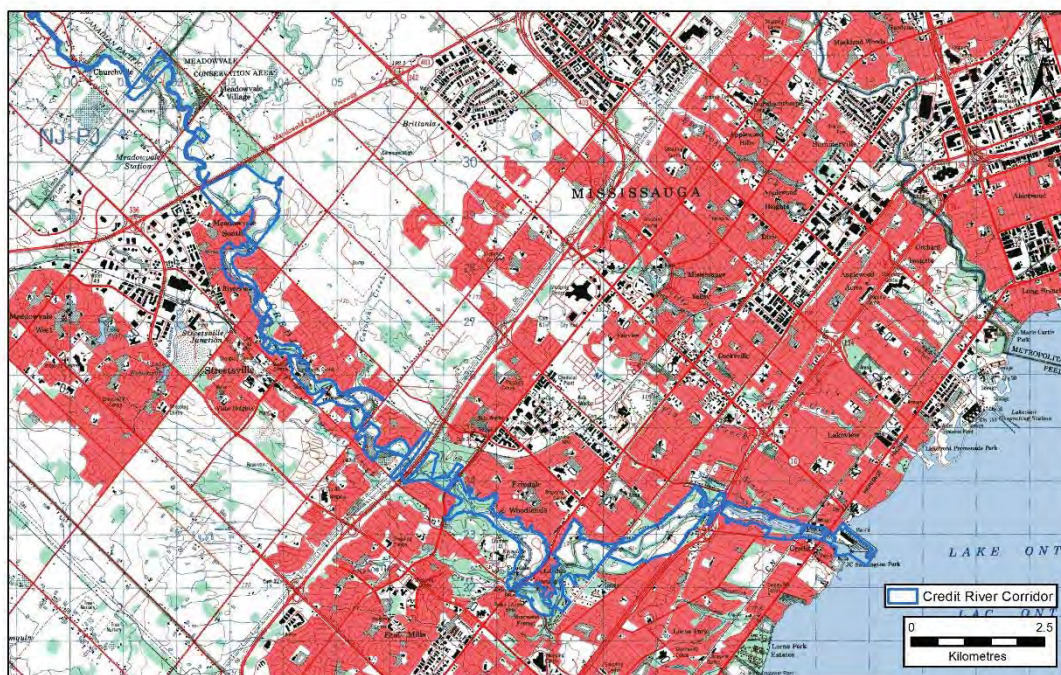


Figure 16: Location of the Credit River Corridor Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Credit River Cultural Landscape

Address	Recognition
1506 ESTES CRES	Designated under Part IV of the O.H.A.
60 STAVEBANK RD	Designated under Part IV of the O.H.A.
1255 OLD DERRY RD	Designated under Part IV of the O.H.A.
1200 OLD DERRY RD	Designated under Part IV of the O.H.A.
1133 WILLOW LANE	Designated under Part IV of the O.H.A.
1147 WILLOW LANE	Designated under Part IV of the O.H.A.
1155 WILLOW LANE	Designated under Part IV of the O.H.A.
4415 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
4100 RIVERWOOD PARK LANE	Designated under Part IV of the O.H.A.
3359 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
31 LAKESHORE RD E	Designated under Part IV of the O.H.A.
40 STAVEBANK RD	Designated under Part IV of the O.H.A.
53 LAKE ST J.C. SADDINGTON PARK	Designated under Part IV of the O.H.A.
35 FRONT ST S	Designated under Part IV of the O.H.A.
15 FRONT ST S	Designated under Part IV of the O.H.A.
41 MILL ST	Designated under Part IV of the O.H.A.
1786 BRISTOL RD W	Designated under Part IV of the O.H.A.
56 ONTARIO ST E	Designated under Part IV of the O.H.A.
1081 OLD DERRY RD MEADOWVALE CONSERVATION AREA	Designated under Part IV of the O.H.A.
40 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1238 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1196 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
31 LAKESHORE RD E	Listed on the City of Mississauga Heritage Register prior to 2005
24 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
26 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1139 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
35 FRONT ST N	Listed on the City of Mississauga Heritage Register prior to 2005
1259 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1520 PINETREE CRES	Listed on the City of Mississauga Heritage Register prior to 2005
2070 HEARTWOOD CRT	Listed on the City of Mississauga Heritage Register prior to 2005
2537 MINDEMOYA RD	Listed on the City of Mississauga Heritage Register prior to 2005
2542 JARVIS ST	Listed on the City of Mississauga Heritage Register prior to 2005
1625 BLYTHE RD	Listed on the City of Mississauga Heritage Register prior to 2005
1445 DUNDAS CRES	Listed on the City of Mississauga Heritage Register prior to 2005
3041 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1831 BARBERTOWN RD	Listed on the City of Mississauga Heritage Register prior to 2005
357 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
1605 EGLINTON AVE W	Listed on the City of Mississauga Heritage Register prior to 2005
1770 BARBERTOWN RD	Listed on the City of Mississauga Heritage Register prior to 2005
1160 OLD DERRY RD	Listed on the City of Mississauga Heritage Register prior to 2005
6545 CREDITVIEW RD	Listed on the City of Mississauga Heritage Register prior to 2005
1597 EGLINTON AVE W	Listed on the City of Mississauga Heritage Register prior to 2005
1484 ADAMSON ST	Listed on the City of Mississauga Heritage Register prior to 2005
1220 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1081 Derry Road West	Significant Tree
1081 Derry Road West	Significant Tree
1081 Derry Road West	Significant Tree

299 QUEEN STREET SOUTH	Significant Tree
1727 MISSISSAUGA RD/1725 MISSISSAUGA RD	Archaeological Site (AjGv-14)
1727 MISSISSAUGA RD/1725 MISSISSAUGA RD	Archaeological Site (AjGv-15)
1727 MISSISSAUGA RD/1725 MISSISSAUGA RD	Archaeological Site (AjGv-27)
UNKNOWN	Archaeological Site (AjGv-3)
UNKNOWN	Archaeological Site (AjGv-32)
1727 MISSISSAUGA RD/1725 MISSISSAUGA RD	Archaeological Site (AjGv-70)
1362 STAVEBANK RD	Archaeological Site (AjGv-73)
1448 STAVEBANK RD	Archaeological Site (AjGv-74)
1448 STAVEBANK RD	Archaeological Site (AjGv-75)
4321 WELLSBOROUGH PL	Archaeological Site (AjGw-23)
UNKNOWN	Archaeological Site (AjGw-512)
UNKNOWN	Archaeological Site (AjGw-538)
UNKNOWN	Archaeological Site (AjGw-539)
—	Archaeological Site (AjGw-561)
—	Archaeological Site (AjGw-67)
—	Archaeological Site (AjGv-71)
—	Archaeological Site (Ridgetown – sunken freighter)

Archaeological sites within and adjacent to the landscape:

In 1826, the Mississauga established a village on the east side of the Credit River approximately 3.5 kilometres upstream from Lake Ontario. The Credit River settlement developed largely under the leadership of the Methodist missionary Peter Jones, the son of the Anglo-American surveyor Augustus Jones and Tuhbenahneequay, a Mississauga woman from the Credit community. By 1826, most of the community had converted to Christianity and taken up farming and the mission settlement, in outward appearances at least, resembled contemporary Euro-Canadian rural settlement centres, consisting of 20 log cabins set close together in a straight line (Smith 2002). By the mid-to late 1830s, the Credit River settlement, with a population of some 200 people, boasted a hospital, a mechanic's shop, eight barns, two sawmills, and 40 houses and 900 acres were in pasture, under crops of wheat, oats, peas, corn, potatoes and other vegetables. Ultimately, however, the Mississauga community on the Credit did not survive. Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississaugas' ability to pursue the way of life that they desired, and the government denied them the security of tenure at the Credit Mission. In consequence, most of the Mississauga Credit River community had relocated to a new community on Six Nations reserve lands near Hagersville, by 1847. The 1859 *Tremaine's Map of the County of Peel* identifies the former site of the Credit Mission as the "Old Indian Village" and depicts 10 structures still standing, 12 years after the move.

This settlement was registered by Victor Konrad as an archaeological site—the Mississauga Indian Village site (AjGv-14)—and is located within the grounds of the Mississauga Golf Club. Although no formal research was carried out to determine the precise location or extent of the settlement, the registering archaeologist assumed that it had been destroyed by the development of the golf course, but this may not entirely be the case. In fact, recent landscaping activities may have uncovered archaeological deposits associated with the chapel. These remains were briefly investigated but were not excavated. They have been registered as AjGv-70 and completion of the landscaping work involved preserving the remains in situ (AMEC Earth & Environmental 2010).

The River Flat site (AjGv-15) was registered by Konrad as a Middle Archaic camp that was located on the river flats (OASD Site Record Form). It was apparently destroyed by earthmoving activities carried out by the Mississauga Golf and Country Club and the conservation authority in the 1970s.

The Maracle site (AjGv-27), registered by Annie Gould in 1981, lies on the grounds of the Mississauga Golf and Country Club and is estimated to extend over an area of approximately 0.3 hectare (MTCS 2010). Limited investigations have revealed evidence of late Middle Woodland-early Late Woodland and Late Woodland Iroquoian occupations. The site may represent a special purpose resource procurement settlement similar to Scott-O'Brien (ASI 1994:32; Williamson and Pihl 2002).

The Hogsback site (AjGv-3) was apparently investigated by the Royal Ontario Museum in the 1940s and reportedly consisted of at least four human burials (OASD Site Record Form). Reportedly beads were found accompanying the burials as grave goods, although it is not clear whether these are native copper or European glass beads, therefore the date of the site remains undetermined.

The Scott-O'Brien site (AjGv-32) was situated on a series of small level terraces immediately overlooking the west bank of the Credit River and adjacent to a small relict feeder creek that would have provided a convenient landing for watercraft. It was fully excavated in 1991 by Archaeological Services Inc. (ASI 1994; Williamson and Pihl 2002). While the earliest and latest occupations of the site respectively date to the Middle Archaic (circa 3,000 B.C.) and post-contact Iroquoian periods, the site did not appear to have been used on an intensive or consistent basis prior to 800 B.C., nor from A.D. 800 onward. People were attracted to the site because of the rich variety of food resources that would have been available from the Credit River and its associated floodplain, especially during the spring fishery. Repeated use of the site involved settlement over an area of approximately 0.5 hectare.

Another site, known as the Siller site, was discovered during development activities approximately 400 metres north of the Scott-O'Brien site around the turn of the century. The artifact assemblage is held privately and consists of 82 lithic artifacts most of which are diagnostic of the Archaic (7,800-500 B.C.) and Early Woodland (800-400 B.C.) era providing further evidence of the habitation of the lower Credit River during those times (McEachen and Williamson 1995).

The designation AjGv-70 refers to a component of the Mississauga Credit River settlement that was affected by landscaping at the Mississauga Golf Club in 2010. Limited surficial investigations were carried out by engineering firm A.M.E.C. prior to measures being undertaken to protect the site. It has been suggested that the finds may be associated with the chapel (AMEC Earth & Environmental 2010).

The Stavebank site (AjGv-73) is an Early, Middle and Transitional Woodland occupation located on the east side of the Credit River, discovered in the rear yard of a residential property (ASI 2011a; Golder Associates Ltd. 2011a; Golder Associates Ltd. 2011b). The Stavebank Road site (AjGv-74) was located on the east bank of the Credit River (ASI 2011b), discovered in the front yard of a residential property. Stage 4 excavation determined that the site was first occupied during the Early Archaic period, but the major occupations dated to the Early and Middle Woodland (NDA 2012a; NDA 2012b). AjGv-75 was located in the front yard of the same residential property at which AjGv-74 was located (ASI 2011b), however it proved to be redeposited material from the latter site (NDA 2012a).

The McConnell site (AjGw-23) is a small precontact site of unknown date found in a hydro right-of-way on the east side of the Credit River near McConnell Drive (OASD Site Record Form).

The Zhishodewe site (AjGw-512) is a precontact site, with both Paleo-Indian period and Late Woodland period components, which has been subject to limited investigations (ARA (Archaeological Research Associates) 2011; ARA (Archaeological Research Associates) 2012; ASI 2015).

The James Taylor Site (AjGv-71) consists of the remains of a store or warehouse built by James W. Taylor between 1835 and 1843. The excavation of trenches revealed two stone footings, a wooden box drain, and a wood beam of undetermined function (Archaeological Services Inc. 2011).

There is no data in the Ontario Archaeological Site Database for AjGw-538, AjGw-539, or AjGw-561 (NDA 2017)

Potential remains of the Timothy Street Mill (AjGw-67) were discovered through remote sensing on the floodplain of the river on the east side of the intersection of Main and Mill streets in Streetsville. The site is apparently buried beneath deep deposits of fill, but may comprise foundations and infilled cellars and possibly part of a turbine (MPPA 1986). The site was established by Timothy Street in 1821, originally as a grist mill, although a lumber and saw mill followed soon after, as were tannery and distillery operations. The mill complex was operated by a series of owners between the mid-nineteenth century and the early twentieth century.

The steel steamer Ridgetown forms a single breakwater directly across from the pierheads within the Port Credit Harbour (Janusas 2012). The steamer was originally called the William E. Corey and was launched at Chicago in 1905. When it was sold to Upper Lakes Shipping in Canada it was renamed to Ridgetown. In 1970 it was used as a temporary breakwater during the construction of the Nanticoke Generating Station on Lake Erie before being towed to its current location in the Port Credit Harbour in 1974.

Significant Trees² within the study area

Four significant trees have been identified within the Meadowvale Conservation Park at 1081 Derry Road West, including: a large Bur Oak at the opposite end of the boardwalk from the picnic shelter; a large Bur Oak adjacent to the river and the large picnic shelter; an Eastern Hemlock along the west end of the river adjacent to the small pond in the north section of the wooded area; and a Red Maple on the west side of the river in the flood plain off the pathway. A Red Oak in the Streetsville Village Cemetery at 299 Queen Street South was also identified as significant.

² The City of Mississauga has defined Significant Trees as a tree that is recognized because of its size, form, rarity of species, age, its association with a historical figure or event, and/or a tree that is distinctive in the community (City of Mississauga 2019c).

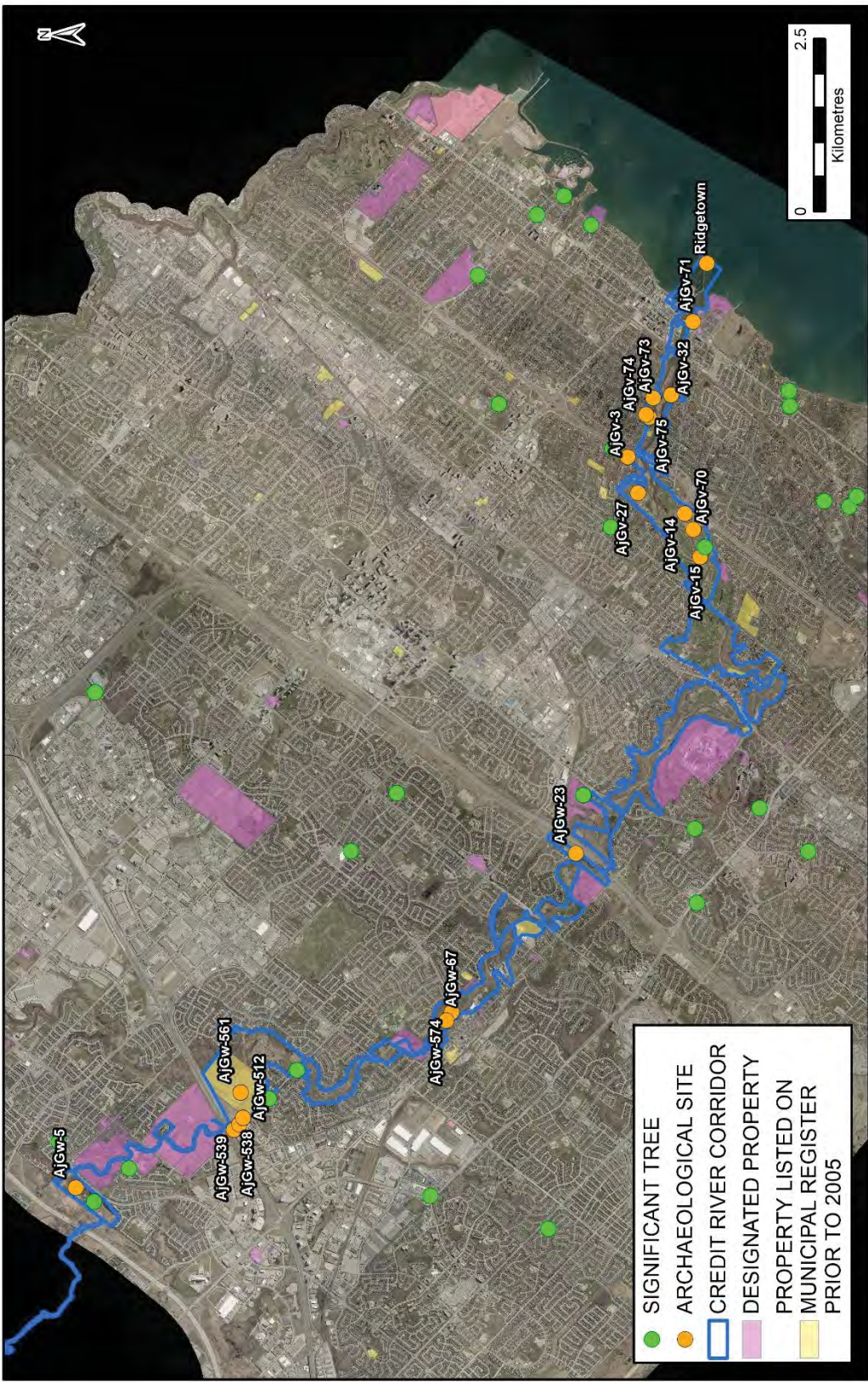


Figure 17: Location of the existing resources located within and adjacent to the Credit River cultural landscape

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Credit River Corridor

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	✓	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	✓	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	✓	Built Elements	✓
High degree of technical/scientific interest	✓	Commemoration	✓	Vegetation	✓
Historical/Associative Value		Public Space	✓	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	✓	Natural Features	✓
Contributes to an understanding of a community/culture	✓	Quality of Life	✓	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	✓	Local History	✓	Views	✓
Contextual Value		Visual Depiction	✓	Ruins	✓
Important in defining character of an area	✓	Genius Loci	✓	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	✓		
Landmark	✓	Tourism	✓		
		Planning	✓		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

Cultural Heritage Value

The Credit River Corridor has cultural heritage value as a cultural heritage landscape due to its physical value, historical and associative value, and contextual value.

The Credit River Corridor has physical value as a representative and well-preserved example of a natural cultural heritage landscape. The core of greenspace extends through the core of the City of Mississauga and contains the one of the few remaining natural ecosystems in the city. The Credit River Valley has been identified as the most significant natural landscape and wildlife habitat within the city. The Credit River also has physical value for aesthetic and scenic reasons. In some areas of the corridor there are scenic views of towering slopes from the valley floor, and views of the lush valley. Trees and the natural landscape throughout the Credit River Valley add to the scenic qualities of this landscape. The Q.E.W. Credit River Bridge is an unusual and unique example of an inverted bowstring arch deck truss bridge and features multiple types of connections, unusual among the construction of steel bridges.

The Credit River Corridor has historical and associative value due to its direct associations with Indigenous and European land use and settlement activities. The Credit River played a major role in dictating both pre-contact and European settlement patterns. The abundance of fish in the Credit River provided a key component of Indigenous and early European settlers' diets, as well as a source of recreation, as settlement followed. The Credit River also provided a valuable transportation source for early communities and an energy source, first for saw and grist mills and later for steam and hydroelectric projects. The Credit River Corridor also has historical and associative value due to its contributions to an understanding of a community or culture as it has played and continues to play a significant role in the Mississaugas of the Credit First Nation community with fishing, hunting, gathering, and spiritual activities. The Q.E.W. Credit River Bridge is considered to be a notable example of a bridge designed by Joseph Hobson, Chief Engineer of the Grand Truck Railroad and built by the Canadian Bridge Co. Ltd., given its craftsmanship, technical achievement, and unusual and unique design.

The Credit River Corridor also has contextual value as a cultural heritage landscape that is important in defining the character of the area. The Credit River remains a core of greenspace through the heart of Mississauga and plays a large role as a passive recreational area for the city. Recommendations that protect the character of the valley have been implemented to ensure long-term protection and maintenance of the scenic qualities of the Valley. The Credit River is historically, physically, functionally, and visually linked to its surrounding. Within the City of Mississauga, the Credit River flows for approximately 24 km and has shaped the land, both physically and culturally, for the past 10,000 years. The Credit River is considered a landmark in the community. The 1979 Project Planning study highlighted the fact that the valley is the most significant natural landscape and wildlife habitat in the City of Mississauga. There is public consensus on the importance of protecting this ecosystem.

Community Value

The Credit River Corridor is valued as a cultural heritage landscape due to its community value. The river is a landmark in the community; a greenspace core that contrasts the dense development that characterizes the city. The community exhibits pride and stewardship of the Credit River Valley. Commemorative plaques, designation of properties under Part IV of the O.H.A., heritage bridge designations, and the establishment of the Credit Valley Conservation in the mid-twentieth century signify the importance of the Credit River to the members of the community. The Credit River Valley is a large expanse of public space, used for various recreation and public events. The Credit River has played a significant role in the lives of the Mississaugas of the Credit First Nation community. Hunting, fishing, gathering, and spiritual activities continue to be carried out by band members today. The river valley is written about in many local history books and tourism in the area draws people to the parks and recreation areas along the Credit River. Finally, planning policies (The Credit River Parks Strategy and The Credit Valley Conservation Strategic Plan) and projects (The Credit Valley Trail) speak to the importance of maintaining the character and setting of the Credit River Corridor.

Historical Integrity

The Credit River Corridor is valued as a cultural heritage landscape due to its historical integrity. The diverse ecosystem found in the Credit River Valley is the only naturally remaining example of this once vast environment. The cultural relationship of the river and the valley with local First Nations community has been continuous through time. Some band members continue to carry out fishing, hunting, gathering, and spiritual activities today. The natural features and relationships of the Credit River Valley

remain intact since the retreat of the glaciers. The steep valley walls, benches, and alluvial terraces are the result of thousands of years of erosion and fluvial activities. There are 8 identified viewpoints and 13 overlook points along the corridor. To date 15 archaeological sites are recorded along the Credit River, including the ruins of the Timothy Street Mill, in Streetsville. Also in Streetsville are the ruins of the Hyde Mill which are designated under Part IV of the O.H.A.

Cultural Heritage Attributes

- The steep valley walls, benches, and alluvial terraces of the Credit River Valley;
- The meandering river and meander belt;
- The scenic quality of the natural environment, including the river and vegetation of the Valley;
- Existing city and community parks;
- Feature sites, identified in the Credit River Parks Strategy:
 - Sanford Farm
 - Former Harris Lands
 - Credit Meadows
 - Streetsville Memorial Park
 - Former Pinchin Lands
 - Riverwood (including the Oak Savannah)
 - Erindale Park;
- Existing trail systems;
- Public access to the river;
- Archaeological sites and ruins, including:
 - The Mississauga Indian Village site (AjGv-14 and AjGv-70)
 - The River Flat site (AjGv-15)
 - The Maracle site (AjGv-27),
 - The Hogsback site (AjGv-3)
 - The Scott-O'Brien site (AjGv-32)
 - The Stavebank site (AjGv-73)
 - AjGv-75 and AjGv-74
 - The McConnell site (AjGw-23)
 - The Zhishodewe site (AjGw-512)
 - AjGw-538
 - AjGw-539
 - AjGw-561
 - AjGv-71
 - Ridgetown
 - The potential ruins of the Timothy Street Mill (AjGw-67)
 - Hyde Mill Ruins;
- Port Credit Pier;
- Wetlands;
- Port Credit Lighthouse;
- Identified viewpoints:
 - Derry Road West
 - Along the trails east of Glamorgan Way
 - West side of Mississauga Road, north of Britannia Road West

- Britannia Road West
 - Streetsville Cemetery
 - Eglinton Avenue West
 - Burnhamthorpe Road West
 - Dundas Street West Bridge, east of Mississauga Road;
- Identified overlooks:
 - Along Creditview Road, south of Highway 401
 - Four within the Credit Meadows Park
 - One on each east and west bank at Streetsville Cemetery
 - Former Pinchin Lands, north of Highway 403
 - Two within the Riverwood Conservatory, south of Highway 403 and north of Burnhamthorpe Road
 - Two within Erindale Park, on the north and south banks
 - Queen Elizabeth Way, looking north;
- Identified potential overlooks:
 - Old Derry Road Bridge
 - Barbertown Road Bridge
 - Pedestrian bridge along the trails that intersect with Creditview Road, south of Highway 401
 - Port Credit Railway Bridge
 - Lakeshore Road Bridge
 - Waterfront Trail Bridge.

6.0 PROPOSED BOUNDARY

To aid in implementation it was deemed appropriate to align with boundaries established in other City planning documents. As such, the proposed boundary for the Credit River Corridor Cultural Heritage Landscape follows the boundaries established in the Credit River Parks Strategy. This boundary utilized natural areas defined in the City of Mississauga's Official Plan and information from the Natural Areas Survey annual updates. This boundary may be refined further through future studies if necessary.



Figure 18: Proposed boundary for the Credit River Corridor Significant Cultural Heritage Landscape

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
<p>1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines relating to the attributes including, but not limited to, city and community parks, including built features and landscaping; the natural features of the Credit Valley; the meandering river; scenic qualities; features and sites; trail systems; public access; archaeological sites and ruins; wetlands; and identified viewpoints and overlooks including those from transportation and infrastructure corridors (e.g. at bridge crossings); with potential refinement of the proposed boundary established by the Credit River Parks Strategy for the purposes of the C.H.L. boundary in the Official Plan.</p>	<p>1. Consider enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater</p> <p>2. Continued implementation and maintenance of Official Plan policies identifying significant natural areas for long-term permanent protection, buffer areas</p> <p>3. Continued implementation and maintenance of Official Plan policies regarding the maintenance of access and trail connectivity on private lands</p> <p>4. Evaluation of the Credit River bridge crossings, including but not limited to the Barbertown Road Bridge and the pedestrian bridge connecting the trails that intersect with Creditview Road, south of Highway 401, for potential designation under Part IV of the O.H.A.</p>	<p>1. Interpretation and Commemoration Strategy</p> <p>2. Review of existing tree inventory within the study area for nominations for the Significant Tree program</p> <p>3. Canadian Heritage River Designation</p> <p>4. Marketing and Promotion</p>

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APPENDIX E: CREDITVIEW ROAD SCENIC ROUTE



Image courtesy of Heritage Mississauga



1.0 INTRODUCTION

The Creditview Road Scenic Route Cultural Feature extends north from Britannia Road to the north property line of those properties in line with and on the west side of Old Derry Road, along the west side of the Credit River (Figure 1). This feature is a historically-surveyed road that extends through an altered landscape of commercial buildings, residential subdivisions, and agricultural fields along the Credit River.

The 2005 Cultural Landscape Inventory identified this feature as a scenic route as it offered scenic views of various parts of Mississauga, from recent neighbourhoods to historical and horticultural areas. The inventory highlighted both a historic hedgerow and views of the Credit River as noteworthy (The Landplan Collaborative Ltd. et al. 2005). Creditview Road was recognized for its scenic and visual quality, its horticultural interest, and because it was deemed to illustrate an important phase in Mississauga's social or physical development.

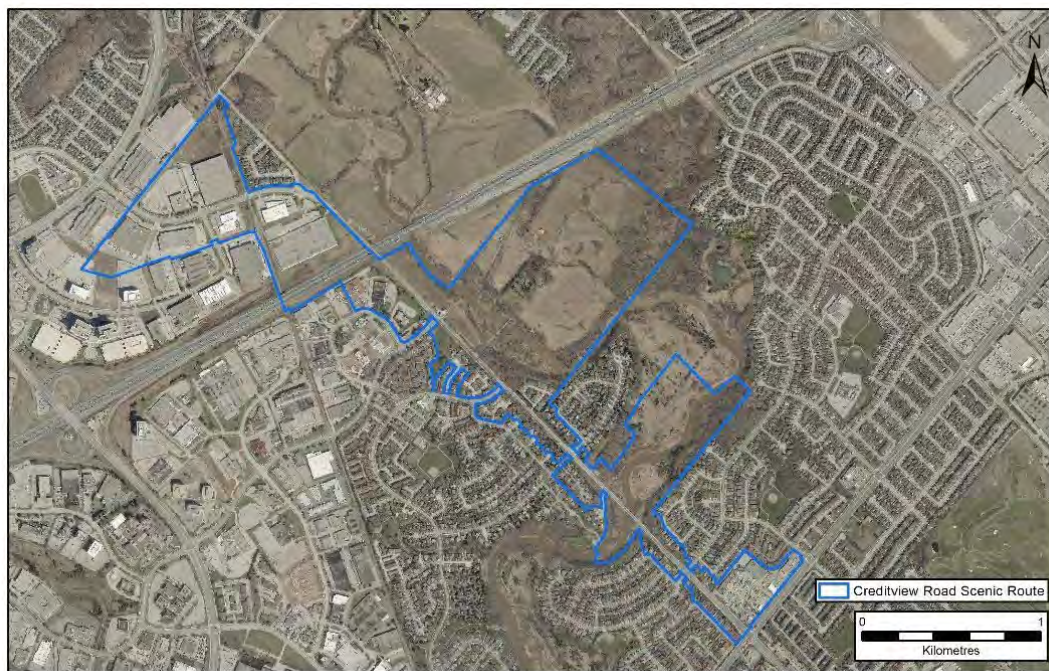


Figure 1: Location of Creditview Road Scenic Route Cultural Feature overlaid on a 2017 aerial photograph

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga and the Credit River Valley can be found in Appendix C.

As part of the New Survey of Toronto Township in 1819, Creditview Road (originally known as Third Line West) was established as the road allowance between Concession 3 and 4, West of Hurontario Street (Unterman McPhail Associates 2015). The 1859 Tremaine Map shows that Creditview Road identifies early settlers along Creditview Road to the southwest of the Village of Meadowvale, and identifies Alpha

Mills to the southwest of Creditview Road along the Credit River, built by Christopher Rowe in 1825¹ (Unterman McPhail Associates 2015) (Figure 2).

The 1877 County Atlas Map shows the many farms fronting along Creditview Road, in addition to Gooderham and Worts and Alpha Mills on the southwest side of Creditview Road along the Credit River. The Credit Valley Railway is shown extending through the west side of the intersection of Creditview Road and Old Derry Road, bypassing the Village of Meadowvale (Figure 3).

Topographic maps from 1909 to 1933 show new construction along Creditview Road (Figure 4). A wooden bridge carries the road over the smaller tributary between the Credit River and (present-day) Creditview Road. A frame building is shown at the east corner of the intersection of Old Derry Road and Creditview Road, and one stone and two additional frame structures are illustrated on the east side of Creditview Road. A wooden bridge carries Creditview Road over the Credit River, and an additional six bridges are illustrated along Creditview Road. A wooden bridge is identified as of 1909 (Figure 3). The bridge is also shown in topographic mapping through 1933 (Figure 4 through Figure 6).

The 1922 topographic map shows Creditview Road in much the same state as the 1909 map, apart from the southernmost frame building no longer being extant (Figure 5).

The 1933 topographic map shows Creditview Road in the same state as previous mapping and is identified as an “under 18’ wide improved road”, likely referring to gravel (Figure 6).

Until 1954, Creditview Road remained primarily agricultural, with buildings continuing to concentrate along Old Derry Road and through the village of Meadowvale (Figure 7 and Figure 8).

Highway 401 was constructed in the late 1950s through Toronto Township and extends beneath Creditview Road (Unterman McPhail Associates 2015). Aerial photography from 1966 shows the recently constructed Highway 401 running beneath the Creditview Road Underpass (Figure 9).

1970s topographic mapping shows development along the southeast side of Creditview Road in the area now known as Meadowvale South, and Meadowvale Station at the corner of Old Derry Road and Creditview Road (Figure 10). There is little development along Creditview Road, apart from development associated with the Meadowvale South community, which is confined to Pine Cliff Drive, Kenninghall Boulevard, Bowshelm Court, Dunray Court, and Charing Drive.

The 1994 topographic map (Figure 11) shows the growth of the Meadowvale South Area, with construction extending north along Creditview Road to meet the south side of Highway 401. Along the west side of Creditview Road, the land to the east of the Credit River Valley continues to remain largely undeveloped.

Aerial photography from 1995 shows further development on the southeast side of Creditview Road, extending south of the bend in the Credit River towards and beyond Mavis Road, and the Credit River extending across and along Creditview Road (Figure 12).

¹ A series of historical maps are included at the end of Section 2.0.

Little remains of the former mill industry of the area. By the early twenty-first century, only one mill remained in operation until it was demolished in 1957 (Unterman McPhail Associates 2015).

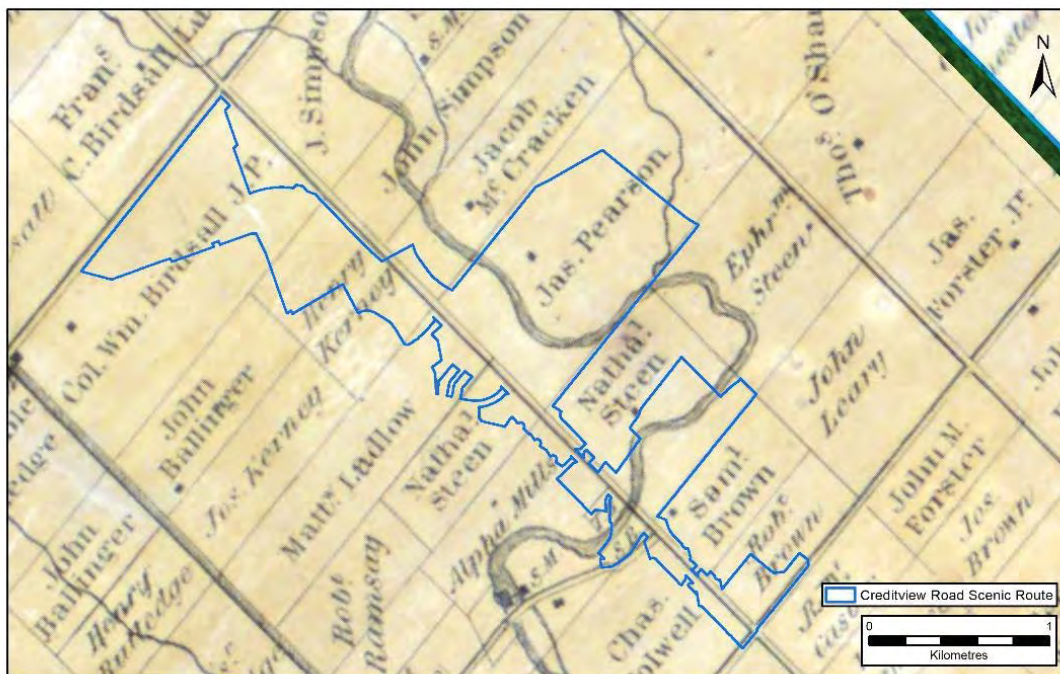


Figure 2: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1859 Tremain's map of the County of Peel

(Tremain 1859)



Figure 3: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1877 Illustrated Historical Atlas of the County of Peel, showing farms fronting onto Creditview Road and Meadowvale along Old Derry Road

(Walker and Miles 1877)

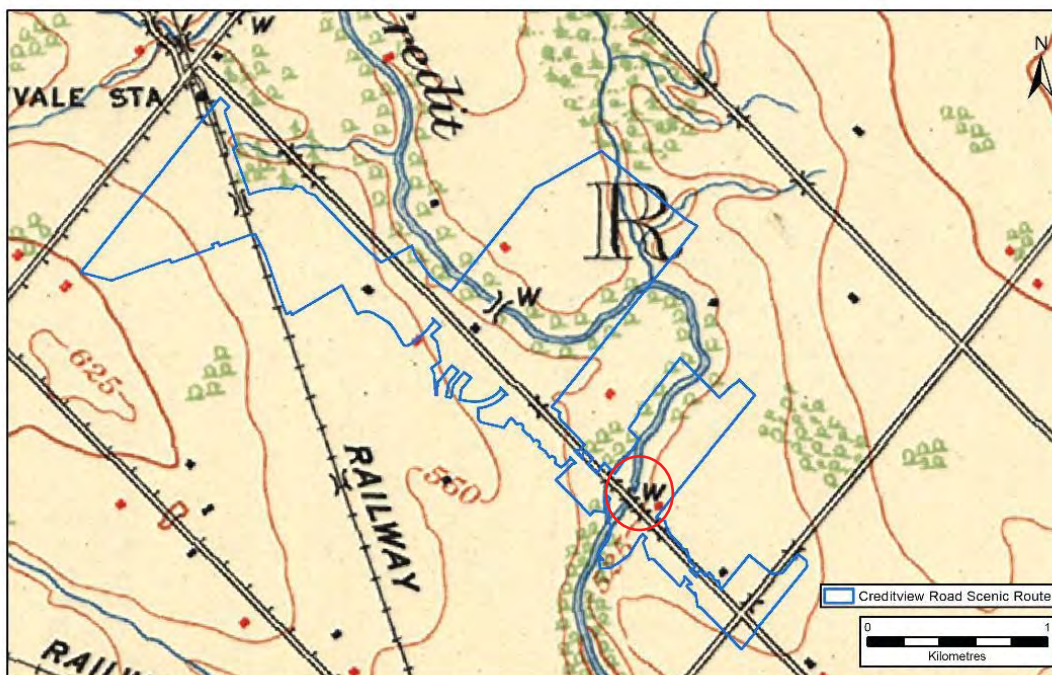


Figure 4: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1909 topographic map, showing wooden bridge across the Credit River circled in red

(Department of Militia and Defence 1909)

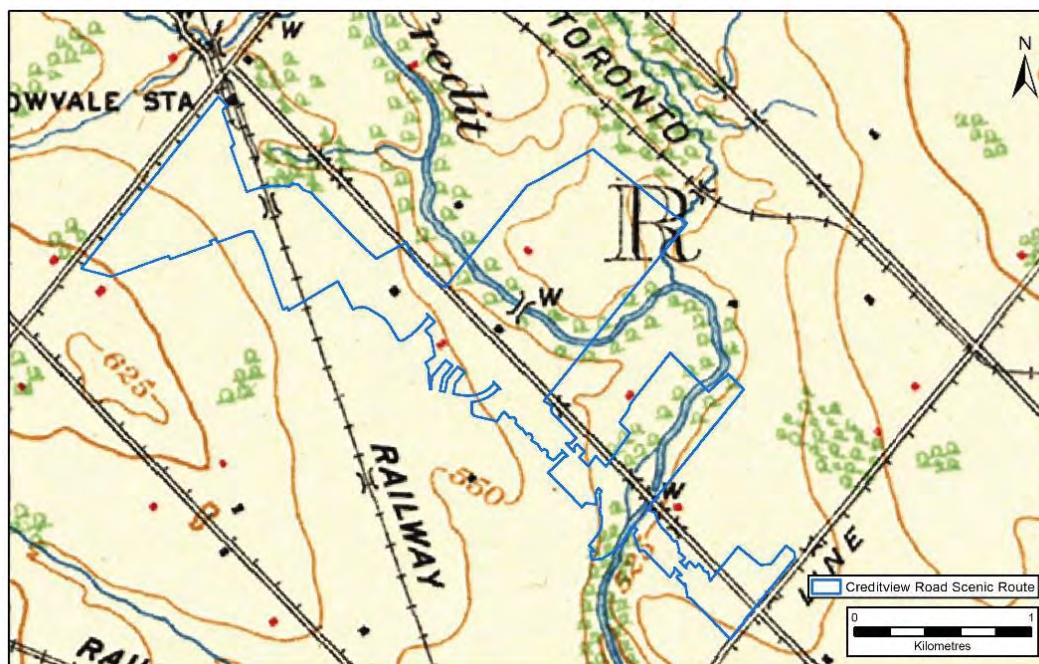


Figure 5: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)

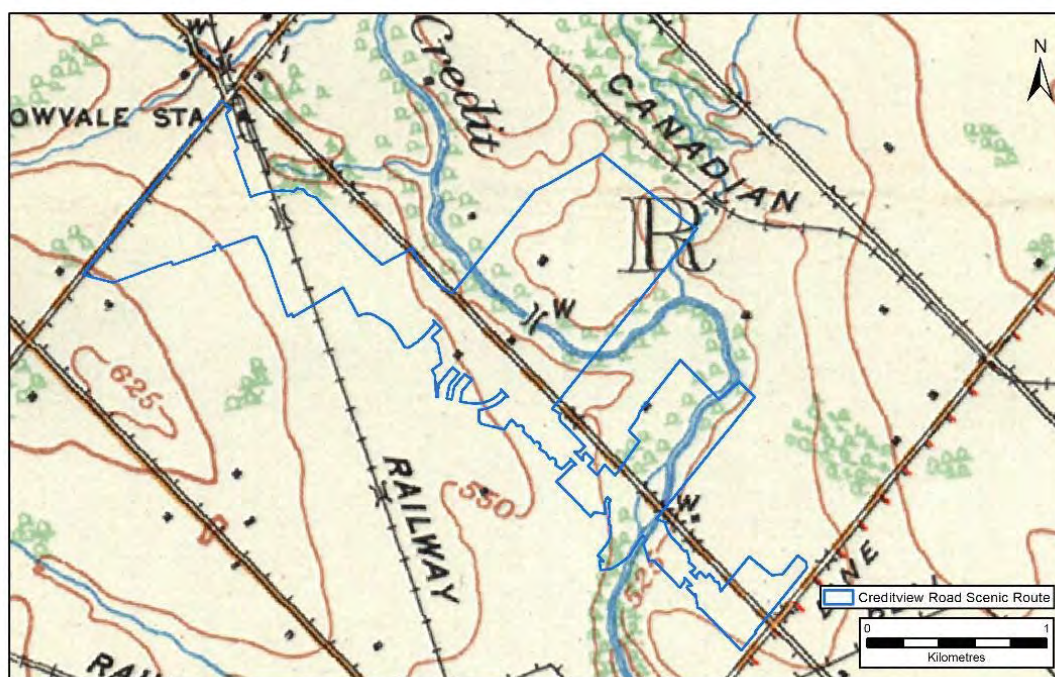


Figure 6: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1933 topographic map

(Department of National Defence 1933)

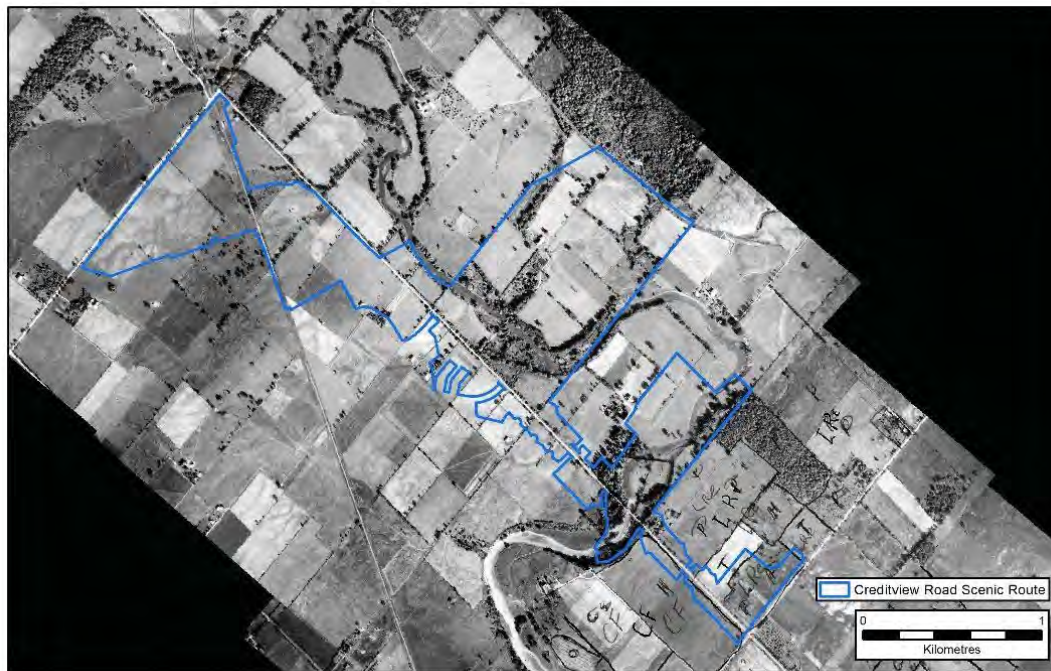


Figure 7: Location of the Creditview Road Scenic Route Cultural Feature overlaid on a 1944 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)



Figure 8: Location of the Creditview Road Scenic Route Cultural Feature overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)

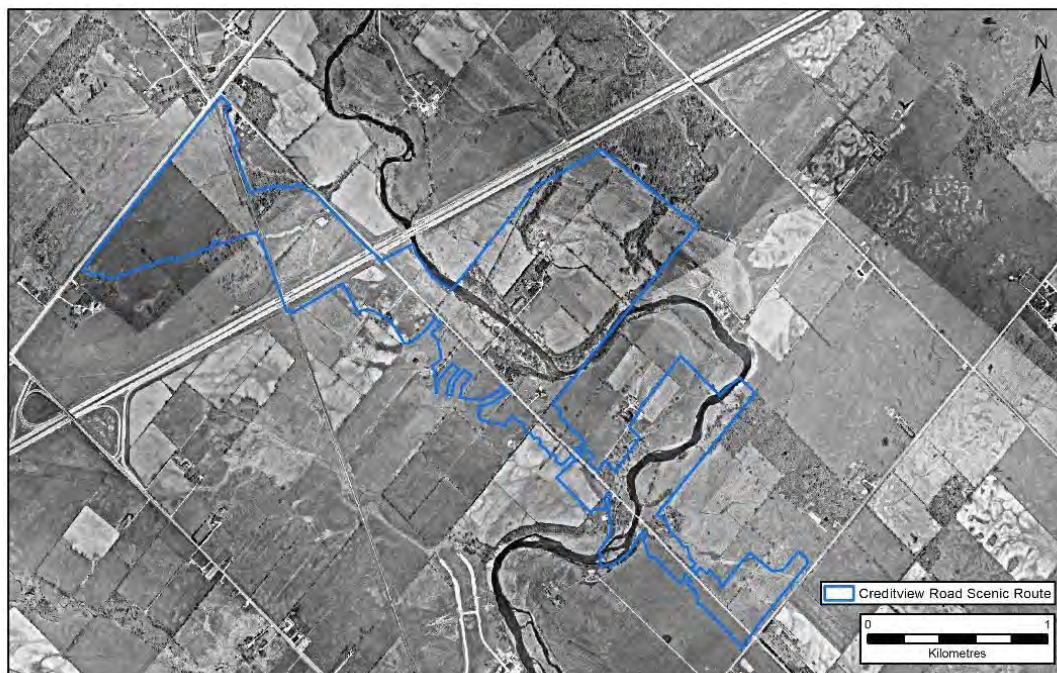


Figure 9: Location of the Creditview Road Scenic Route Cultural Feature overlaid on a 1966 aerial photograph

(City of Mississauga)

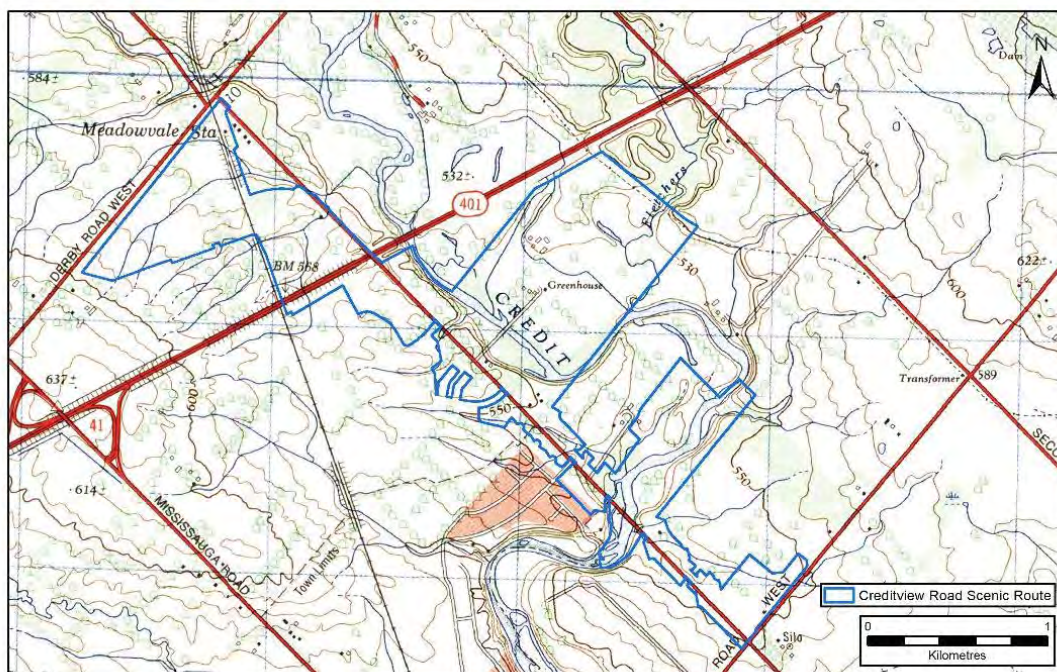


Figure 10: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)

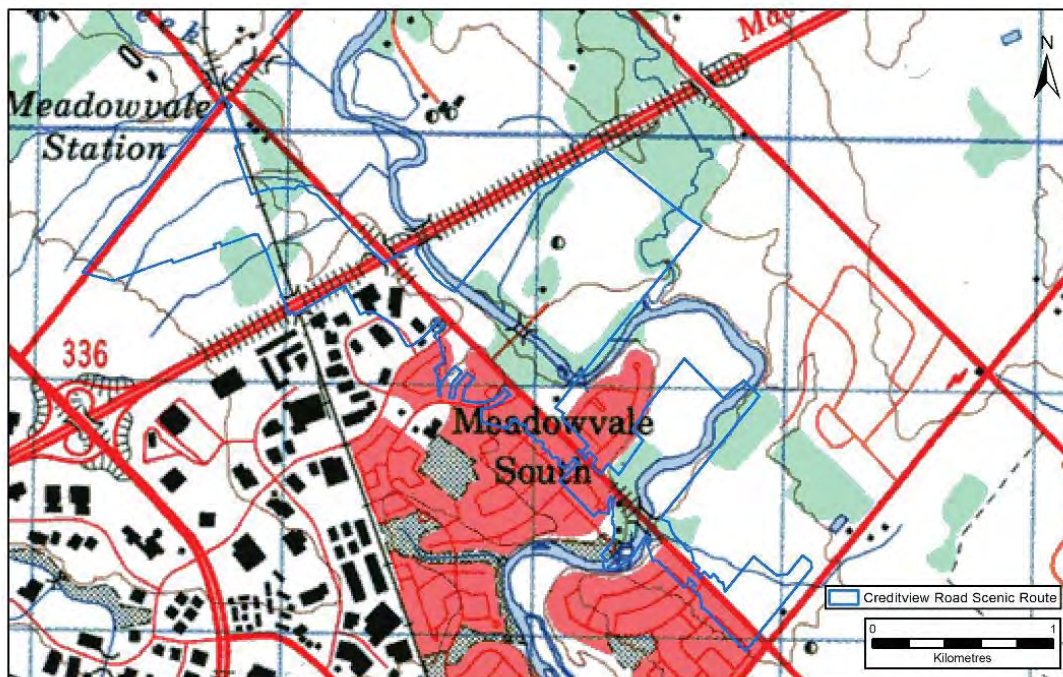


Figure 11: Location of the Creditview Road Scenic Route Cultural Feature overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)

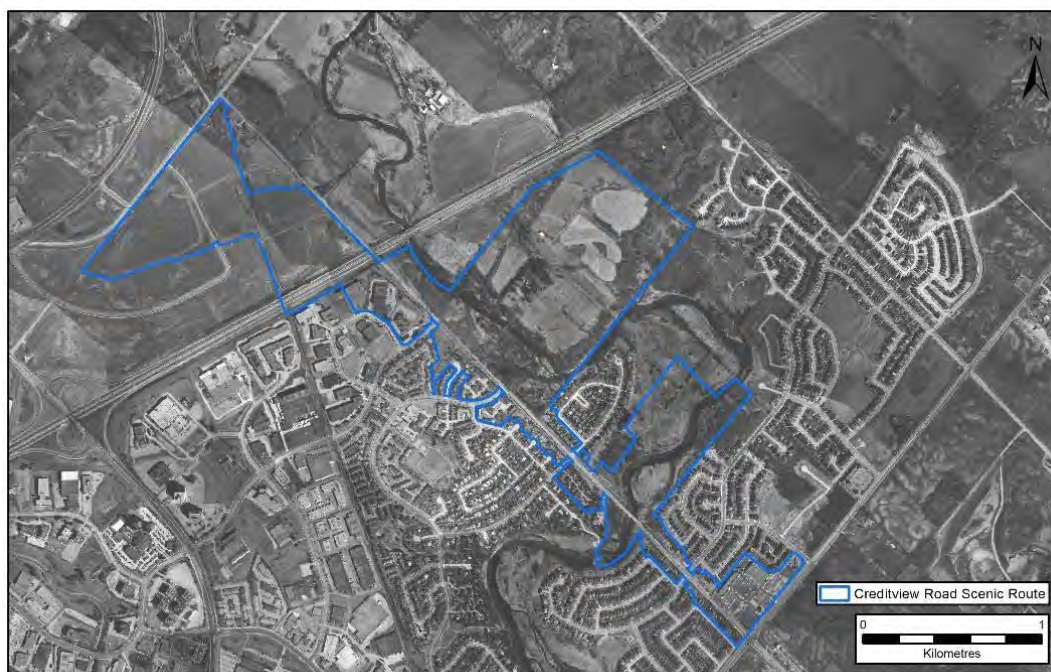


Figure 12: Location of the Creditview Road Scenic Route Cultural Feature overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory of existing resources found within the Creditview Road Cultural Feature

Table 1: Inventory of existing resources found within and adjacent to the Creditview Road Cultural Feature

Address	Recognition
1506 ESTES CRES	Designated under Part IV of the O.H.A.
6545 CREDITVIEW RD	Listed on the City of Mississauga Heritage Register prior to 2005
6829 CREDITVIEW RD	Significant Tree
6545 CREDITVIEW RD	Significant Tree

Significant Trees² within the study area

Two significant trees have been identified within the Creditview Road feature. The tree located on the Harris Farm at 6545 Creditview Road is a Bur Oak nominated for its large size. The Black Maple stand within Credit Meadows Park, at 6829 Creditview Road, was nominated due to the rarity of species and the natural stand.

² The City of Mississauga has defined Significant Trees as a tree that is recognized because of its size, form, rarity of species, age, its association with a historical figure or event, and/or a tree that is distinctive in the community (City of Mississauga 2019).

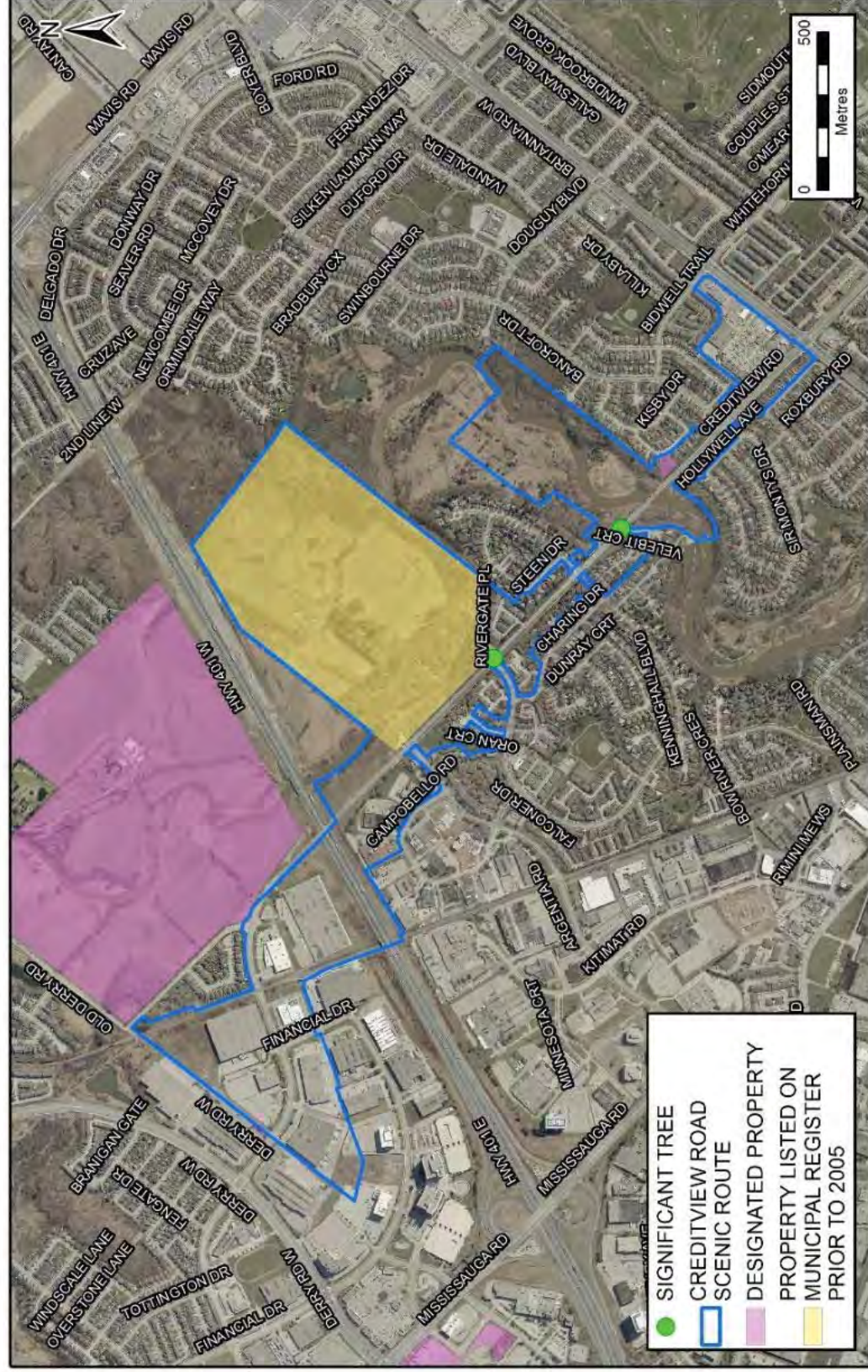


Figure 13: Location of the existing resources located within and adjacent to the Creditview Road Cultural Feature

(City of Mississauga 2013)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Creditview Road Scenic Corridor

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	x	Land Use	x
Is a rare, unique, representative or early example of a landscape	x	Landmark	x	Ownership	x
Aesthetic/Scenic reasons	✓ (minimal)	Pride and Stewardship	x	Built Elements	x
High degree of technical/scientific interest	x	Commemoration	x	Vegetation	✓
Historical/Associative Value		Public Space	x	Cultural Relationship	x
Direct association with a theme, event, person, etc.	x	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	x	Quality of Life	x	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	x	Views	✓
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	x	Genius Loci	✓ (minimal)	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	✓ (minimal)	Community Image	x		
Landmark	x	Tourism	x		
		Planning	x		

5.0 RESULTS

Creditview Road is considered to be an Area of Interest.

6.0 RECOMMENDED PROTECTION STRATEGIES

Table 3: Creditview Road Scenic Route - Recommended Strategies

Identified Characteristics	Priority Strategies for Protection	Additional Recommended Strategies
<ul style="list-style-type: none"> - Scenic views of agricultural fields and the Credit River along a small section of the study area - Natural elements and vegetation, views of agricultural fields and historical roadway - Adjacent agricultural landscapes, including 6545 Creditview Road 	<ol style="list-style-type: none"> 1. Designation as a Scenic Corridor in the Official Plan, with guidelines including, but not limited to, infrastructure, roadway width and alignment, the protection of scenic views of agricultural landscapes and the Credit River, natural elements and vegetation, with a recommended boundary extending along Old Derry Road from the west boundary of the Meadowvale Village Heritage Conservation District, south along Old Creditview Road, and south to Creditview Road at the Credit River 2. Evaluation of 6545 Creditview Road for potential designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> 1. Review agricultural properties along Creditview Road as a potential Cultural Heritage Landscape during Phase Two of Conserving Heritage Landscapes: Cultural Heritage Landscapes Project

7.0 WORKS CITED

Department of Energy, Mines and Resources

1973 Streetsville Sheet 30M/12b.

1994 Brampton Sheet 30M/12. National Topographic System.

Department of Militia and Defence

1909 Brampton Sheet No. 35. National Topographic System.

1922 Brampton Sheet No. 35.

Department of National Defence

1933 Brampton Sheet No. 30M/12.

Hunting Survey Corporation Limited

1954 Digital Aerial Photographs, Southern Ontario.

<https://mdl.library.utoronto.ca/collections/air-photos/1954-air-photos-southern-ontario/index>.

The Landplan Collaborative Ltd., Goldsmith Borgal & Company Ltd., Architects Ltd., North South Environmental Inc., and Geodata Resources Inc.

2005 Cultural Landscape Inventory: City of Mississauga. City of Mississauga.

http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf.

Tremaine, G.C.

1859 Tremaine's Map of the County of Peel. George C. Tremaine, Toronto.

Unterman McPhail Associates

2015 *Cultural Heritage Assessment Report - Class Environmental Assessment (EA) Study and Preliminary Design: Creditview Road from Bancroft Drive to Old Creditview Road*. Mississauga, September.

<http://www7.mississauga.ca/documents/TW/environment/studies/creditview/h.pdf>.

Walker and Miles

1877 Illustrated Historical Atlas of the County of Peel, Ont. Walker and Miles, Toronto.

APPENDIX F: ERINDALE VILLAGE



Image courtesy of the Peel Art Gallery Museum and Archives



1.0 INTRODUCTION

The Erindale Village Cultural Landscape is located along Dundas Street between Mississauga Road and The Credit Woodlands (Figure 1). This landscape retains commercial and residential elements of the historical village of one of the older settlements in the City of Mississauga. This landscape has a distinct character as a quiet and mature neighbourhood with its mix of historical buildings and contemporary infill. The tree-lined streets, the encapsulation of the village by the Credit River, and the limited entry points together create a scenic and peaceful environment. Thirteen heritage properties were listed on Mississauga's Municipal Register of Properties of Cultural Heritage Value or Interest within this landscape prior to the development of the 2005 Cultural Landscape Inventory, and three properties are currently designated under Part IV of the *Ontario Heritage Act*.

Erindale Village was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment and historical or archaeological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Erindale Village Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that Erindale Village retains the look and feel of the remnant nineteenth-century village due to the preservation of heritage properties and street patterns. These together create a special landscape character defined by mature trees and a common scale of structures.

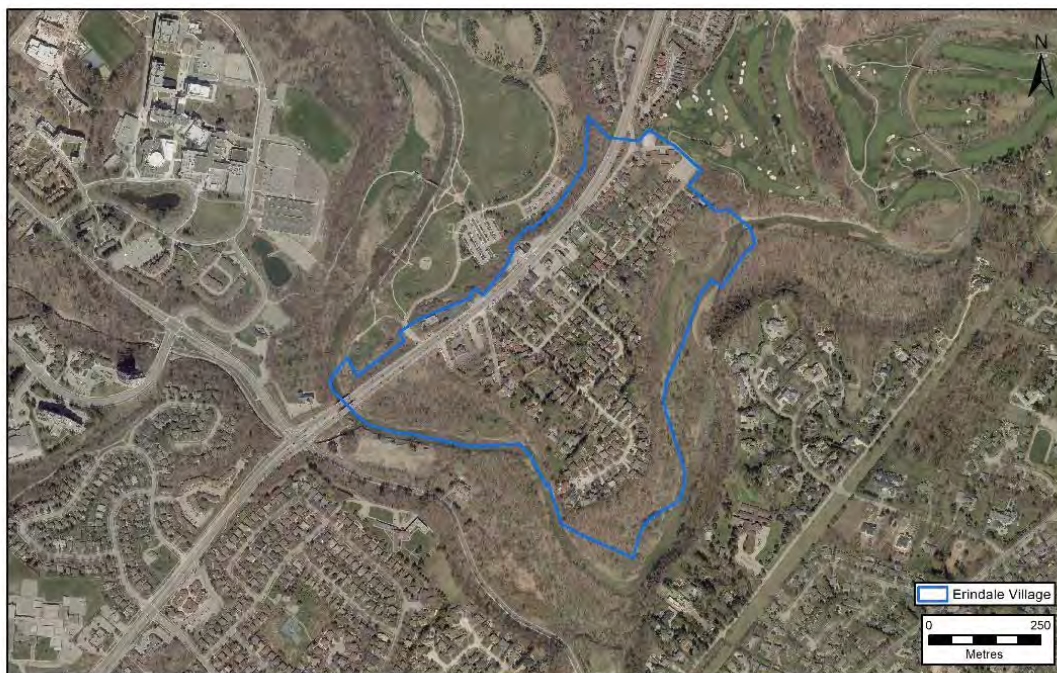


Figure 1: Location of the Erindale Village Cultural Landscape overlaid on a 2017 aerial photograph (City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga and the Credit River Valley can be found in Appendix C.

The Village of Erindale was established after the land along the banks of the Credit River, reserved for the Mississauga First Nation, was surrendered to the Crown. In 1822 Thomas Racey, a crown agent, purchased a 1,638-acre (675 ha) tract of land intending to build mills and a village just south of Dundas Street on the Credit River (Hicks 2009). When he failed to meet his payments much of this block of land, known as the 'Racey Tract', was subdivided and auctioned off by the Government of Upper Canada in June of 1828 (Hicks 2009). A portion of the Racey Tract was set aside for a village site and 16 lots were laid out and granted to early settlers (Hicks 2009).

The village was officially established on May 21, 1830 when the "Survey Plan of the Town of Toronto" was registered by Acting Survey General William Chewitt (Erindale Village Association 2018). This survey shows the initial boundaries of the community as being (present day) Dundas Street West to the northwest, Proudfoot Street to the northeast, Thompson Street to the southeast, and the southwest border followed Jarvis Street to Adamson Street, with lots extending further west to Nanticoke Road¹ (Figure 2).

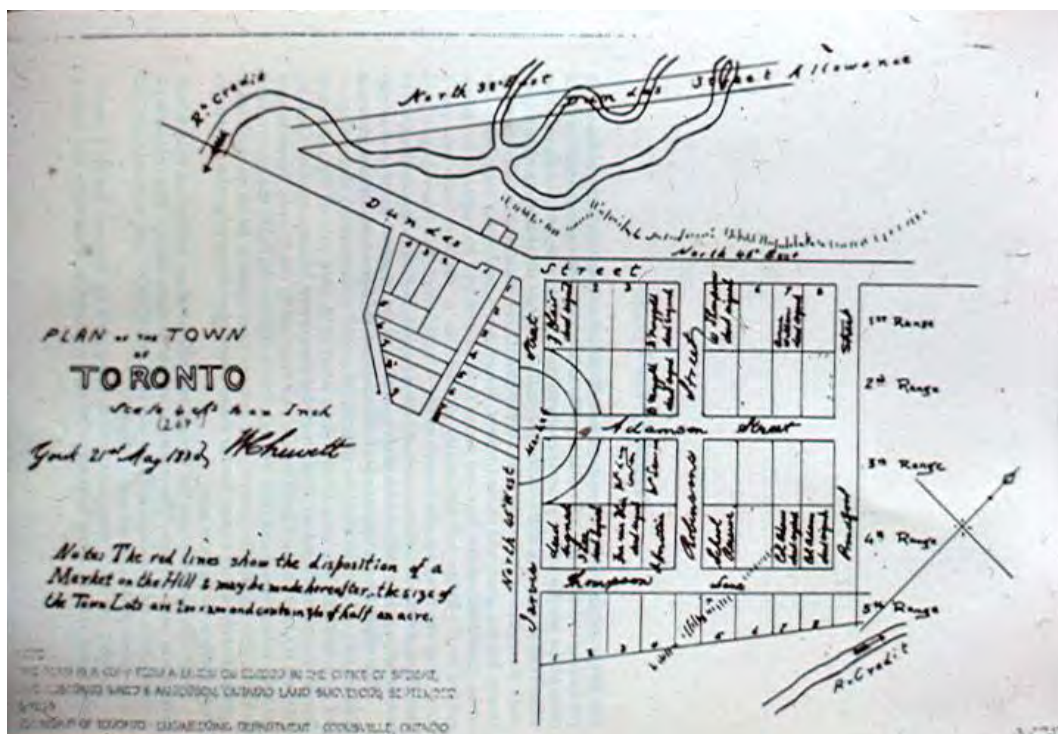


Figure 2: William Chewitts Survey plan of the Town of Toronto, 1830
(Erindale Village Association 2018)

The village was first called Toronto, and then Springfield, when York became the City of Toronto in 1834. This caused confusion at the post office when other Springfields appeared in Elgin County and Ohio in the United States, so the name was changed to Springfield-on-the-Credit in 1889. In 1898, artist

¹ A series of historical maps are included at the end of Section 2.0.

Charlotte Mount Brock Schreiber, a prominent painter and one of the first women illustrators in Canada, suggested the hamlet be renamed once again as Erindale, after the estate of Reverend James Magrath which was named for his Irish homeland (Heritage Mississauga 2009a; Heritage Mississauga 2011; Hicks 2009).

Reverend James Magrath was from a family with a long tradition of Irish Protestant ministers. At the age of 58, in 1827 he emigrated to Upper Canada from Ireland and became the first rector of St. Peter's Anglican Church, located on the outskirts of the historic community at the intersection of present day Mississauga Road and Dundas Street West, also known as the Toronto Mission (Heritage Mississauga 2009b; Adamson 2018). Charlotte Schreiber is credited with bringing high realism to Canada when she moved to Erindale from England with her husband and his children in 1875 (Library and Archives Canada 2010; National Gallery of Canada 2018). Schreiber was an active member of the Erindale community, raising funds for St. Peter's Anglican Church and taking on students in the community. Additionally, several of Schreiber's paintings are set in Erindale (Figure 3 and Figure 4). The residents voted and Erindale was officially renamed on August 1, 1900 (Hicks 2009).



Figure 3: "St. Peter's Anglican Church" by Charlotte Schreiber, 1887
(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 4: "Springfield-on-the-Credit" by Charlotte Schreiber, 1875
(Library and Archives Canada 2010)

The founders of Erindale are recognized as General Peter Adamson, Doctor Joseph Adamson, Alexander Proudfoot, Colonel William Thompson, Fredrick Starr Jarvis, and Henry Carpenter (Heritage Mississauga 2012). Early settlers included: Emerson Taylor, who operated the Royal Exchange Hotel; John McGill, the first flour miller; Dr. Beaumont Dixie, an early physician; Duncan Turpel, a blacksmith, notary, and stagecoach operator; John Barker, the postmaster and storekeeper; and Edwin Turner and Christopher Boyes, both prominent merchants.

Erindale became a stopping place for stagecoach travelers between Dundas (now Hamilton) and York (now Toronto), thanks in part to its location on Dundas Street. Dundas Street reached Toronto Township in 1798, however it was almost impassable until it was corduroyed in 1813. The first recorded use of Dundas in Peel occurred in 1806 when a traveler named Charles Askin recorded his journey in his diary (Neill 2016). The laid logs were replaced with crushed stone in 1836 when the highway was macadamized, enabling easier travel despite becoming a toll road in the same year. By the 1850s other roads in the area had been planked, making travel much easier. The population of Erindale (or Springfield) at this time was 150 (Hicks 2009). The village contained inns and taverns, several general stores, grist and saw mills, churches, and by 1851 had a turning mill and a chair factory (Figure 5 and Figure 6).

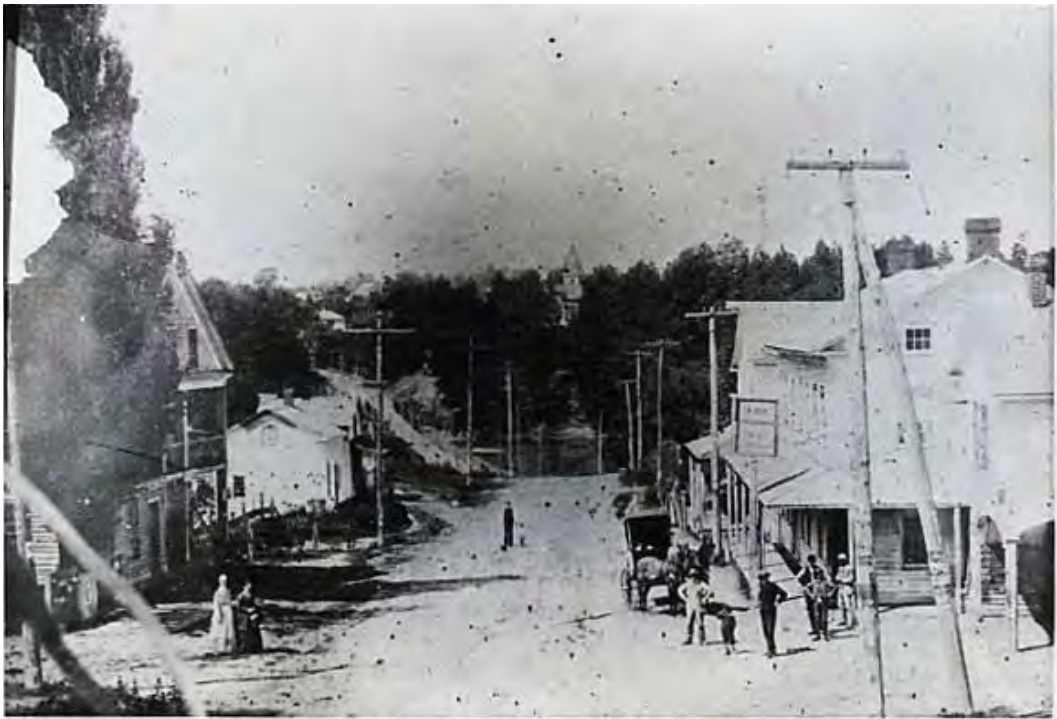


Figure 5: Dundas Street, looking west (St. Peter's Anglican Church spire is visible in the background), 1885

(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 6: Dundas Street, looking west (St. Peter's Anglican Church is visible in the background), 1910

(Heritage Mississauga)

A survey plan of the village, drawn in 1856, shows the village laid out south of Dundas Street (Figure 7). Jarvis Street, Thomson Street, Robinson Street, and Proudfoot Street are all illustrated in their current alignment. Nanticoke Road and Mindemoya Road are named “First 40 Foot Road” and “Second 40 Foot Road”, respectively. Property owners are identified on some lots, and several structures are illustrated along the north and south sides of Dundas Street. Fewer structures are illustrated in the village: one fronting Proudfoot Street, two on Robinson Street, two on Thompson Street, and two on Jarvis Street. A saw mill is illustrated on the Credit River, to the south of the bridge carrying Dundas Road over the Credit River.



Figure 7: H.S. Clarkson's survey map for the Town of Springfield, March 1856
(Pers. Comm. Brad Schneller)

The 1859 Tremaine's Map of Peel County shows the village boundaries, then known as Springfield, as having extended to the northwest side of Dundas Street West, to the banks of the Credit River, and northeast of Proudfoot Street, to the end of Adamson Street (Figure 13)². A grist mill is shown on the northwest side of Dundas Street West, on the shore of the river.

The 1877 map of Toronto South within the Illustrated historical atlas of the county of Peel, Ont. shows more growth to the northwest. An unnamed road intersects Adamson Street and Dundas Street West to the northeast of Proudfoot Street (Figure 14). The boundary of Erindale extends northeast along the northwest side of Dundas Street West. A grist mill is labelled on the northwest side of Dundas Street West between Jarvis Street and Thompson Street. A post office is also noted on the northwest side of Dundas Street West.

² A series of historical maps are included at the end of Section 2.0.

The village saw a period of decline when it was bypassed by the Great Western Railway during its expansion in 1855. With rail travel becoming more popular for both commerce and general traffic, Erindale was no longer a prominent stagecoach stopover along Dundas Street. The Credit Valley Railway and associated Erindale Station were not built until 1879. Though the station serving Erindale was located almost 2 km outside of the community on present-day Erindale Station Road, the village benefited from the access to rail transportation for mail, freight, parcels, and agricultural produce, in addition to passengers and livestock. The original Credit Valley Railway station was demolished in the 1950s (Heritage Mississauga 2009c).

General Peter Adamson³, one of the founders of the community and a retired British army officer, held early Anglican church services in his home until St. Peter's Anglican Church was built in 1826. This was the only Anglican Church west of Toronto at that time. The rectory for the church was built nearby in 1861 under the direction of Reverend Thomas Hodge. The building was built by local resident Thomas Barker and was known as the "Olde Manse" (Heritage Mississauga 2011). The original rectory was converted to commercial uses in the 1960s and stands today at 1556 Dundas Street West. Plans for a larger church were made in 1886 and the original white frame church was rebuilt in 1887 (Heritage Mississauga 2011; Heritage Mississauga 2009a). The 1887 church, with some additions and renovations, stands today on Mississauga Road, just outside of the boundaries of Erindale Village (Adamson 2018). Springfield Methodist Church was built in 1877 on land donated to the Methodist Church from Emerson Taylor. The church was used by the United Church from 1925 until 1964 when it was purchased by the Presbyterian congregation and became Erindale Presbyterian Church (Heritage Mississauga 2011). Today the church at 1560 Dundas Street West is designated under Part IV of the Ontario Heritage Act (Figure 8).



Figure 8: Erindale Presbyterian Church, formerly Erindale United Church and Springfield Methodist Church, 1560 Dundas St. W., 1976

(Historic Images Gallery, <http://www.mississauga.ca/>)

³ Colonel Adamson in some sources (Erindale Village Association 2018)

The village was home to Price's Dairy, the first dairy to produce pasteurized milk in Canada in 1904 (Erindale Village Association 2018). Price Dairy farm began on part of the land that once made up the Magrath Estate. For many years Erindale served as the early administrative centre for Toronto Township (Heritage Mississauga 2009a).

The 1909 topographic map shows Dundas Street West, Robinson Street, Proudfoot Street and parts of Jarvis Street, Adamson Street, and Thompson Street in their current alignment (Figure 15). A blacksmith shop (labelled "F" on the map) is shown at the corner of Dundas Street West and Jarvis Street. The south side of Dundas Street West is lined with several stone and wood frame structures. Springfield Methodist Church, now Erindale Presbyterian Church, is illustrated in its present location as a building made of brick or stone. On the north side of Dundas Street West, a grist mill, a hotel or tavern, and a post office are shown. The bridge carrying Dundas Street West over the Credit River is made of steel or iron.

Expansion returned to Erindale in the early 1900s when the village was the centre of a large hydroelectric project which flooded the valley, forming Lake Erindale (Figure 9). The power plant brought renewed growth to the village, operating until 1923, and the dam stood until being removed in 1954. Today the land is now the site of Erindale Park, all that remains of the power plant is part of the concrete dam and tunnel (City of Mississauga; Hicks 2009).

A devastating fire in 1919 destroyed much of the central portion of the village, including the renowned Royal Exchange Hotel and a general store on the northwest side of Dundas Street West and the community hall across the street (Figure 10). The only building left standing on the northwest side of Dundas Street was the mill which burned down in 1923 (Hicks 2009). The community banded together and raised the money needed to replace the hall (Figure 11). The Erindale Community Hall was constructed of Credit Valley stone brought to the site by horse and wagon by members of the community. The new hall was officially opened on October 27, 1928 (Hicks 2009).



Figure 9: Erindale Powerhouse and Dam, no date

(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 10: Dundas St. W. after the fire, 1919

(Heritage Mississauga)



Figure 11: Erindale Community Hall, 1986

(Historic Images Gallery, <http://www.mississauga.ca/>)

The 1933 map shows the location of the dam, north of the bridge carrying Dundas Street West over the Credit River, and the associated flooded valley, or Lake Erindale (Figure 16). A church is illustrated on the west side of Robinson Street. Aerial photography from 1944 shows the tree lined streets adjacent to open lands (Figure 17). Orchards are visible at the east end of present-day Adams Street (which is undeveloped at the time of this photograph) and on the west side of Jarvis Street. Tree lines are visible along Adamson Street, Robinson Street, and Jarvis Street. These are likely the rows of Norway Spruce that stand today. It is most likely these trees serve their original purpose still, as street trees. There is no evidence that these trees once marked the edges of fields as these streets have existed in their current alignment since the early nineteenth century. A function of these rows of trees may have been to serve as a windbreak for the orchards which once existed on Jarvis Street.

The area around Erindale developed substantially in the second half of the twentieth century. Following some improvements in the first half of the twentieth century, Dundas Street was widened to four lanes between 1961 and 1963 and was further widened in 1975 (Hicks 2009). In 1967, Erindale College, now the University of Toronto Mississauga, opened just north of the former village (Erindale Village Association 2018).

The 1954 aerial shows the effects of the removal of Lake Erindale, to the north of Dundas Street West. The ruins of the dam are visible (Figure 18). The Credit River flows in a channel and the previous lake area is now used for agricultural land (Figure 12). Jarvis Street now extends south of Thompson Street, terminating in a court, and Adamson Street has been extended to the north. Mindemoya Road is visible. Residential development is denser along these roads than on previous mapping.



Figure 12: Aerial image showing Erindale Village, looking west, 1969
(Heritage Mississauga)

The 1973 and 1994 topographic maps and 2017 aerial photograph show the dense settlement of the Village core by this time and the rise in development of the surrounding area (Figure 1, Figure 20, and Figure 1).

Erindale amalgamated with other villages in Toronto Township in 1968 to form the Town of Mississauga, which became the City of Mississauga in 1974 (Heritage Mississauga 2009a; Heritage Mississauga 2012). Many pre-war buildings remain in use, including historic churches, the community hall, the Grange Homestead (the Robinson-Adamson House), as well as many homes within the original village centre. In 1983, Erindale Village residents and Mississauga City Council fought to maintain the character of the village, rejecting a rezoning application that would have permitted commercial development at the southwest corner of Dundas Street West and Proudfoot Street, underscoring the importance of retaining the historic elements of the village to local residents (Anon 1983).

2.1 Historical Houses in Erindale⁴

The vernacular home at **2537 Mindemoya Road** (listed) was originally built circa 1835. This original log cabin exists still as remnants within the current home. The house was expanded upon in the 1870s and again in the 1950s to its present layout. Over the years the house has served as a farmhouse, chicken coop, a gatehouse to the Armour Estate, hotel, and private home (Heritage Mississauga 2011).

The house at **1532 Adamson Street** is believed to have been built circa 1855 by James Bannan. It was later owned by the Wilson, Wilcox, Hopkins, and Rainville families. Relatively less is known about the early history of this farmhouse. In 1990 the house was relocated slightly east of its original location onto a new basement foundation (Heritage Mississauga 2011).

Also built circa 1855 is the Schneller Log Cabin at **2542 Jarvis Street** (listed). This log cabin was built of hand-hewn logs and originally stood near Molesworth, Ontario. It was relocated to this address by the Schneller family in the late 1970s (Heritage Mississauga 2011).

The house at **1584 Dundas Street West** (listed) was built between 1875 and 1878 by Emerson Taylor, owner of the Royal Exchange Hotel. Taylor was a local Magistrate and Justice-of-Peace and he also donated land for the Methodist Church in 1877. Later the house would be owned by Vin Robinson, who ran a blacksmith shop and hardware store (Heritage Mississauga 2011).

The house at **2505 Jarvis Street** was built circa 1917 for the Lees family. The house was home to local historian and author Verna Mae Weeks' family between 1933 and 1937, when it was purchased by John Huston. The house then served as the gatehouse for his estate (Heritage Mississauga 2011).

The two-and-a-half storey red brick house at **2581 Mindemoya Road** (listed) was built immediately following the Erindale fire, it was completed in 1928. The house was built for John and Catherine Barker following the loss of their original home and general store (Heritage Mississauga 2011).

The stone house at **1484 Adamson Street** (listed) is thought to have been built by Miles Vokes, a stonemason, between 1925 and 1935, possibly for the Wilson family or Doctor William Russell who

⁴ This list is not exhaustive and is based on the Erindale Village Heritage Tour (Heritage Mississauga 2011)

owned the property subsequently (Heritage Mississauga 2011). The property once consisted of all the land to the east of Proudfoot Street, with a private lane leading to Dundas Street and a gatehouse.

The house at **2470 Jarvis Street** was built by John Huston circa 1930. The house, dubbed “Riverbend” was built from Credit Valley stone and was originally located slightly west of its current location. It was relocated in the 1970s (Heritage Mississauga 2011).

Historical Mapping



Figure 13: Location of the Erindale Village Cultural Landscape overlaid on the 1859 Tremain's map of the County of Peel

(Tremain 1859)

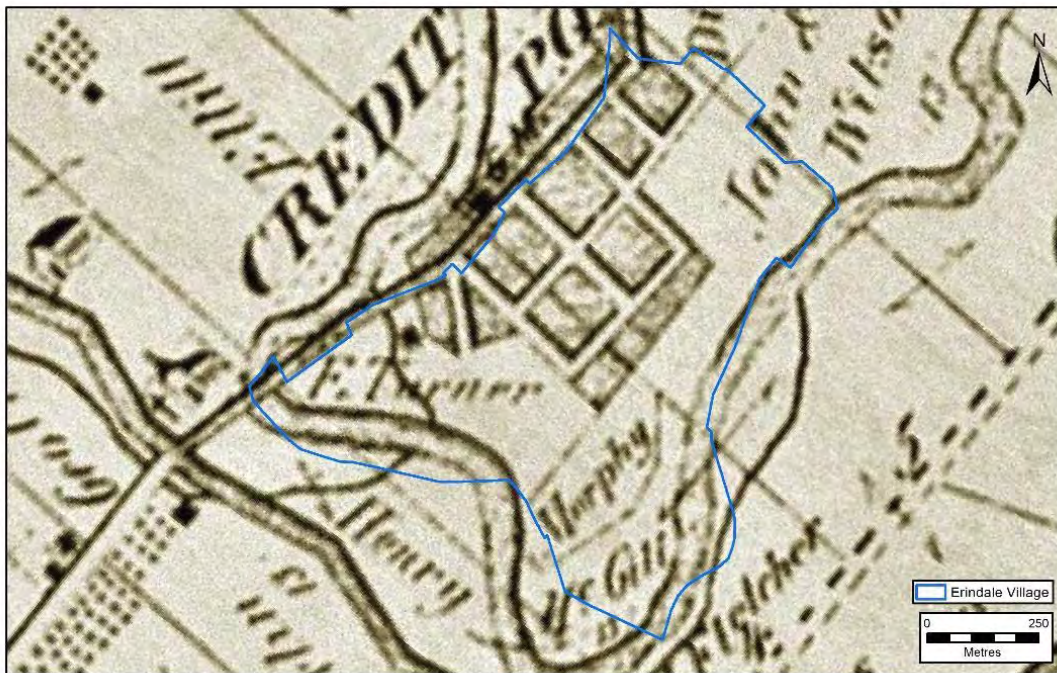


Figure 14: Location of the Erindale Village Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)



Figure 15: Location of the Erindale Village Cultural Landscape overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)

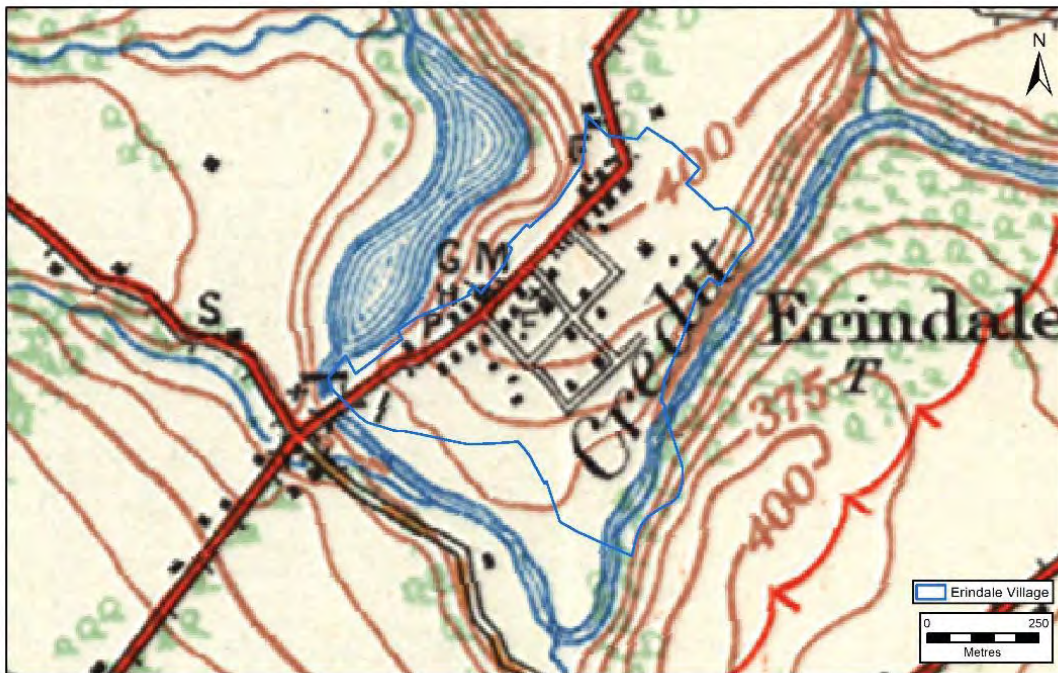


Figure 16: Location of the Erindale Village Cultural Landscape overlaid on the 1933 topographic map

(Department of National Defence 1933)



Figure 17: Location of the Erindale Village Cultural Landscape overlaid on a 1944 aerial photograph

(City of Mississauga)

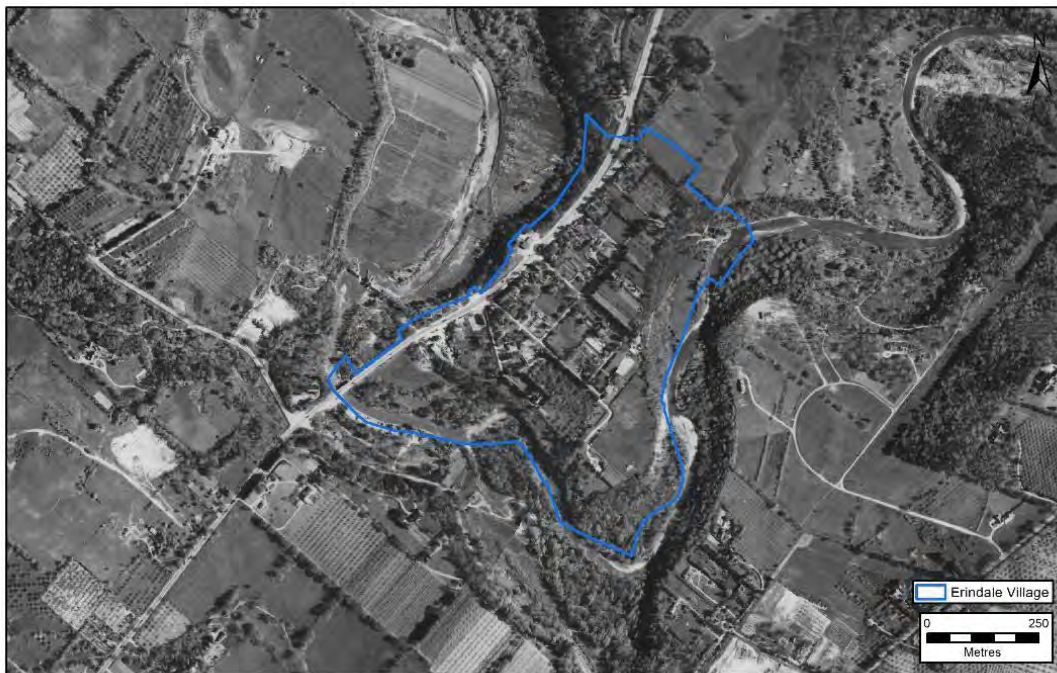


Figure 18: Location of the Erindale Village Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)

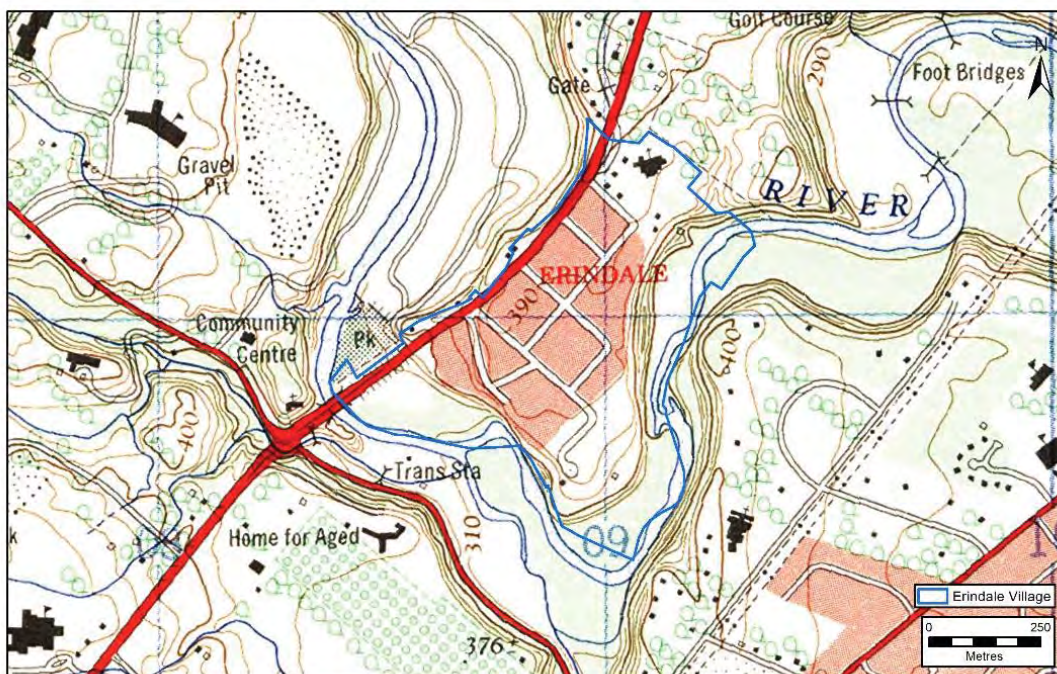


Figure 19: Location of the Erindale Village Cultural Landscape overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)

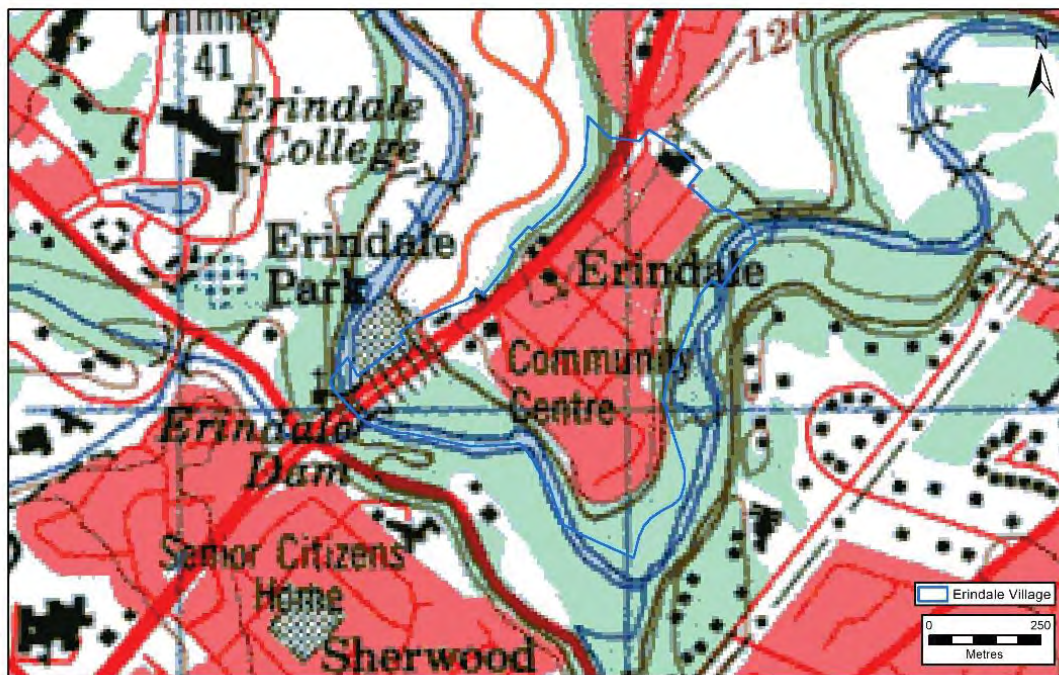


Figure 20: Location of the Erindale Village Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Erindale Cultural Landscape

Address	Recognition
1620 DUNDAS ST W	Designated under Part IV of the Ontario Heritage Act
1560 DUNDAS ST W	Designated under Part IV of the Ontario Heritage Act
1556 DUNDAS ST W	Designated under Part IV of the Ontario Heritage Act
1542 DUNDAS ST W	Listed on the City of Mississauga Heritage Register prior to 2005
1534 DUNDAS ST W	Listed on the City of Mississauga Heritage Register prior to 2005
1498 DUNDAS CRES	Listed on the City of Mississauga Heritage Register prior to 2005
2537 MINDEMOYA RD	Listed on the City of Mississauga Heritage Register prior to 2005
2581 MINDEMOYA RD	Listed on the City of Mississauga Heritage Register prior to 2005
2542 JARVIS ST	Listed on the City of Mississauga Heritage Register prior to 2005
1538 ADAMSON ST	Listed on the City of Mississauga Heritage Register prior to 2005
1620 DUNDAS ST W	Listed on the City of Mississauga Heritage Register prior to 2005
1584 DUNDAS ST W	Listed on the City of Mississauga Heritage Register prior to 2005
1625 BLYTHE RD	Listed on the City of Mississauga Heritage Register prior to 2005
1445 DUNDAS CRES	Listed on the City of Mississauga Heritage Register prior to 2005
3041 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1484 ADAMSON ST	Listed on the City of Mississauga Heritage Register prior to 2005

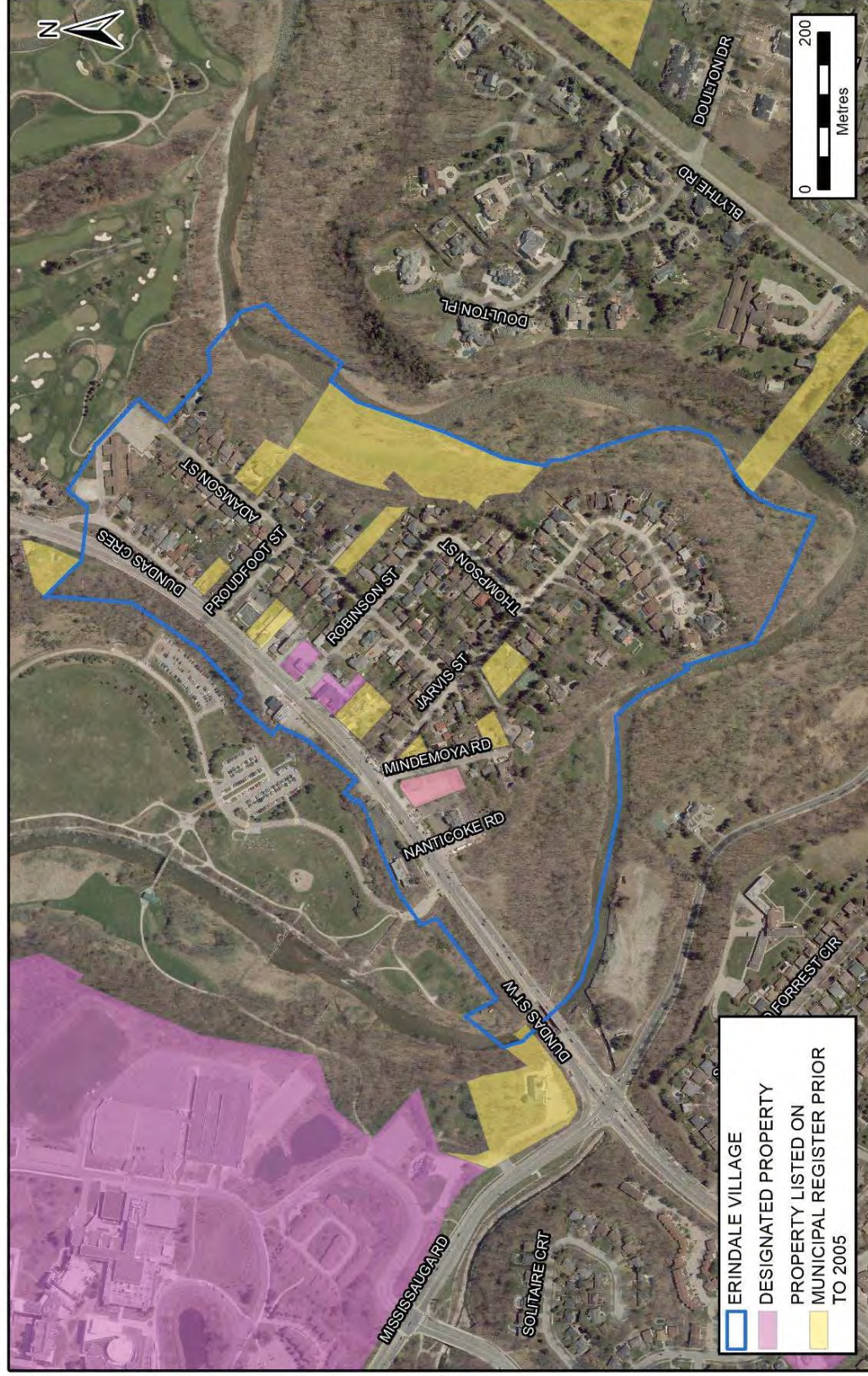


Figure 21: Location of the existing resources located within and adjacent to the Erindale Village Cultural Landscape

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Erindale Village

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	✓	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	✓	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	✓	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	✓	Vegetation	✓
Historical/Associative Value		Public Space	✓	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	x	Quality of Life	✓	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	✓	Views	✓
Contextual Value		Visual Depiction	✓	Ruins	x
Important in defining character of an area	✓	Genius Loci	✓	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	✓		
Landmark	✓	Tourism	✓		
		Planning	✓		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

Erindale Village is a Significant Cultural Heritage Landscape due to its cultural heritage value, community value, and historical integrity.

Cultural Heritage Value

Erindale Village has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and its contextual value.

Erindale Village has design and physical value for aesthetic and scenic reasons as it contains mature tree lines along Jarvis, Robinson, and Adamson Streets. These trees have served as street trees since the early twentieth century. Extant nineteenth and early-twentieth century structures along Dundas Street and within the village add to the historic aesthetic and scenic quality of the landscape. Erindale Village also has historical and contextual value as a one of the early Euro-Canadian settlements in the City of Mississauga. The location of the village connected it to surrounding historic settlements by some of the

most important historical transportation routes at the time, the Credit River, Mississauga Road, and Dundas Street.

Community Value

Erindale Village is valued as a cultural heritage landscape due to its community value. Historic tours, commemorative plaques, designation of properties under Part IV of the Ontario Heritage Act, and historic street names signify the village's connection to its history, and many local history books discuss the importance of Erindale's beginnings as they are relevant today. Charlotte Schreiber, the first woman elected as a charter member of the Royal Canadian Academy and credited with bringing high realism to Canada, painted scenes of Erindale during her time of residence. The community input on the value of Erindale Village was strong. Residents fight to keep the "heritage" feel of the community in the face of development. Residents felt strongly about Erindale's picturesque and peaceful sense of place. The limited entry and exit points of the neighbourhood increase interactions among residents, which in turn strengthens the sense of community in the village; community events are well-attended, and generations of families continue live in the neighbourhood, often returning to settle after living elsewhere. Residents highlight the scenic views of the village from the top of Dundas Street and Mississauga Road and the larger lots and historical buildings, which work to evoke a sense of the historical roots of the community.

Historical Integrity

Erindale Village is valued as a cultural heritage landscape due to its historical integrity. Erindale Village has been continuously used as a residential community since the early nineteenth century, and commercial use along the Dundas Street has also remained constant. Many historical commercial and residential buildings remain throughout the area, intermixed with contemporary commercial and residential infill buildings. The rows of Norway Spruce trees that line Jarvis, Robinson, and Adamson Streets have stood since the early twentieth century, planted prior to 1944. Views of St. Peter's Anglican Church, looking west along Dundas Street, remain from the nineteenth century. The historical connection to the Credit River and Credit River Valley remains intact.

Cultural Heritage Attributes

- The scale, form, massing and architectural details of the historic commercial buildings along Dundas Street throughout Erindale Village;
- The scale, form, massing and architectural details of the historic residential buildings along side streets throughout Erindale Village;
- The historic aesthetic and scenic quality of Erindale Village, including the mixture of historical properties on large lots and existing mature street trees;
- The nineteenth-century street pattern with rural cross-section;
- Identified views along Dundas Street through the commercial core to the steeple of St. Peter's Anglican Church; and
- The physical, visual, and historical associations and connections with the Credit River, Dundas Street, and Mississauga Road.

6.0 PROPOSED BOUNDARY

The proposed boundary for the Erindale Village Cultural Heritage Landscape is as follows:

- North of Dundas Street West: the rear lot lines of the properties backing onto Erindale Park to the northeast and northwest;
- South of Dundas Street West: the west edge of the Credit Valley Golf and Country Club to the east; and
- The rear lot lines of the properties backing onto the Credit River to the south and west.

The proposed boundary for the Dundas Street West Scenic Corridor extends between west of Mississauga Road to the west and The Credit Woodlands to the east.

These proposed boundaries are illustrated in Figure 22.

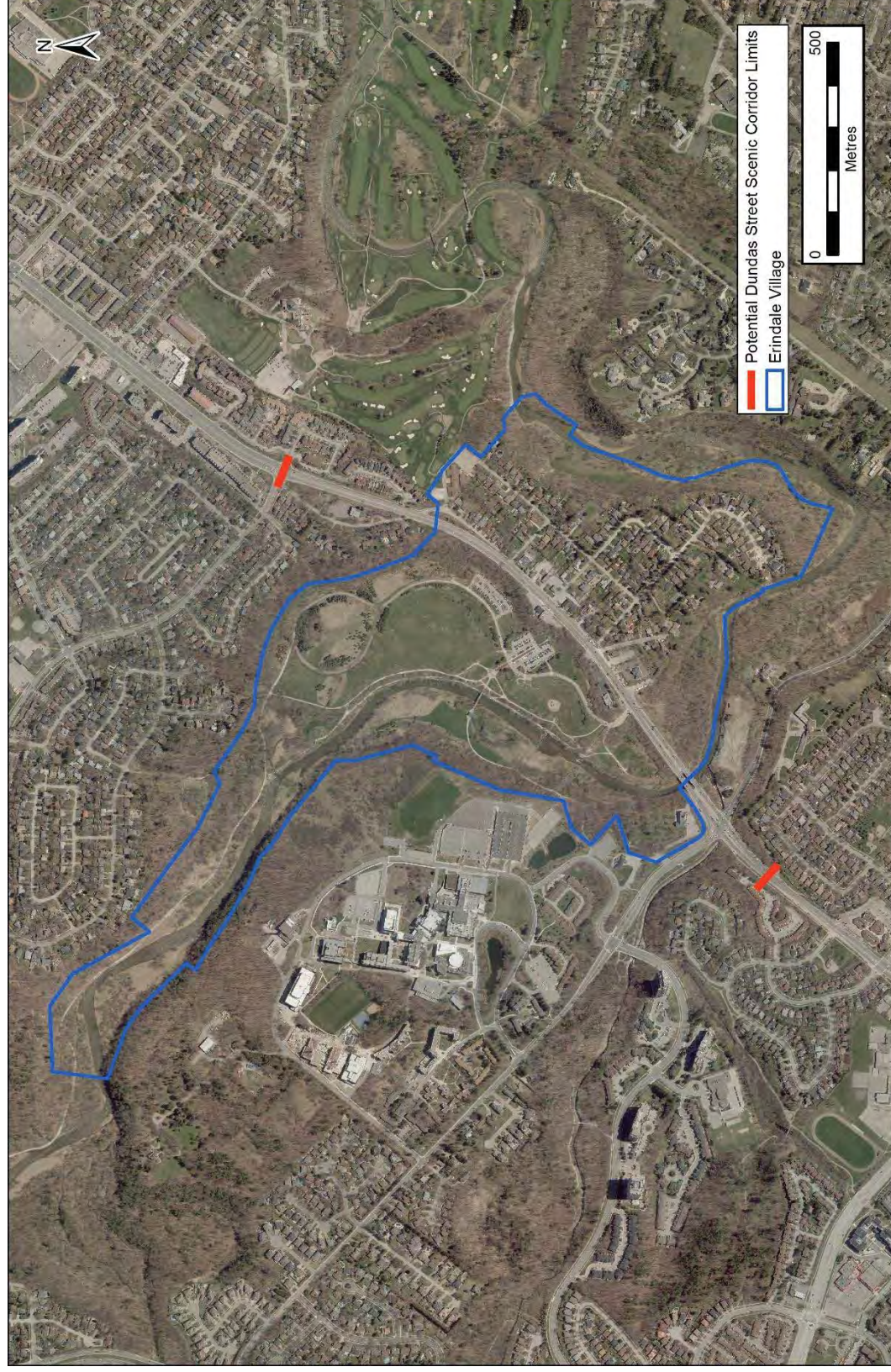


Figure 22: Proposed boundary for the Erindale Village Cultural Heritage Landscape and the Dundas Street West Scenic Corridor

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
<p>1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines relating to the attributes including, but not limited to, the scale, form and massing of historic buildings, the historic aesthetic and scenic quality of the village, tree lines and vegetation, street patterns, rural cross-section, identified views, as well as the physical, visual, and historical associations and connections with the Credit River, Dundas Street, and Mississauga Road</p> <p>2. Dundas Street – Scenic Corridor Designation in the Official Plan, with guidelines including, but not limited to, civic infrastructure, the scale, form, and massing of historic buildings along Dundas Street, identified views through the commercial core to the steeple of St. Peter's Anglican Church, and the physical, visual, and historical associations and connections with the Credit River and Mississauga Road.</p>	<p>1. Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including, but not limited to:</p> <ul style="list-style-type: none"> o Those properties listed on the City's Heritage Register prior to the 2005 Cultural Landscape Inventory o 1532 Adamson Street o 2505 Jarvis Street o 2470 Jarvis Street <p>2. Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater</p> <p>3. Additional Character Area policies to address above matters, following development and implementation of recommended protection strategies</p>	<p>1. Interpretation and Commemoration Strategy</p> <p>2. Review of existing tree inventory, including identified Norway Spruce Tree row, within the study area for potential nomination for the Significant Tree Program</p> <p>3. Marketing and Promotion</p>

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Department of National Defence

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Walker and Miles

1877 Illustrated Historical Atlas of the County of Peel, Ont. Walker and Miles, Toronto.

APPENDIX G: LORNE PARK ESTATES



Image courtesy of Heritage Mississauga



Image courtesy of Heritage Mississauga

1.0 INTRODUCTION

The Lorne Park Estates Cultural Landscape is located along Lakeshore Road West between the Jack Darling Memorial Park and Richard's Memorial Park (Figure 1). This landscape encapsulates the privately-held community of Lorne Park Estates which was established in 1879 on 75 acres as the Lorne Park Pleasure Resort. Prior to the development of the 2005 Cultural Landscape Inventory, three heritage properties were listed within this landscape. Currently, two properties within Lorne Park Estates are designated under Part IV of the *Ontario Heritage Act* (O.H.A.).

The Lorne Park Estates Cultural Landscape was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, built environment and significant ecological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Lorne Park Estates Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that this forested community is, in many ways, representative of the pre-settlement shoreline of Lake Ontario. The 2005 inventory recognized the balance struck between residential development and the protection of a mature forest in the community. The landscape was noted for its scenic quality, natural environment, and its landscape design, type, and technological interest. The built environment was noted for the aesthetic/visual quality and the consistent scale of built features.

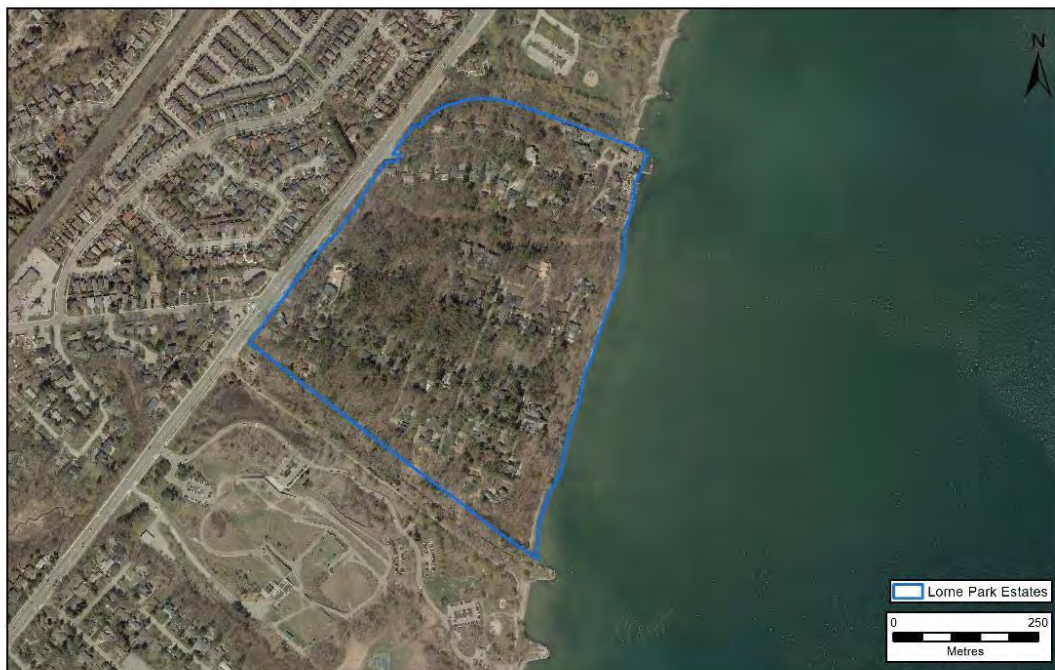


Figure 1: Location of the Lorne Park Estates Cultural Landscape overlaid on a 2017 aerial photograph

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga and the Credit River Valley can be found in Appendix C.

The first official survey of Lorne Park Estates was prepared by Samuel Wilmot in 1806 (Lorne Park Estates Historical Committee 1980). The 1806 Patent Plan shows the location of Lorne Park Estates along Lake Ontario in Lots 22 and 23, Concession 3 (Figure 13).¹ Much of the area along the lakeshore consisted of a Cranberry Marsh. Between 1839 and 1878, the land was bought and sold several times. The 1859 Tremaine Map (Figure 14) shows the unclaimed land marked as “non-resident” and continues to show some marshy areas.

In 1878, a group of nine men from Toronto and Peel purchased the land from a company called the “Lorne Park Association”, however the name was rejected and the company was renamed “The Toronto Park Association” (Lorne Park Estates Historical Committee 1980). The Toronto Park Association cleared the land, built a wharf, a picnic pavilion, fences, walkways and paths between the fall of 1878 and May 1879 and the 30 hectare resort opened for business on May 24, 1879 (Lorne Park Estates Historical Committee 1980).

Lorne Park was named for the Marquis de Lorne, the Governor General of Canada between 1878 and 1883 (Heritage Mississauga 2009). The 1880 Historical Atlas Map shows the location of Lorne Park Estates along the shore of Lake Ontario and George Henderson and J.W Orr as the owners of the Lots 22 and 23, respectively (Figure 15). Orr would later construct the Hotel Louise and wharf (Heritage Mississauga 2009).

In July 1886, the property was sold to a group led by John W. Stockwell, who formed a company called The Toronto and Lorne Park Summer Resort Company (Lorne Park Estates Historical Committee 1980). The newly-formed company made plans to survey and subdivide the land into 50-foot building lots, with plans to sell each lot for \$100 (Lorne Park Estates Historical Committee 1980) (Figure 2).

¹ A series of historical maps are included at the end of Section 2.0.



Figure 2: 1889 Lorne Park Summer Resort Survey Map

(Weeks 1993)

The plan was registered in May 1888, although sales of the lots had begun two years earlier (Lorne Park Estates Historical Committee 1980). The directors of the company gave their names to the roads running east to west in the subdivision, while names of poets were given to the roads running north and south (Lorne Park Estates Historical Committee 1980).



Figure 3: Gates to Lorne Park Estates, c1900

(Heritage Mississauga)

The park area was increased in 1889 with the acquisition of 13 ¼ acres of land to the east, and again in 1890 to the south with the purchase of the water lot from the Crown. This extended the total area of The Park to approximately 90 acres (Figure 4). In 1891, The Park was transferred to The Lorne Park Company Limited, and a new road was opened that divided the area known as the centre commons into two (Lorne Park Estates Historical Committee 1980).

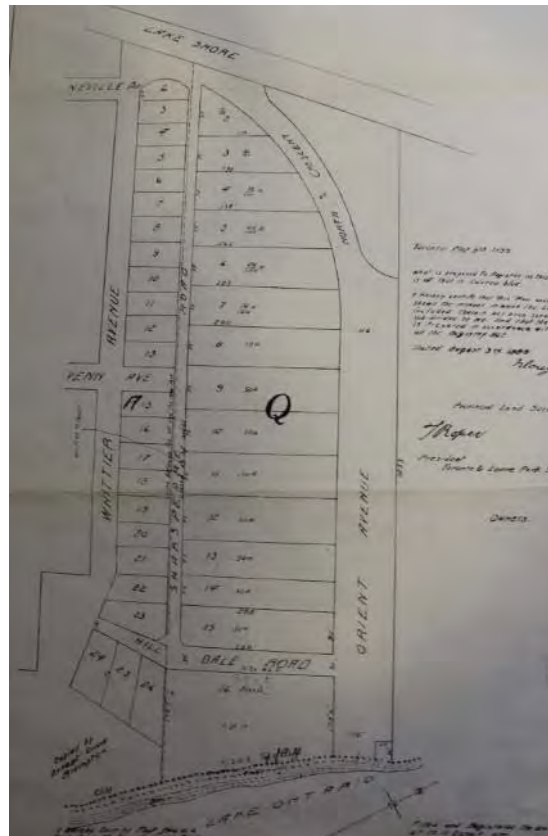


Figure 4: 1889 Lorne Park Annex Plan of Subdivision

(Lough 1889)

The Lorne Park Supply Store was opened across from the entrance to the Lorne Park Estates by Albert Shaver in 1892, and the Lorne Park Post Office was opened in the store the same year. The O'Hara family took over the store in 1902 and delivered groceries to the Lorne Park community (Hicks 2003) (Figure 5).



Figure 5: O'Hara's General Store, Lorne Park

(Historic Images Gallery, <http://www.mississauga.ca/>)

The Hotel Louise, located at the south end of The Park, was re-designed by architect Edmund Burke in 1889 (Lorne Park Estates Historical Committee 1980) (Figure 6). The re-opening of the hotel was an important event, and the hotel remained extremely successful until 1908, used as a social club with games and dances held throughout the summer (Lorne Park Estates Historical Committee 1980). In 1909, the hotel ceased operations and its name was changed to the Lakeshore Country Club. By 1912 the building was no longer public and was then occupied as a summer cottage by a private family. Following a fire in the hotel around 1920, the building was demolished (Lorne Park Estates Historical Committee 1980).



Figure 6: Hotel Louise - Lorne Park Estates, c1900

(Heritage Mississauga)

In 1877, a long wooden wharf was constructed to allow steamers to come from Toronto's Yonge Street Wharf to Lorne Park in the hopes of attracting summer tourists (Hicks 2003) (Figure 7). In June 1903, approximately 300 people were waiting on the wharf for the ferry to Toronto when a short section collapsed, resulting in about 50 people falling into the water. While no one died, several were badly hurt (Weeks 1993). Following the collapse of the wharf, the popularity of Lorne Park as an amusement complex declined (Riendeau 1985). However, a new wharf was constructed starting in 1904, and by 1908 the Park had become increasingly popular again (Weeks 1993).



Figure 7: Lorne Park Wharf, n.d.

(Historic Images Gallery, <http://www.mississauga.ca/>)

Between 1905 and 1910, The Park was closed to the public and became a private summer resort, with most property owners coming from the City of Toronto (Lorne Park Estates Historical Committee 1980). Lorne Park Station allowed families to go back and forth between Toronto and The Park and for workers to commute daily. Activities at the summer resort included tennis, boating, swimming, corn roasts, bowling, picnicking, and baseball (Lorne Park Estates Historical Committee 1980) (Figure 8).



Figure 8: Women's Institute Park Picnic, 1914

(Heritage Mississauga)

In June 1909, in the midst of financial difficulties for the Lorne Park Company Limited, the land was transferred to Trustees William Travers and Frank McPhillips, who then transferred ownership to a newly incorporated company known as The Lake Shore Country Club Limited (Lorne Park Estates Historical Committee 1980). Shortly after the transfer of ownership, the Hotel Louise was renamed as The Lake Shore Country Club (Hicks 2003). The property was mortgaged again through the Farmer's Bank, and by 1912 the Club had dissolved (Hicks 2003).

In March 1911, a portion of the park was sold to Toronto broker Sydney Small for \$46,000, including the hotel and 50 acres of land. The cottagers and lot holders of the park area continued to live in the area currently known as the Lorne Park Estates (Weeks 1993). In 1919, a group of six owners attempted to regain control of the parklands in the ownership of Sydney Small and to restore financial stability to the community. In July of that year, Lorne Park Estates Limited bought back the parklands and unsold lots (Lorne Park Estates Historical Committee 1980).

With new ownership came the establishment and incorporation of the Lorne Park Cottagers' Association, headed by Mary Louise Clarke and, following her death in 1931, was funded through the financial support of her estate (Hicks 2003). The Lorne Park Cottager's Association purchased the parklands from Sydney to regain their control and establish their rights over the land (Hicks 2003). From this point onwards, The Lorne Park Estates was exclusively residential (Hicks 2003).

The 1922 and 1933 National Topographic maps show Lorne Park Estates as densely-treed, with multiple dwellings along the surveyed roads, and shows development following the original plan of subdivision as far east as Longfellow Avenue, however the roadways to the east that were anticipated in the plan of subdivision, including Moore Avenue and Orient Avenue, were not developed (Figure 9, Figure 17, Figure 18).



Figure 9: 1919 Lorne Park Estates Plan of Subdivision

(Unknown 1919)

The Lorne Park Estates Association became the Lorne Park Estates Limited in April, 1948, and the deed for the land transferred from the estate of Mary Louise Clarke to the villagers (Hicks 2003). By 1950, most of the houses in Lorne Park Estates had electricity, and between 1950 and 1959, several new houses were constructed (Lorne Park Estates Historical Committee 1980). The 1954 and 1966 aerial photographs and 1973 National Topographic map (Figure 19, Figure 20, Figure 21) show circulation routes and housing throughout the Park through dense trees and the appearance of Whittier Crescent curving from the lake to Lakeshore Road to the east of the original subdivision. The 1966 aerial photograph shows a significant clearing of trees to the west of Lorne Park Estates for Shoreline Park (Figure 20).

In June 1979, a Centennial Picnic was held to commemorate the opening of the Park and its 100 year history (Lorne Park Estates Historical Committee 1980) (Figure 10).



Figure 10: Centennial Picnic, Lorne Park Estates, June 1979

(Historic Images Gallery, <http://www.mississauga.ca/>)

Today, Lorne Park Estates remains a privately-held residential community and has retained much of its original tree canopy and its lot pattern with the addition of Whittier Crescent to the east. According to construction-date data from the Municipal Property Assessment Corporation (M.P.A.C.), there are 19 properties within Lorne Park Estates that were constructed before 1930. The data suggests that few properties were constructed between 1930 and 1950, but that development sharply increased in the 1950s and 1960s with 41 properties dating to that time period. Since 1970, 19 properties have been built. It should be noted that this data has not been verified to confirm their accuracy.



Figure 11: Lorne Park Estates, Aerial View 1972
(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 12: Lorne Park Estates 1980
(Historic Images Gallery, <http://www.mississauga.ca/>)

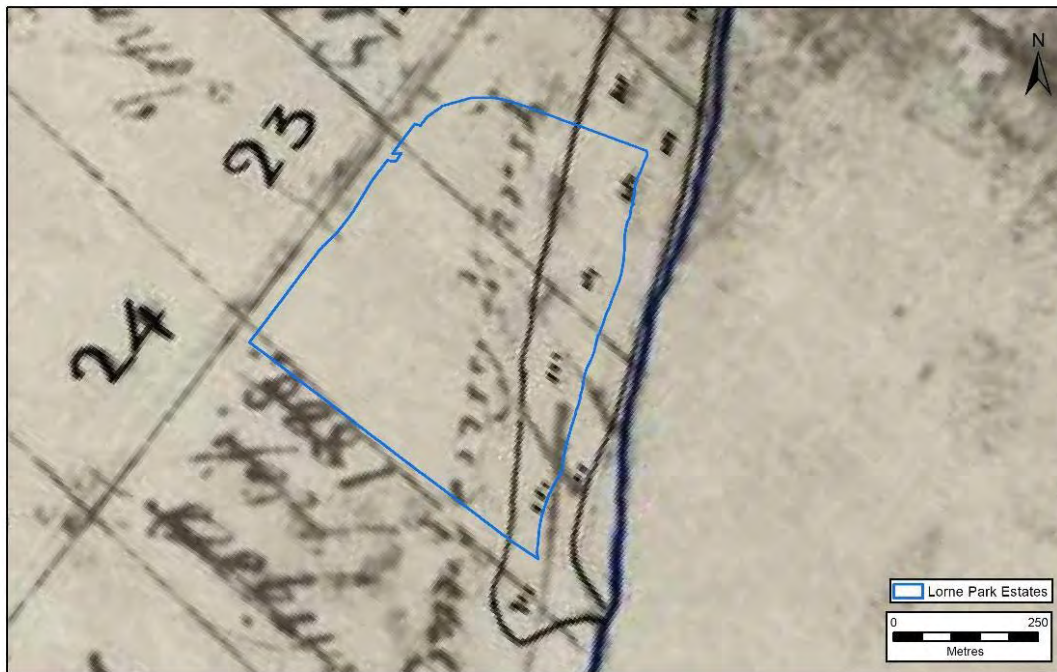


Figure 13: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1806 Patent Plan

(Archives of Ontario)

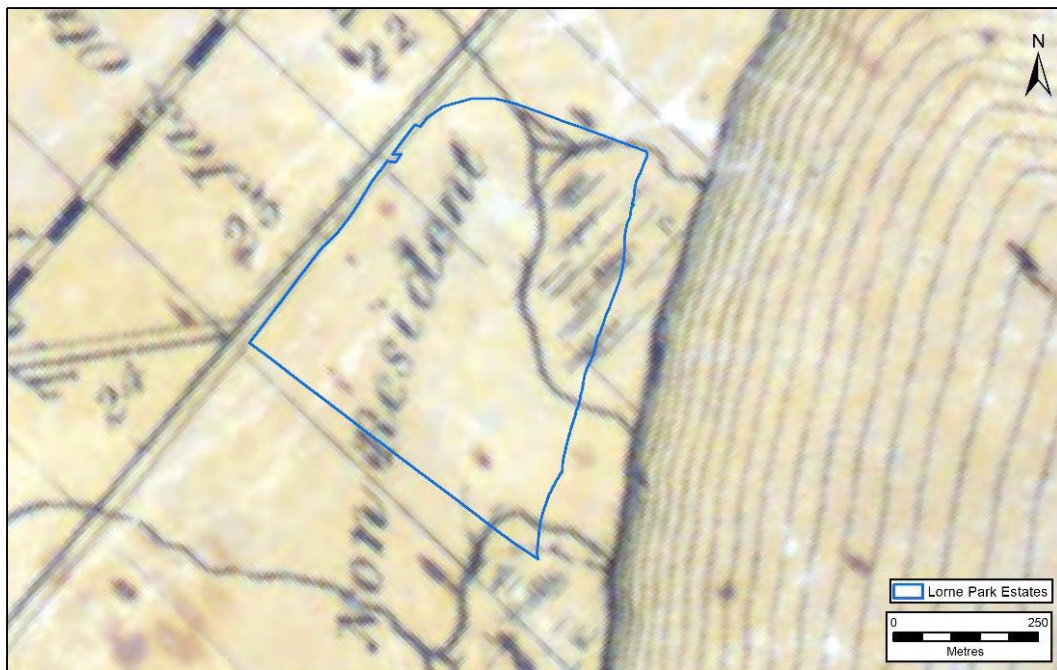


Figure 14: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1859 Tremain's map of the County of Peel

(Tremain 1859)



Figure 15: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)



Figure 16: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)



Figure 17: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)



Figure 18: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1933 topographic map

(Department of National Defence 1933)

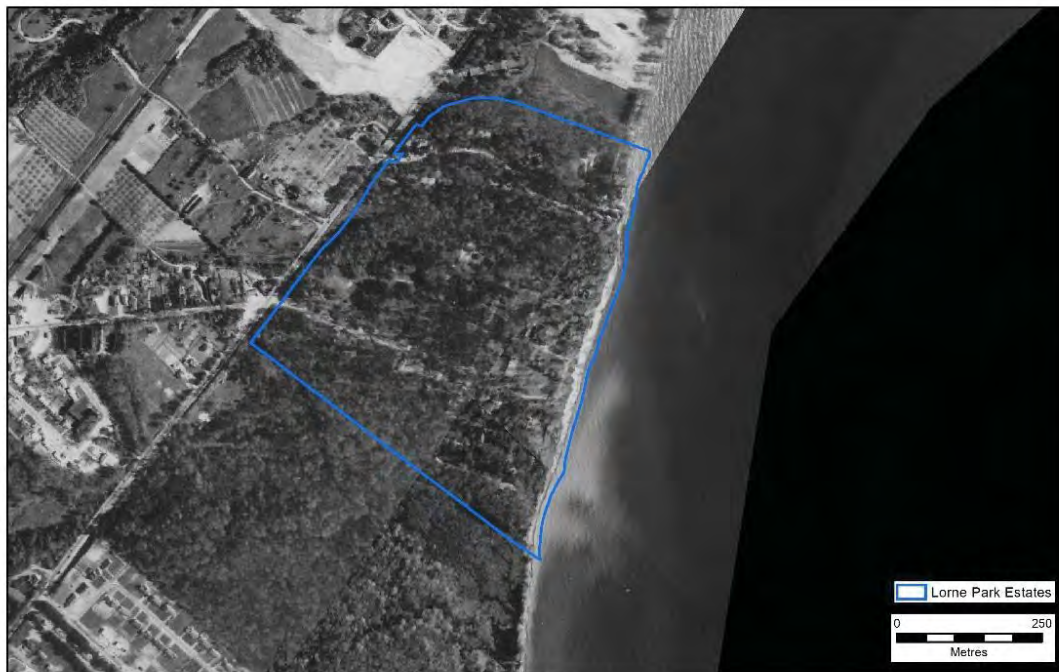


Figure 19: Location of the Lorne Park Estates Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:Photo 435.793)



Figure 20: Location of the Lorne Park Estates Cultural Landscape overlaid on a 1966 aerial photograph

(City of Mississauga)

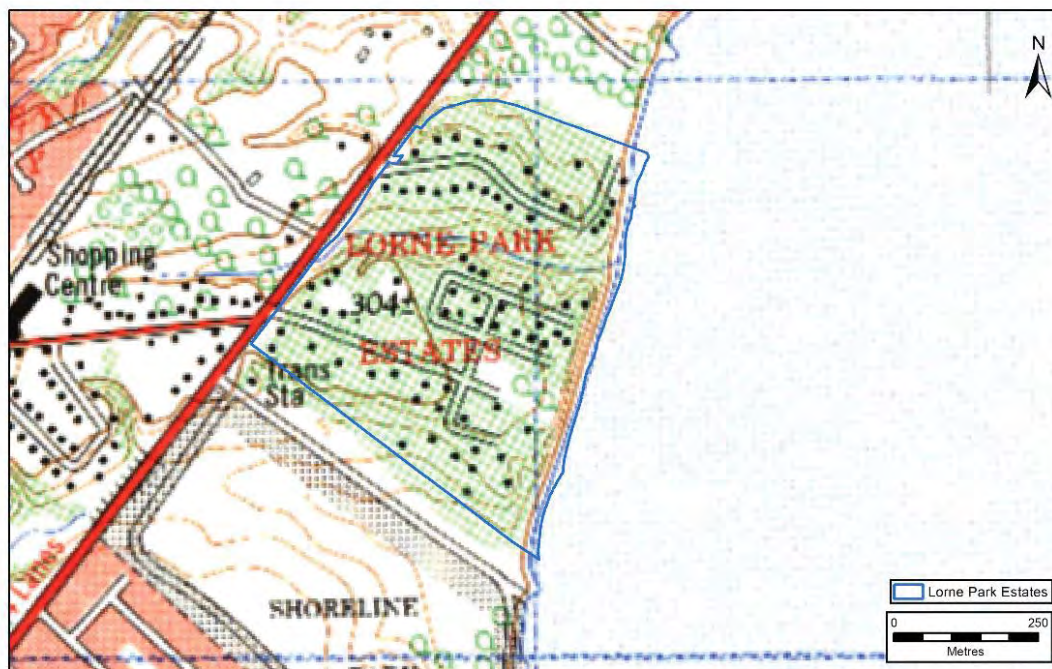


Figure 21: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1974 topographic map

(Department of Energy, Mines and Resources 1974)

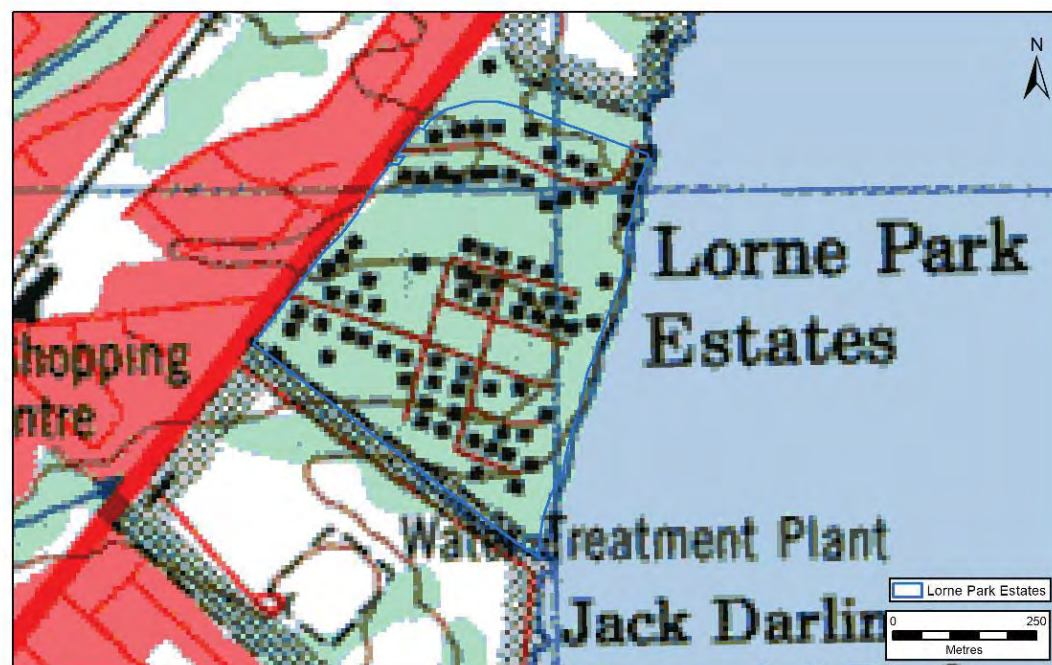


Figure 22: Location of the Lorne Park Estates Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)



Figure 23: Location of the Lorne Park Estates Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Lorne Park Cultural Landscape	
Address	Recognition
863 SANGSTER AVE	Designated under Part IV of the O.H.A.
913 SANGSTER AVE	Designated under Part IV of the O.H.A.
908 LONGFELLOW AVE	Listed on the City of Mississauga Heritage Register prior to 2005
892 TENNYSON AVE	Listed on the City of Mississauga Heritage Register prior to 2005
857 LONGFELLOW AVE	Listed on the City of Mississauga Heritage Register prior to 2005



Figure 24: Location of the existing resources located within and adjacent to the Lorne Park Cultural Landscape

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for Lorne Park Estates

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	T.B.D.	Land Use	T.B.D.
Is a rare, unique, representative or early example of a landscape	T.B.D.	Landmark	T.B.D.	Ownership	T.B.D.
Aesthetic/Scenic reasons	T.B.D.	Pride and Stewardship	✓	Built Elements	T.B.D.
High degree of technical/scientific interest	T.B.D.	Commemoration	T.B.D.	Vegetation	T.B.D.
Historical/Associative Value		Public Space	T.B.D.	Cultural Relationship	T.B.D.
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	T.B.D.	Natural Features	T.B.D.
Contributes to an understanding of a community/culture	T.B.D.	Quality of Life	T.B.D.	Natural Relationships	T.B.D.
Reflects work or ideas of an architect, artist, builder, etc.	✓	Local History	T.B.D.	Views	T.B.D.
Contextual Value		Visual Depiction	T.B.D.	Ruins	T.B.D.
Important in defining character of an area	T.B.D.	Genius Loci	T.B.D.	Restoration Potential	T.B.D.
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	T.B.D.		
Landmark	T.B.D.	Tourism Planning	T.B.D.		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

Lorne Park Estates has potential to be a Significant Cultural Heritage Landscape based on the limited information available. This is due to its cultural heritage value and community value.

A draft statement of significance and list of attributes for the Lorne Park Estates Cultural Landscape will be compiled once the evaluation process is complete.

6.0 PROPOSED BOUNDARY

The boundary for the Lorne Park Estates Cultural Landscape will be determined once the evaluation process is complete.

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Strategies for Protection	Additional Recommended Strategies
To be determined	To be determined

8.0 WORKS CITED

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APPENDIX H: MINEOLA NEIGHBOURHOOD



1.0 INTRODUCTION

The Mineola Neighbourhood Cultural Landscape is bounded by Hurontario Street to the northeast, the railway tracks and Port Credit Go Station to the southeast, the Credit River to the southwest, and the Q.E.W. to the northwest (Figure 1). This landscape has a distinct character as a densely-treed residential neighbourhood with houses of varying age and architectural style, undulating topography and winding roads. Over 114 heritage properties were listed within this landscape on Mississauga's Municipal Register of Property of Cultural Heritage Value or Interest prior to the listing of each property within the Mineola Neighbourhood as part of the 2005 Cultural Landscape Inventory, and two properties are currently designated under Part IV of the *Ontario Heritage Act* (O.H.A.) (The Landplan Collaborative Ltd. et al. 2005). However, in 2017, the size of the Mineola Neighbourhood Cultural Landscape was reduced to the properties fronting onto Stavebank Road removing the listings from the remaining property apart from those individually listed properties which remained on the current City's Heritage Register, ahead of this study.

The Mineola Neighbourhood is situated within the Iroquois Plain and Sand Plains physiographic regions of Southern Ontario. The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River to the Niagara River, spanning a distance around the western part of Lake Ontario of 300 km (Chapman and Putnam 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The Mineola Neighbourhood is also included in the physiographic landform area of Sand Plains, which are glaciolacustrine features that form in shallow waters (Karrow and Warner 1990).

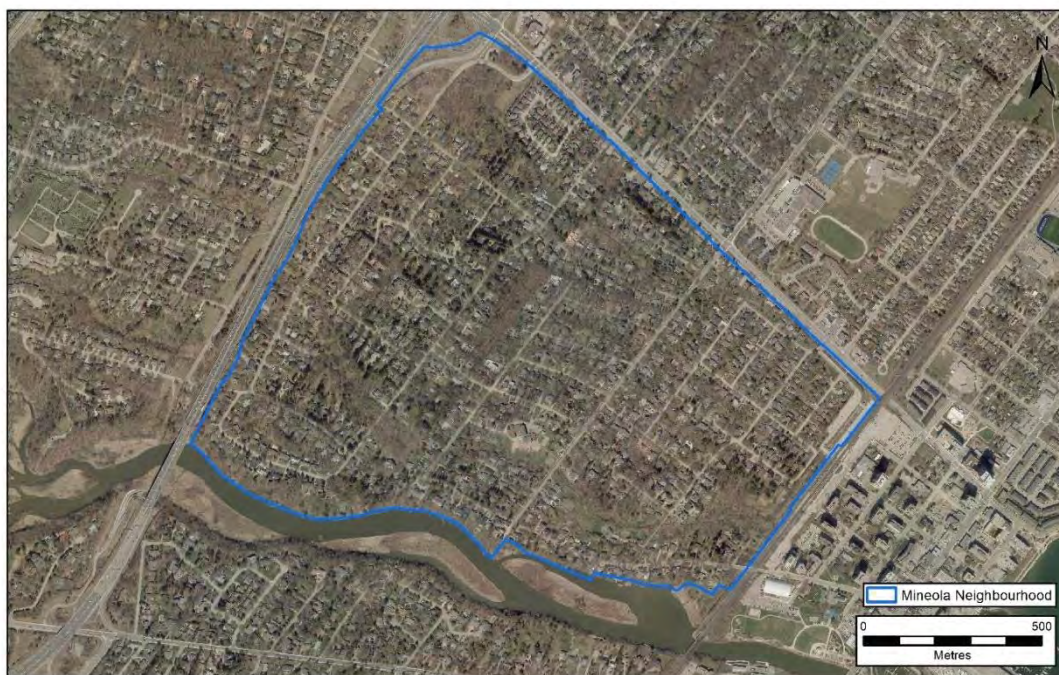


Figure 1: Location of the Mineola Neighbourhood Cultural Landscape overlaid on 2017 Ortho imagery

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga can be found in Appendix C.

The 1859 *Tremaine's Map of the County of Peel* (Figure 9) identifies the land on which the Mineola Neighbourhood Cultural Landscape is located as under the ownership of R & J. Cotton, Rob (Robert) Cotton, Henry Parker and J. Hector¹. Henry Parker was a local farmer and vintner and, together with partner Justin McCarthy De Courtenay, created the Canada Vine Growers Association to own and operate Parker's vineyard on this fathers' property on Lot 17, North of Dundas Street (Jarrell n.d.). J. Hector may refer to Jessie Hector, née Parker, who married Henry's brother William Parker on January 29, 1847 in a double ceremony (Heritage Mississauga 2009a).

Robert Cotton owned a toll gate at the Middle Road (now the Q.E.W.) and Centre Road (now Hurontario Street), charging five cents each time a carriage went over. Cotton ran the general store at the mouth of the Credit River, traded with the Mississaugas, and transported grain to Toronto and New York by ship (Bull n.d.). Throughout his years in Toronto Township, Cotton was also Vice President of the Toronto Township Agricultural Society, Captain of the Home Guards in Port Credit, a member of Council, Deputy Reeve for Toronto Township, Reeve, a member of the Peel Council, and Warden (Bull n.d.).

The Cotton-Hawksworth House is located at 1234 Old River Road in the Mineola Cultural Landscape and has been designated under Part IV of the O.H.A. since 1985 (Figure 2). James William Cotton, Robert's son born in 1846, was also a farmer, and member of the Toronto Township Council, Home Guard at Port Credit and was a prize winner at the Toronto Township Fall Fair in 1876 (Bull n.d.). The Cotton-Hawksworth House, a Georgian, two-storey, log and clapboard house, was built in 1856 by Robert Cotton, a well-known merchant and farmer in Toronto Township who immigrated from Ireland in 1837 (Canada's Historic Places 2018). The Cotton homestead was originally a log cabin that had been located on the Credit Mission and which was moved to Cotton's property along Hurontario Street, then Centre Road, which had first been surveyed in 1818 (Heritage Mississauga 2009b). The Cotton-Hawksworth House is still extant along Old River Road within the Mineola Neighbourhood.

¹ A series of historical maps are included at the end of Section 2.0.



Figure 2: Location of the Mineola Neighbourhood Cultural Landscape overlaid on 2017 Ortho imagery
(Historic Images Gallery, <http://www.mississauga.ca/>)

The 1861 Patent Plan (Figure 5) identifies J. and R. Cotton as property owners and shows Centre Road, now Hurontario Street, extending through the area from Port Credit.

The 1880 Historical Atlas (Figure 11) shows continued growth in Port Credit to the south of the Mineola Neighbourhood area beyond the railway line, with farms shown fronting onto Hurontario Street in the southeast corner. Stavebank Road is shown running along the east side of the Credit River. As in the 1861 Patent Plan, lots are shown angled towards the northwest and cross the Credit River. An unopened road allowance is shown in the location of Mineola Road West, with lots oriented perpendicular to the road allowance on the south side and parallel along the north side. Topographic maps from 1909 and 1922 (Figure 12, Figure 13) identify very few buildings within the Mineola Neighbourhood, showing only three buildings along the Credit River, and three other buildings along Centre Road south of the railway tracks in the northwest corner of the area. The 1922 Map (Figure 13) shows the introduction of Mineola Road West extending through the area and continuing past Hurontario Street.

On the outskirts of downtown Port Credit, the Mineola Neighbourhood remained primarily agricultural until the 1930s (City of Mississauga 1999). The 1933 topographical map (Figure 14) shows the area to be heavily treed, with Indian Valley Trail shown as an unimproved road running parallel to the northwest of Mineola Road West. A significant increase in construction is shown along the Credit River, Hurontario Street and along Indian Valley Trail.

Throughout the 1940s and 1950s, the Mineola Neighbourhood underwent significant suburban residential development through several owners and many parcels (Figure 4, Figure 5). This was due in part to pressures relating to growth and expansion of Port Credit and the construction of the Queen Elizabeth Way (originally the Middle Road) to the north of Mineola West (City of Mississauga 1999) (Figure 3). Settlement increased within many areas along the Q.E.W., including the Indian Valley Trail subdivision and within the Cloverleaf subdivision near Hurontario Street and the Q.E.W. A Plan of Subdivision for a development within the southeast corner of the Mineola Neighbourhood from 1943 suggests conventional lotting patterns, yet shows a creek integrated within the new lots along the east

side of River Road (Browne and Cavell Surveyors 1943) (Figure 4). Significant tree cover can be seen in photographs dating to 1944 and 1946 (Figure 15 and Figure 16).

By 1950, homes line Hurontario Street from Port Credit to Cooksville (Gibson 2002:000). Development continued within Mineola through the 1950s, with demonstrated regard for the existing landscape and topography. A Plan of Subdivision from 1956 shows lots north of Mineola Road West extending along Hurontario Street to Glenburnie Road, which generally follows the angle of the original lots, and the introduction of Avonbridge Drive and shows “Block A” to the west of Avonbridge Drive (Starr 1956) (Figure 5). The area identified as “Block A” is shown in earlier topographic maps as treed with a waterway, and in the 1954 aerial (Figure 17) as heavily treed. The 1966 aerial photography shows that this network was completed with housing along Avonbridge Drive and the east side of Glenburnie Road as shown in the Plan of Subdivision, and that a significant amount of trees remained between the rear lot lines of these properties along the Creek (Figure 18). The creek shown in historical mapping and aerial photography is extant between the rear property lines of properties fronting onto Glenburnie Road and Avonbridge Road (Figure 6).



Figure 3: Q.E.W. near Port Credit, c. 1940

(Historic Images Gallery, <http://www.mississauga.ca/>)

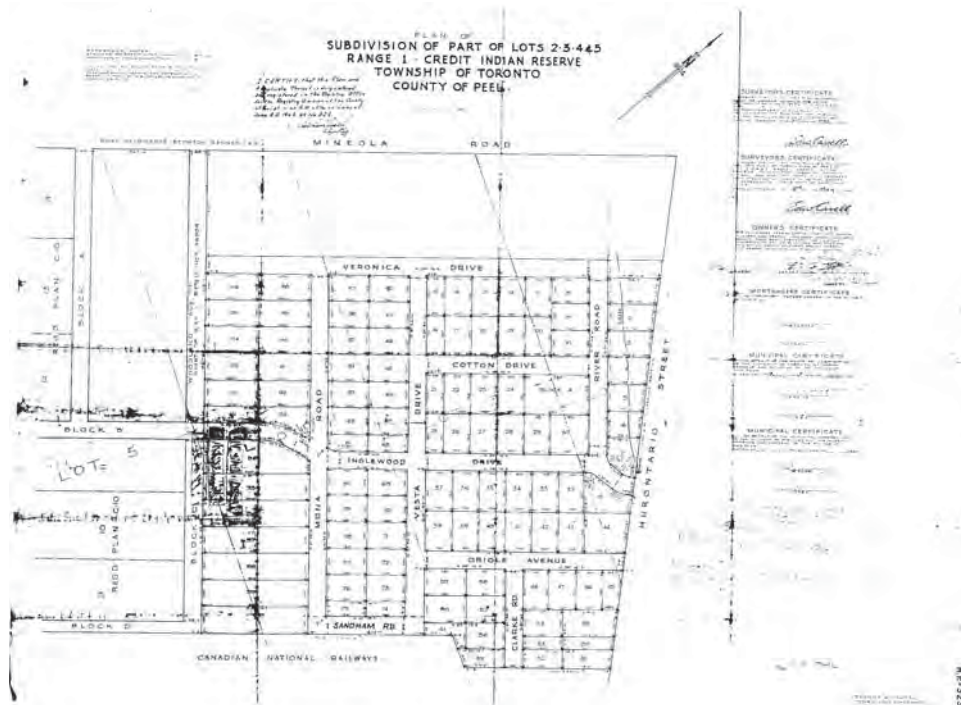


Figure 4: Subdivision of Part of Lots 2-5, Range 1, Credit Indian Reserve, Township of Toronto, 1943

(Browne and Cavell Surveyors 1943)

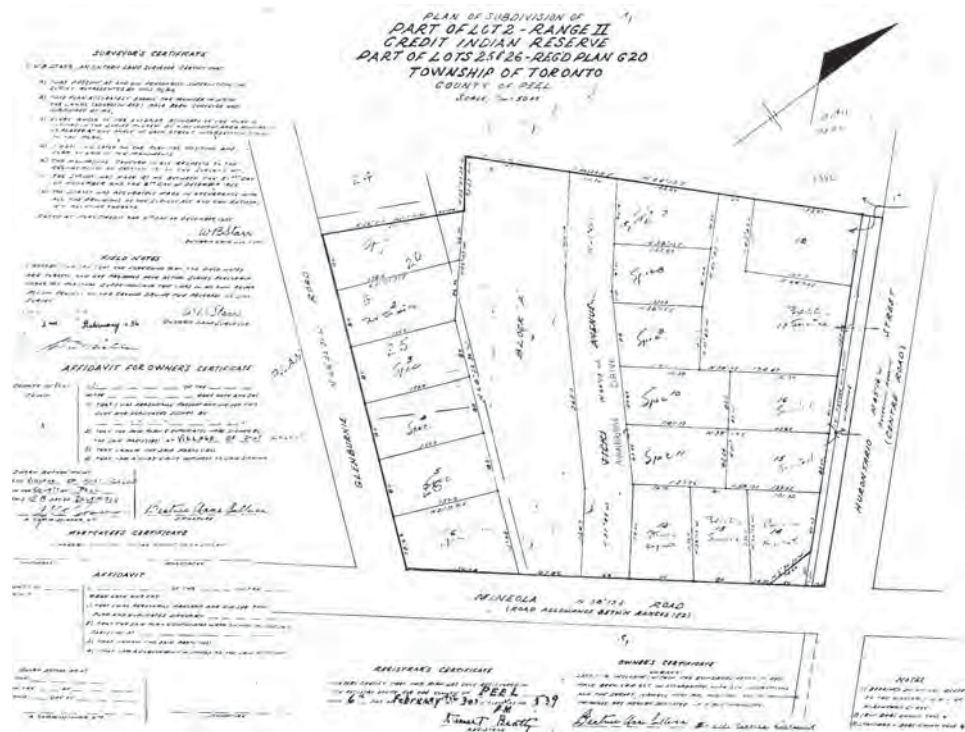


Figure 5: Plan of Subdivision of Part of Lot 2, Range 2, Credit Indian Reserve; Part of Lots 25 & 26, RPlan 620, Township of Toronto, February 1956

(Starr 1956)



Figure 6: Creek along Mineola Road West

(Google Streetview 2014)

Aerial photography from 1954 and 1966 shows the significant development in the area, with a network of roads extending from Hurontario Street and from Mineola Road West, Indian Valley Trail and Stavebank Road, with little legibility of the original agricultural lot patterns of the area remaining. The Q.E.W. is shown along the northwest boundary of the Mineola Neighbourhood Cultural Landscape (Figure 17, Figure 18). The 1966 Aerial Photograph shows the extent of development within the cultural landscape, with an increase in development in the northern half of the cultural landscape and increased density with the development of Pinetree Crescent in the northwest corner along the Credit River. The road network northwest of Mineola Road West does not follow a north-south grid pattern and is varied throughout the cultural landscape depending on the existing topography (Figure 18).

The existing Port Credit Go Station is located at the southeast boundary of the Mineola Neighbourhood Cultural Landscape. The first railway station in Port Credit was opened on December 3, 1955 (Heritage Mississauga 2009c). The existing station was opened in 1967 when Go Transit service began on the Lakeshore West line (Figure 7).

Topographic maps from 1974 and 1994 and aerial photography from 1995 show the completion of the road network within Mineola Neighbourhood and residential buildings throughout the entire area (Figure 19, Figure 20, Figure 21).



Figure 7: Port Credit GO Station, c.1980

(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 8: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1806 Patent Plan

(Archives of Ontario)



Figure 9: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1859
Tremaine's map of the County of Peel

(Tremaine 1859)



Figure 10: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1861
Patent Plan

(Archives of Ontario)



Figure 11: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1880 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)

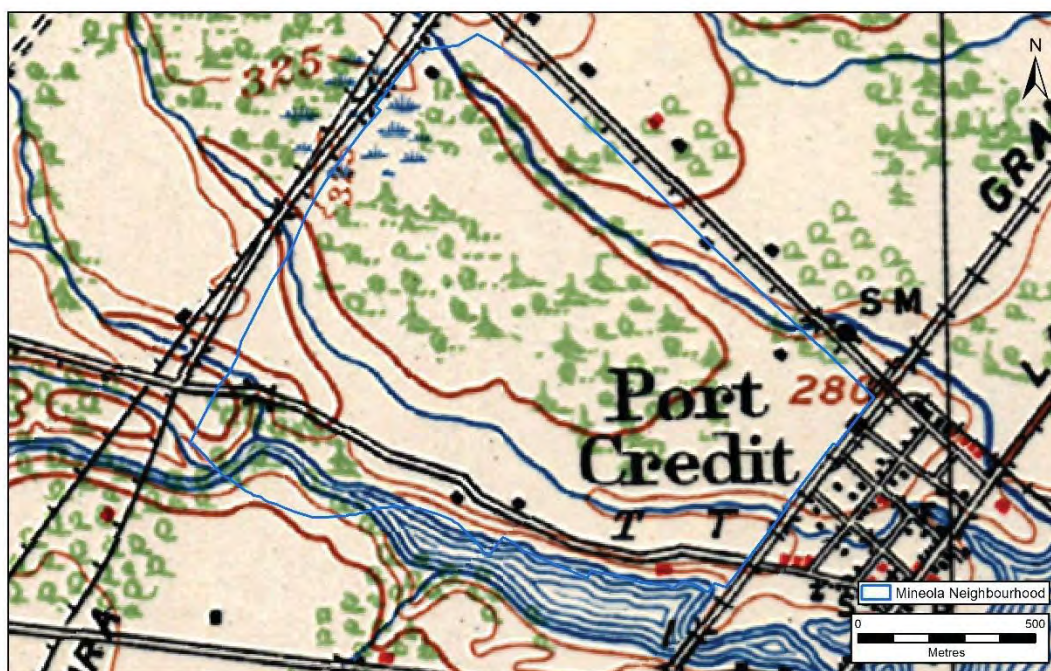


Figure 12: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)



Figure 13: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)

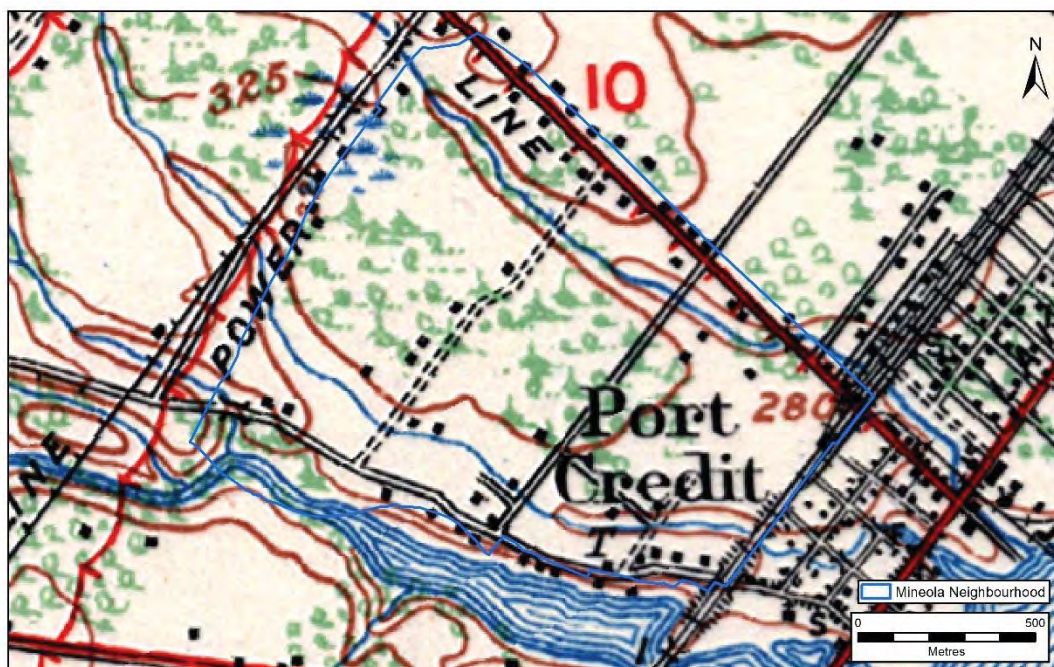


Figure 14: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1933 topographic map

(Department of National Defence 1933)

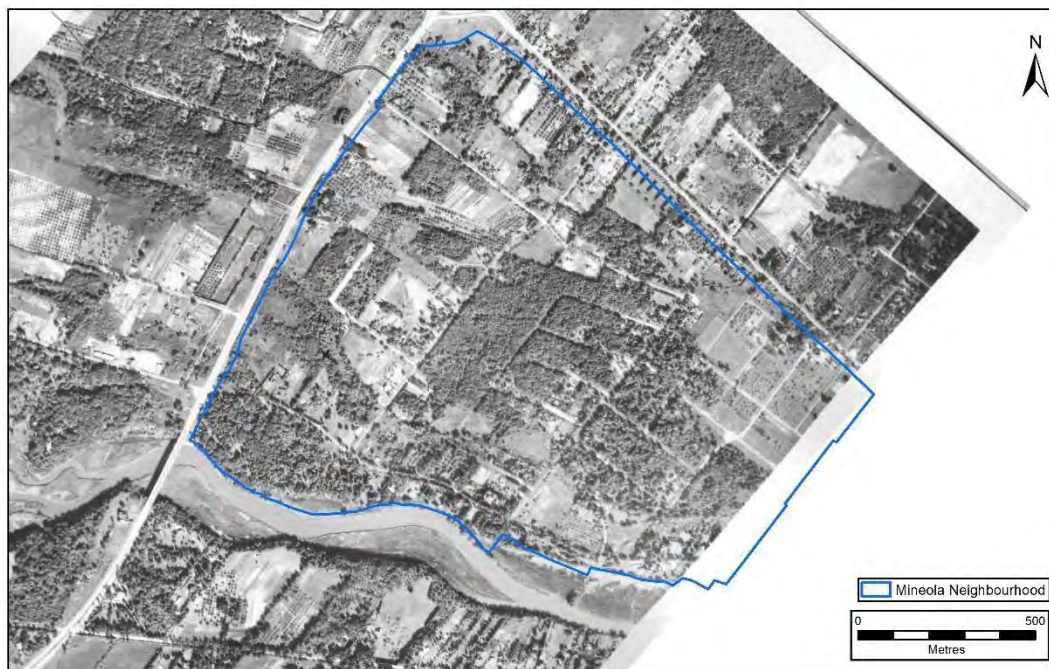


Figure 15: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1944 aerial photograph

(Pers. Comm. Loretta James)

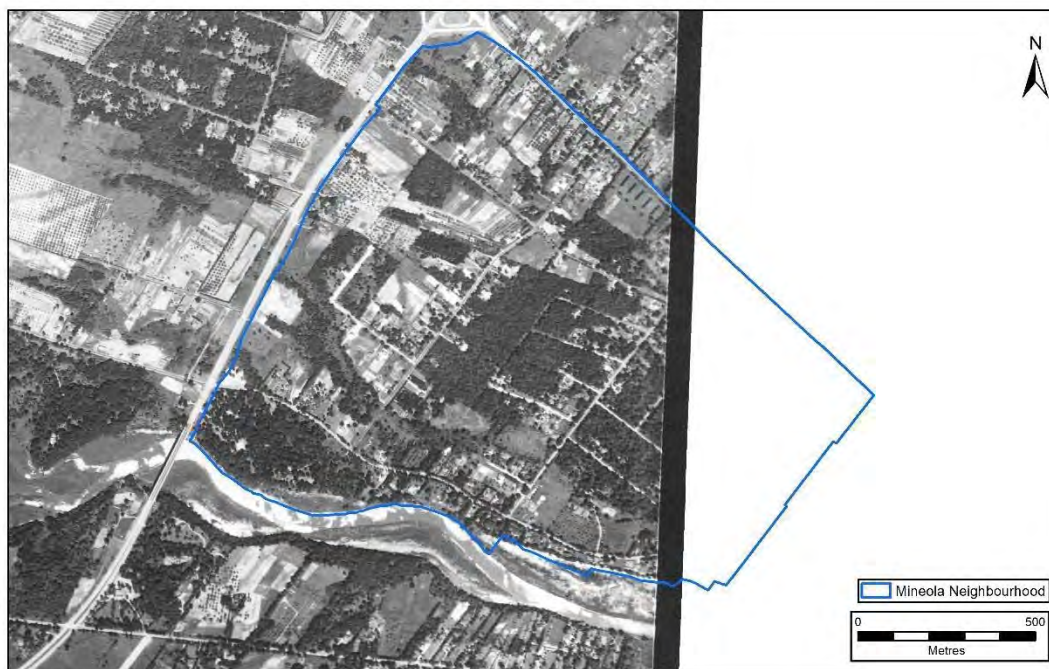


Figure 16: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1946 aerial photograph

(Pers. Comm. Loretta James)



Figure 17: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)



Figure 18: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1966 aerial photograph

(City of Mississauga)

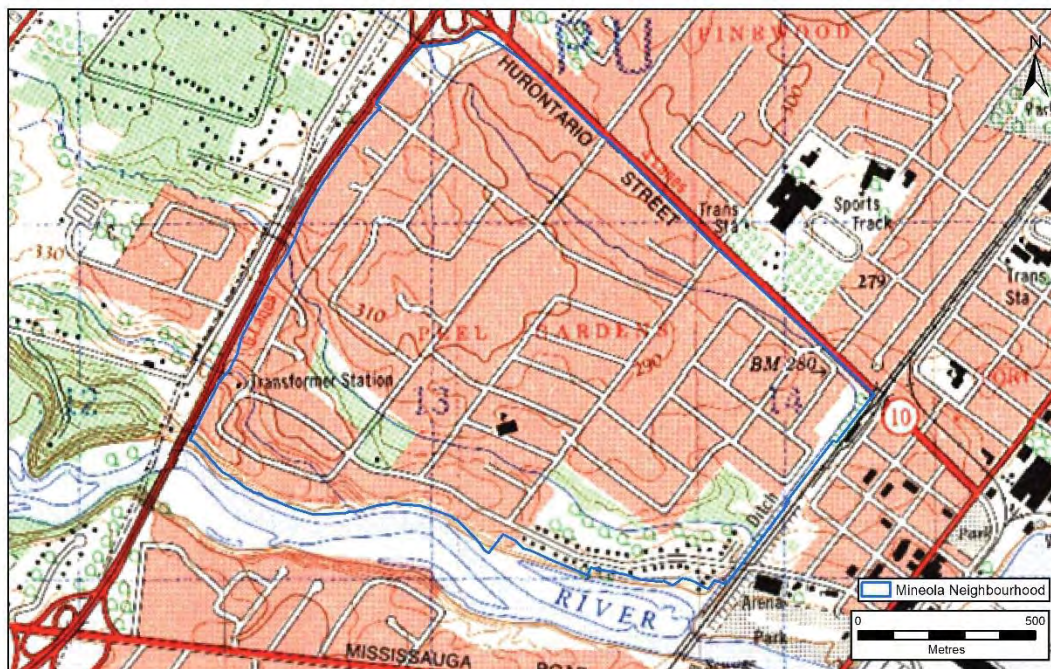


Figure 19: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1974 topographic map

(Department of Energy, Mines and Resources 1974)

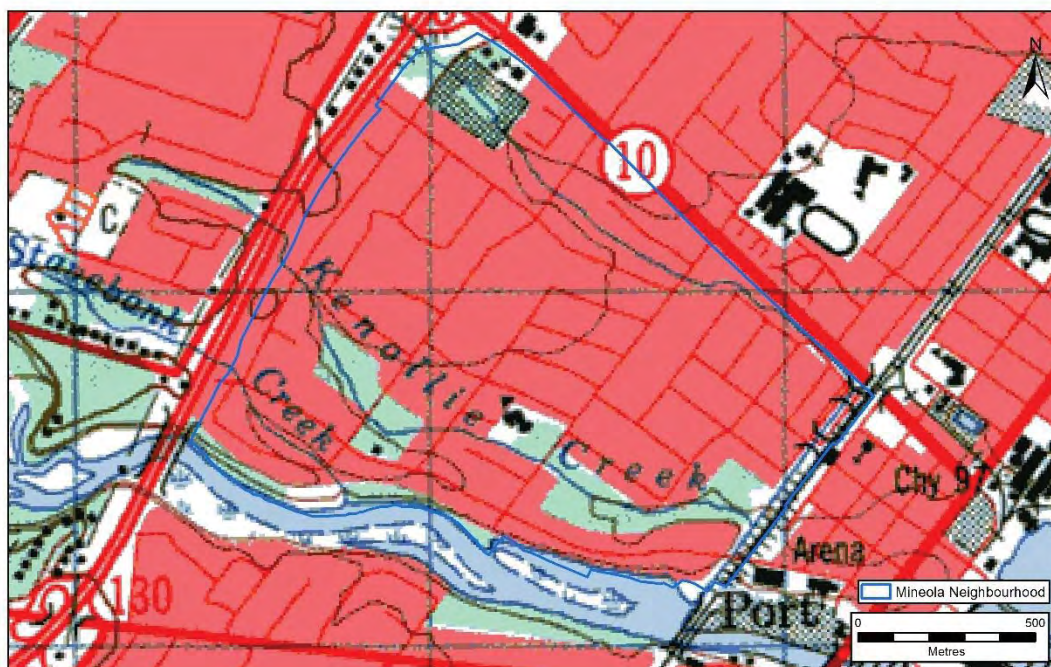


Figure 20: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)



Figure 21: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Mineola Cultural Landscape

Address	Recognition
1234 OLD RIVER RD	Designated under Part IV of the O.H.A.
25 PINETREE WAY	Designated under Part IV of the O.H.A.
1238 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
201 MINEOLA RD W	Listed on the City of Mississauga Heritage Register prior to 2005
243 OAKHILL RD	Listed on the City of Mississauga Heritage Register prior to 2005
1205 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1654 GLENBURNIE RD	Listed on the City of Mississauga Heritage Register prior to 2005
1191 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1196 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1301 MINAKI RD	Listed on the City of Mississauga Heritage Register prior to 2005
1341 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1520 PINETREE CRES	Listed on the City of Mississauga Heritage Register prior to 2005
76 PINETREE WAY	Listed on the City of Mississauga Heritage Register prior to 2005
1159 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
1220 STAVEBANK RD	Listed on the City of Mississauga Heritage Register prior to 2005
—	Archaeological Site (AjGv-1)
—	Archaeological Site (AjGv-10)
—	Archaeological Site (AjGv-17)
—	Archaeological Site (AjGv-4)
—	Archaeological Site (AjGv-5)

—		Archaeological Site (AjGv-73)
—		Archaeological Site (AjGv-74)
—		Archaeological Site (AjGv-75)
—		Archaeological Site (AjGv-9)
—		Archaeological Site (AjGv-83)

Archaeological sites within and adjacent to the landscape:

The Hare site (AjGv-1) was documented on the east side of the river by Peter Ramsden in 1969 and was registered by Konrad in 1972 (OASD Site Record Form). The site is a camp that has yielded evidence of occupation during the Middle Archaic and Middle Woodland periods.

The Stavebank site (AjGv-10) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from an orchard which was subsequently developed as a residential subdivision.

The Nunan site (AjGv-17) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was documented on the basis of an artifact collection, or report of a collection derived from garden plot which was subsequently developed as a residential subdivision.

The Stillmeadow site (AjGv-4) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from an orchard which was subsequently developed as a residential subdivision.

The Glenbury site (AjGv-5) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from a terrace which was subsequently developed as a residential subdivision.

The Stavebank site (AjGv-73) is an Early, Middle and Transitional Woodland occupation located on the east side of the Credit River, discovered in the rear yard of a residential property (ASI 2011a; Golder Associates Ltd. 2011a; Golder Associates Ltd. 2011b).

The Stavebank Road site (AjGv-74) was located on the east bank of the Credit River (ASI 2011b), discovered in the front yard of a residential property. Stage 4 excavation determined that the site was first occupied during the Early Archaic period, but the major occupations dated to the Early and Middle Woodland (NDA 2012a; NDA 2012b).

AjGv-75 was located in the front yard of the same residential property at which AjGv-74 was located (ASI 2011b), however it proved to be redeposited material from the latter site (NDA 2012a:75).

The Avonbridge site (AjGv-9) was registered by Konrad as a Middle (“Laurentian”) Archaic camp “on an island in the stream back of Avonbridge Road” (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection. The site has reportedly been destroyed.

There is no data in the Ontario Archaeological Site Database about site AjGv-083:

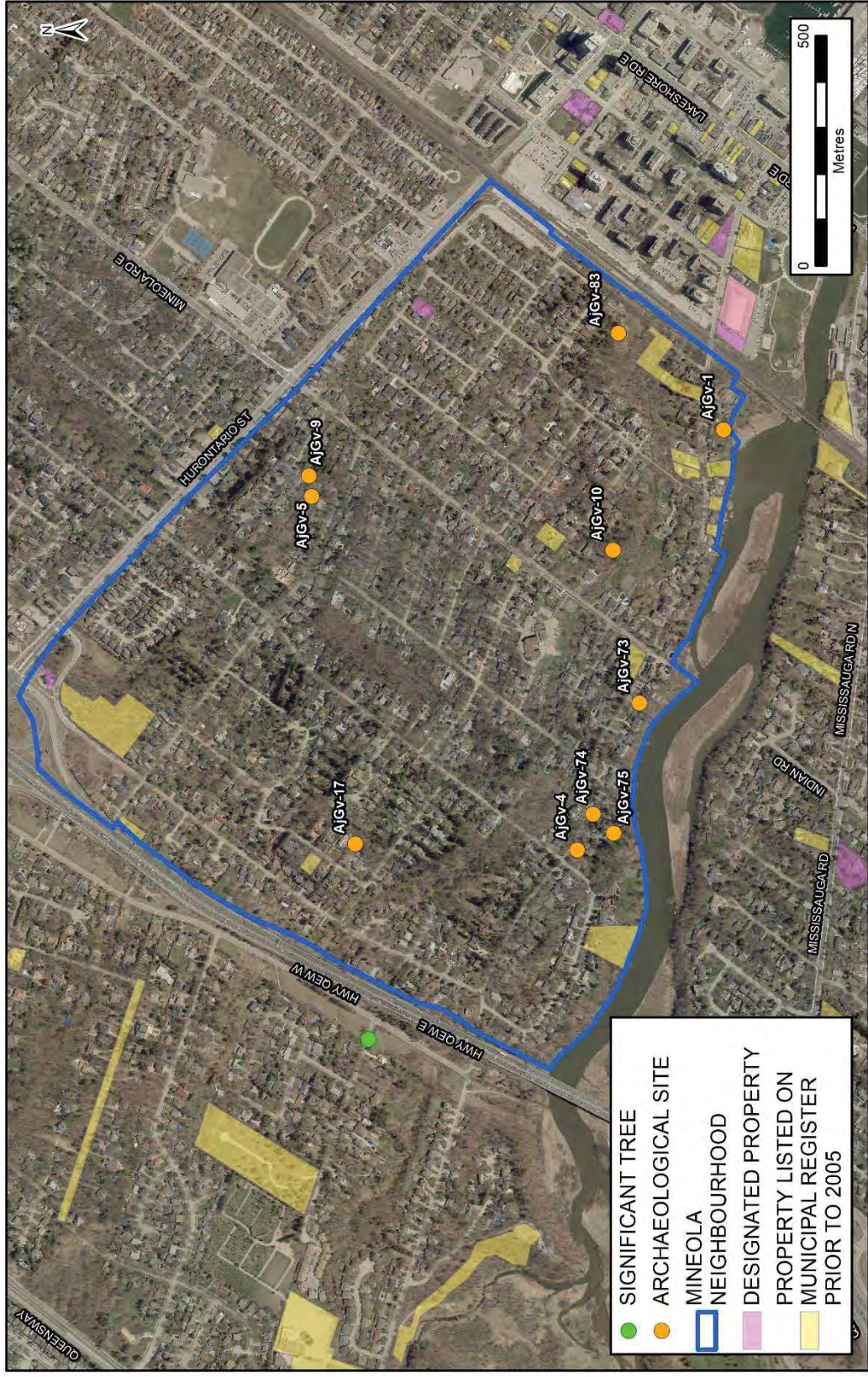


Figure 22: Location of the existing resources located within and adjacent to the Mineola Neighbourhood Cultural Landscape

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Mineola Neighbourhood Cultural Landscape

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	✓	Land Use	✓
Is a rare, unique, representative or early example of a landscape	x	Landmark	✓	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	✓	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	x	Vegetation	✓
Historical/Associative Value		Public Space	x	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	x	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	x	Quality of Life	✓	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	✓	Views	x
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	x	Genius Loci	✓	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	x		
Landmark	✓	Tourism	x		
		Planning	x		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

The Mineola Neighbourhood is a Significant Cultural Heritage Landscape due to its cultural heritage value, community value and historical integrity.

Cultural Heritage Value

The Mineola Neighbourhood has cultural heritage value as a cultural heritage landscape due to its design and physical value. The Mineola Neighbourhood has design and physical value for its aesthetic value and scenic quality with winding roads, a mature tree canopy and undulating topography.

Community Value

The Mineola Neighbourhood is valued as a cultural heritage landscape due to its community value. Two properties within the Mineola Neighbourhood Cultural Landscape are designated under Part IV of the O.H.A., while three properties were listed on Mississauga's Municipal Register of Property of Cultural Heritage Value or Interest prior to the 2005 Cultural Landscape Inventory. The neighbourhood's genius loci, or sense of place, is a naturally-landscaped residential community within the City of Mississauga

and is a well-known landmark within the greater community. The community input on the value of the Mineola Neighbourhood was strong, with significant community identity tied to the neighbourhood. Residents are passionate about the landscape and vegetation which contribute to the quality of life and scenic character of the community.

Historical Integrity

The Mineola Neighbourhood is valued as a cultural heritage landscape due to its historical integrity. The Mineola Neighbourhood has been continuously used as a residential area since its early agricultural and residential use in the nineteenth century. Within the Mineola Neighbourhood Cultural Landscape are a significant number of new infill residential buildings throughout the community, with little consistency in architectural style or age and with different layers of intensification. However, there are several buildings extant within the neighbourhood that were constructed prior to 1940, and many buildings have been sited within the existing topography and landscape. A significant mature tree canopy is a primary characteristic of the landscape, with undulating topography and both formal and informal landscaping throughout the neighbourhood. There are many mature shade trees and natural landscaping surrounding existing residences, and the Credit River is located along the west boundary of the Mineola Neighbourhood.

Cultural Heritage Attributes

- Mature tree canopy and natural landscaping throughout the Mineola Neighbourhood
- Existing roadway locations and widths
- Undulating topography
- The street patterns with rural cross-section
- Setbacks of existing residential buildings throughout the neighbourhood
- Built form associated with development prior to 1960
- Stone walls and fencing throughout the neighbourhood

6.0 PROPOSED BOUNDARY

The proposed boundary for the Mineola Neighbourhood Cultural Heritage Landscape is as follows:

- The south boundary of the Q.E.W. to the north
- The east property lines of properties fronting onto the west side of Hurontario Street to the east
- The north boundary of the railway corridor to the south
- The rear property lines of properties backing onto the Credit River Valley to the west

The proposed boundary is illustrated in Figure 23.

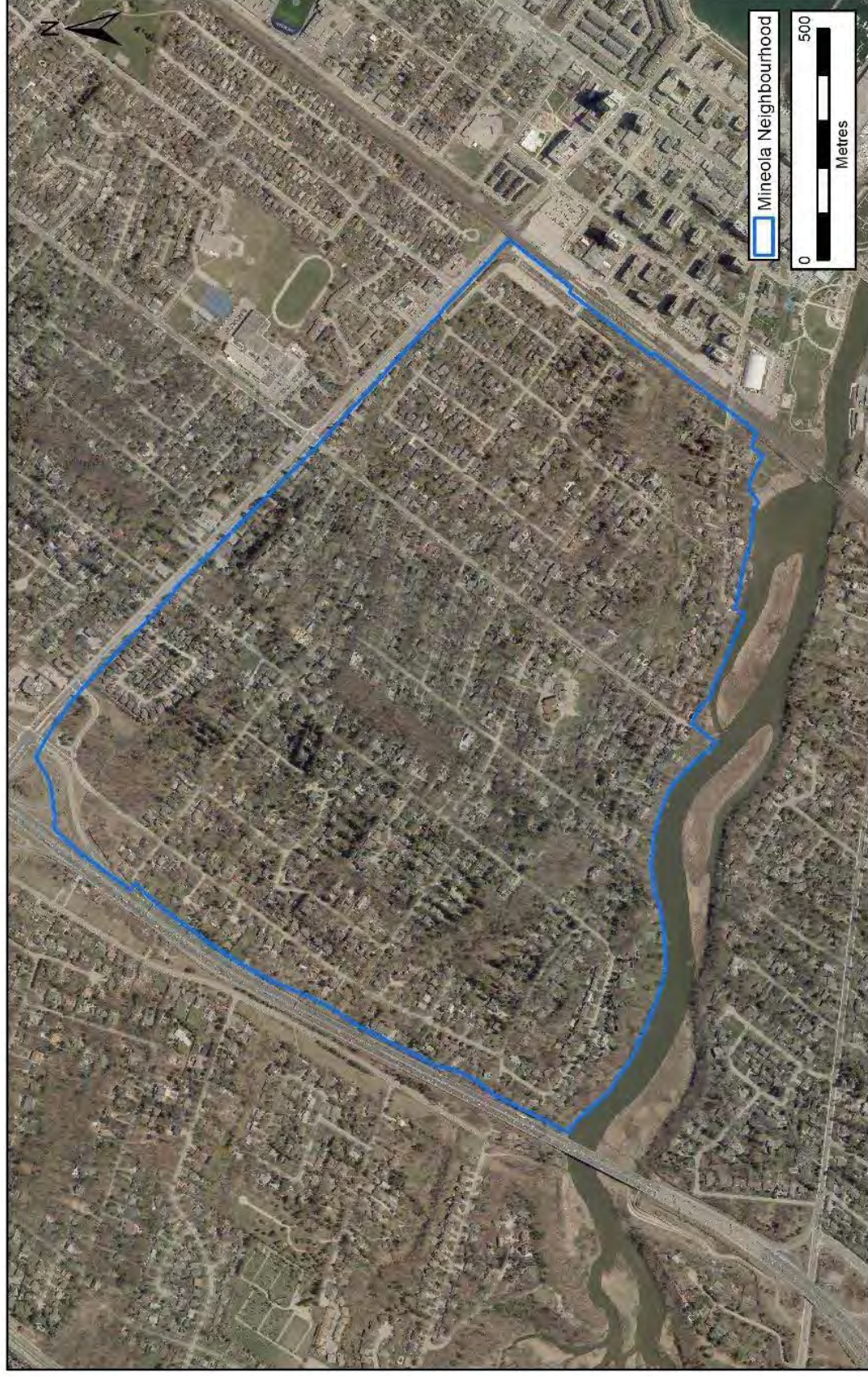


Figure 23: Proposed boundary for the Mineola Neighbourhood Cultural Heritage Landscape

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
<ol style="list-style-type: none"> 1. Cultural Heritage Landscape Designation in the Official Plan, with guidelines to be implemented as part of Site Plan control, including those relating to tree cover, landform, and road profile, storm water management, with updated and refined zoning to ensure consistency and support of Cultural Heritage Landscape designation 2. Heritage Conservation District Study (Part V of the O.H.A.) or Scenic Corridor Designation for Stavebank Road in the Official Plan, with guidelines including, but not limited to, storm water management, infrastructure, the conservation of the mature tree canopy and natural landscaping, roadway widths and locations, undulating topography, residential building setbacks, built form and stone walls and fencing 	<ol style="list-style-type: none"> 1. Urban Design and Infill Housing Guidelines for those properties within the Port Credit GO Station vicinity that are adjacent to the Mineola Neighbourhood 2. Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater, and review of existing tree inventory within the study area for nominations for the Significant Tree program 3. Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including those properties listed on the City's Heritage Register prior to the 2005 Cultural Landscape Inventory and those properties along early roads including Stavebank Road, Indian Valley Trail Road, Mineola Road West, and Hurontario Street 4. Additional Character Area policies to address above matters, following development and implementation of recommended protection strategies 	<ol style="list-style-type: none"> 1. As part of Phase Two of the Cultural Heritage Landscapes Project, evaluating the Mineola neighbourhood as it extends to Cawthra Road from the east side of Hurontario Street, based on community feedback that the area of significance extends to this boundary 2. Review of existing tree inventory within the study area for nominations for the Significant Tree program

8.0 WORKS CITED

ASI, (Archaeological Services Inc.)

2011a Stage 1 and 2 Archaeological Assessment of 1362 Stavebank Road, Part of Lot 3, Range 2, Credit Indian Reserve, Former Geographic Township of Toronto, Now in The City of Mississauga, Regional Municipality of Peel.

2011b Stage 1-2 Archaeological Assessment of 1448 Stavebank Road, Part of Lot 4, Range 2, Credit Indian Reserve, Former Geographic Township of Toronto, Now in The City of Mississauga, Regional Municipality of Peel.

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Gibson, M.M.

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10,000 Years, F.A. Dieterman, editor, pp. 177–191. Eastend Books, Toronto.

Golder Associates Ltd.

2011a Stage 3 Archaeological Assessment: Site AjGv-73, T. Kamel Property, Part of Lot 3, Range 2 Credit Indian Reserve, Geographic Township of Toronto, Now City of Mississauga, Regional Municipality of Peel, Ontario.

2011b Stage 4 Archaeological Assessment: Site AjGv-73, T. Kamel Property, Part of Lot 3, Range 2 Credit Indian Reserve, Geographic Township of Toronto, Now City of Mississauga, Regional Municipality of Peel, Ontario.

Heritage Mississauga

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APPENDIX I: MISSISSAUGA ROAD SCENIC ROUTE



Image courtesy of Heritage Mississauga



1.0 INTRODUCTION

The Mississauga Road Scenic Route Cultural Feature study boundary includes Mississauga Road from Port Credit to the south side of the 407 (Figure 1). This feature is one of Mississauga's oldest northwest-southeast thoroughfares and has historically connected some of Mississauga's oldest communities, including Port Credit, Erindale, Streetsville, and Meadowvale. This roadway includes several areas of distinct character from north to south, with changing topography, land use, building scale and architecture throughout the cultural feature as it runs through the City of Mississauga.

The Mississauga Road Scenic Route Cultural Feature was identified in the City of Mississauga's 2005 Cultural Feature Inventory for its landscape environment, historical associations, built environment and historical or archaeological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Mississauga Road Scenic Route Cultural Feature in the 2005 Cultural Feature Inventory indicates that Mississauga Road is one of the oldest pioneer roads in Mississauga, with an alignment varying from following the grid in the north to following the top of bank of the Credit River further south. The feature was noted for its scenic quality, varied topography and land use, significant residential neighbourhoods and mature trees.

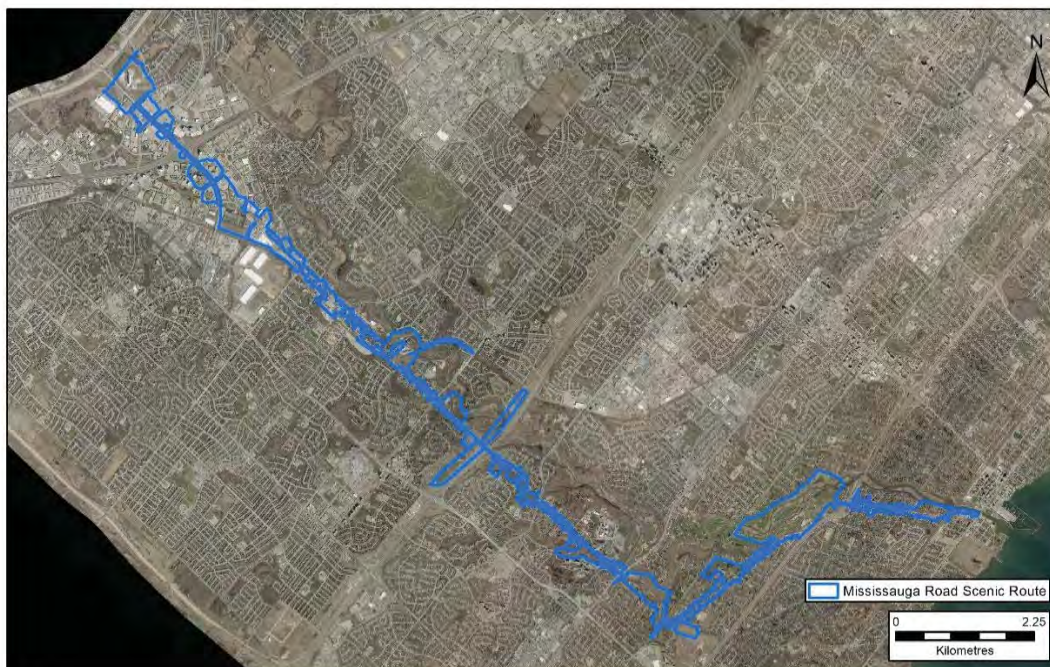


Figure 1: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on a 2017 aerial photograph

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga can be found in Appendix C.

Mississauga Road is one of Mississauga's oldest northwest-southwest thoroughfares that follows the route of a former Indigenous hunting and fishing trail (Skeoch 2000). The First Nation's trail that eventually became Mississauga Road was surveyed by John Embleton in the 1820s (Hicks 2008).

By 1831, Mississauga Road had become a significant route for stagecoach service, connecting Springfield (Erindale) and Streetsville with Port Credit (Hicks 2009; City of Mississauga 1983). In 1836, Dundas Street became a toll road. A toll stop was established at Dundas Street and Mississauga Road (then called Streetsville Road), with revenue used to improve the roads (Hicks 2006). Several communities developed along Mississauga Road throughout the nineteenth century, including Port Credit and Streetsville, and other settlements such as Harris' Corners and Barberton which are no longer extant. The 1877 Historical Atlas Map (Figure 2) shows Mississauga Road beginning at Port Credit, extending past Erindale, through Streetsville and continuing northwards into what is today the City of Brampton¹.

The 1909 topographic map shows the road in mostly the same alignment as it exists presently (Figure 3). The roadway connects the communities of Port Credit, Erindale, and Streetsville, and is labelled as an 'unmetalled' road. A higher density of frame and stone structures are illustrated along the roadway in Port Credit and Streetsville. Bridges are illustrated carrying the road across tributaries of the Credit River throughout, notably east of Indian Road, south of Dundas Street West, and east of Burnhamthorpe Road West (made of wood). Two bridges are also illustrated carrying the road over unmarked topography northeast of Highway 401. A 'telegraph or telephone line' is illustrated crossing Mississauga Road south of the Q.E.W. and 'telegraph or telephone lines' are illustrated as running along Mississauga Road between Dundas Street West and approximately Dupont Meadow Place. The Canadian Pacific Railway crosses Mississauga Road twice in Streetsville, appearing to cross the road at the south end of Streetsville and below the road at the north end, though no bridge is illustrated. A brick or stone church is illustrated at the corner of Mississauga Road and Dundas Street West in Erindale, and a brick or stone school is illustrated adjacent to it to the northwest. A school, hotel, blacksmiths shop, church and associated cemetery front onto Mississauga Road in Streetsville, in addition to the dense clusters of unlabeled brick or stone and frame structures. Various brick or stone and frame structures are scattered between the settlements along Mississauga Road, suggesting these areas were mostly farmlands.

The 1922 topographic map shows Mississauga Road as a 'metalled road' (Figure 4). The previously identified 'telegraph or telephone line' crossing Mississauga Road south of the Q.E.W. is labelled as the Toronto and Niagara Electric Power Line. There are several more frame structures shown along Mississauga Road between the communities, otherwise the scenic route appears much the same as it did on previous mapping. In 1931, the road between Dundas Street and Streetsville, then named the Streetsville-Erindale road, was paved and subsequently re-named Mississauga Road (Hicks 2009). This can be seen on the 1933 topographic map; Mississauga Road is identified as an 18' wide paved road (Figure 5).

Between 1954 and 1956, the development of the Mississauga Golf and Country Club resulted in the re-routing of Mississauga Road, with the change shown in aerial photography from 1954 and 1966 (Fitzgibbon 2009) (Figure 7 and Figure 8). When the City of Mississauga was incorporated in 1974, the Region of Peel became responsible for major roadways including Mississauga Road (Hicks 2006). With urbanization and significant development on either side, Mississauga Road has become a major arterial road through the heart of Mississauga (Figure 9, Figure 10, Figure 11).

¹ A series of historical maps are included at the end of Section 2.0.



Figure 2: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)

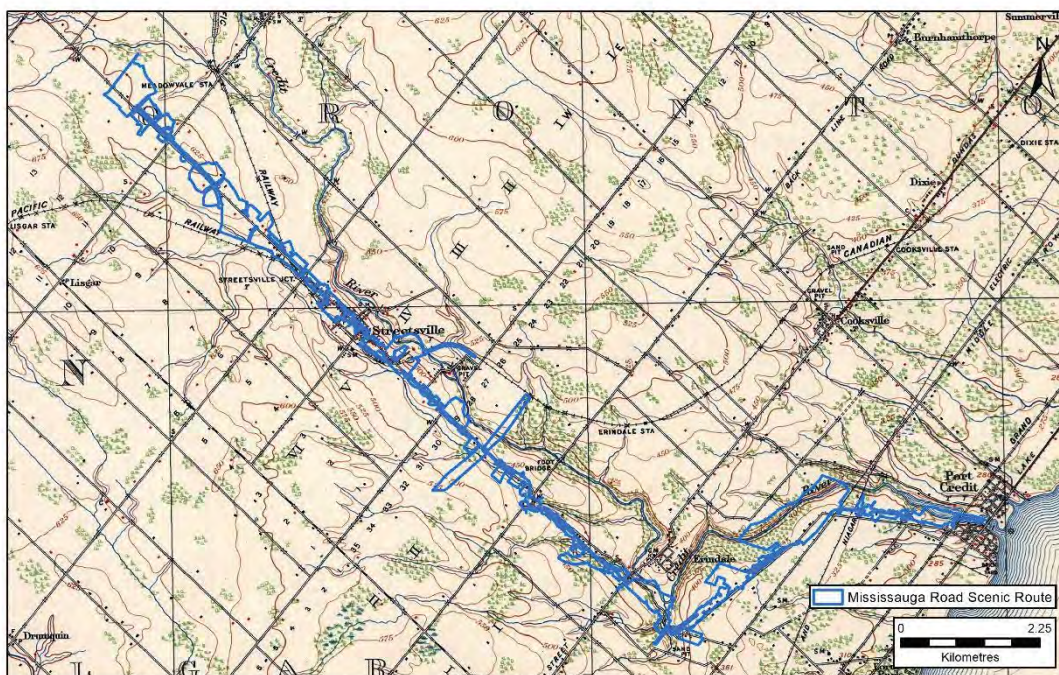


Figure 3: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)

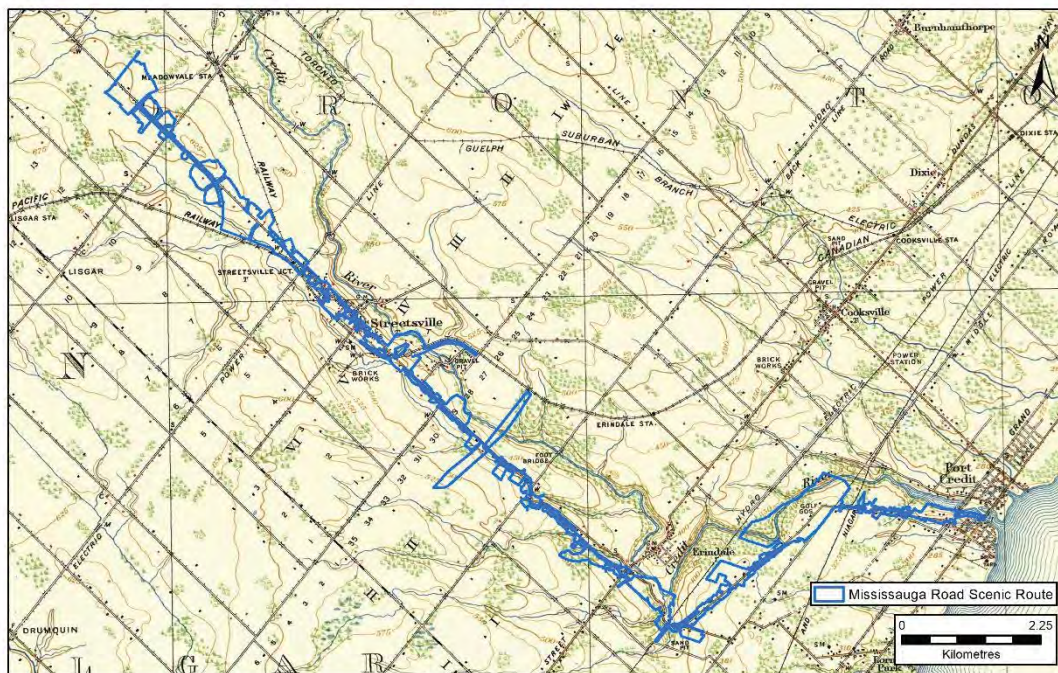


Figure 4: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1922 topographic map

(Department of Militia and Defence 1909)

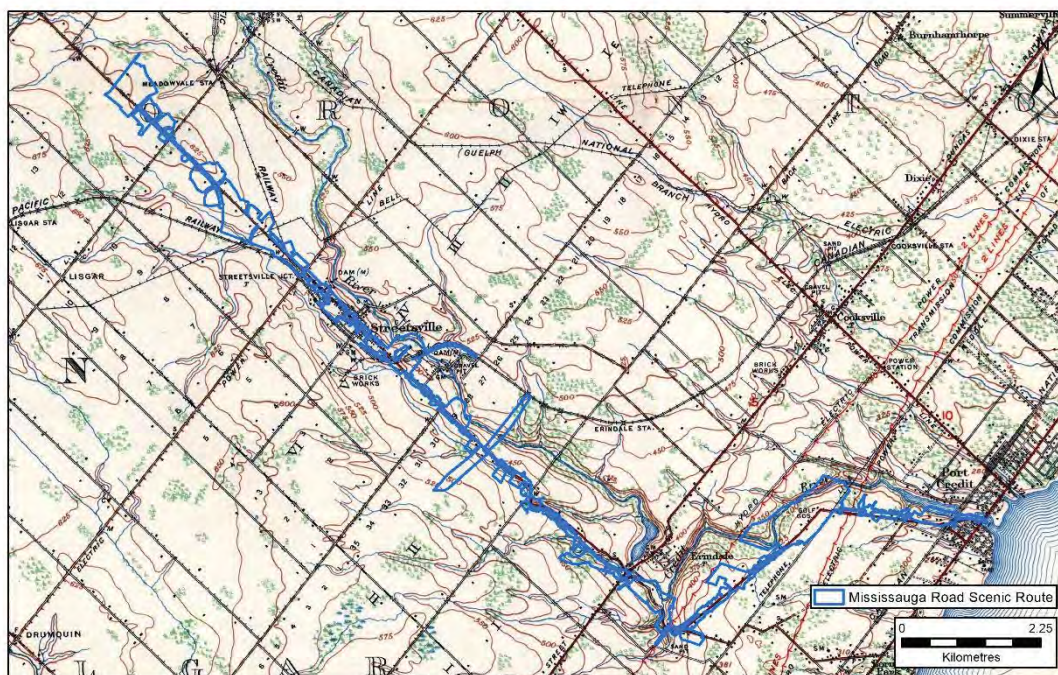


Figure 5: Location of the Mississauga Road Scenic Cultural Feature overlaid on the 1933 topographic map

(Department of National Defence 1933)

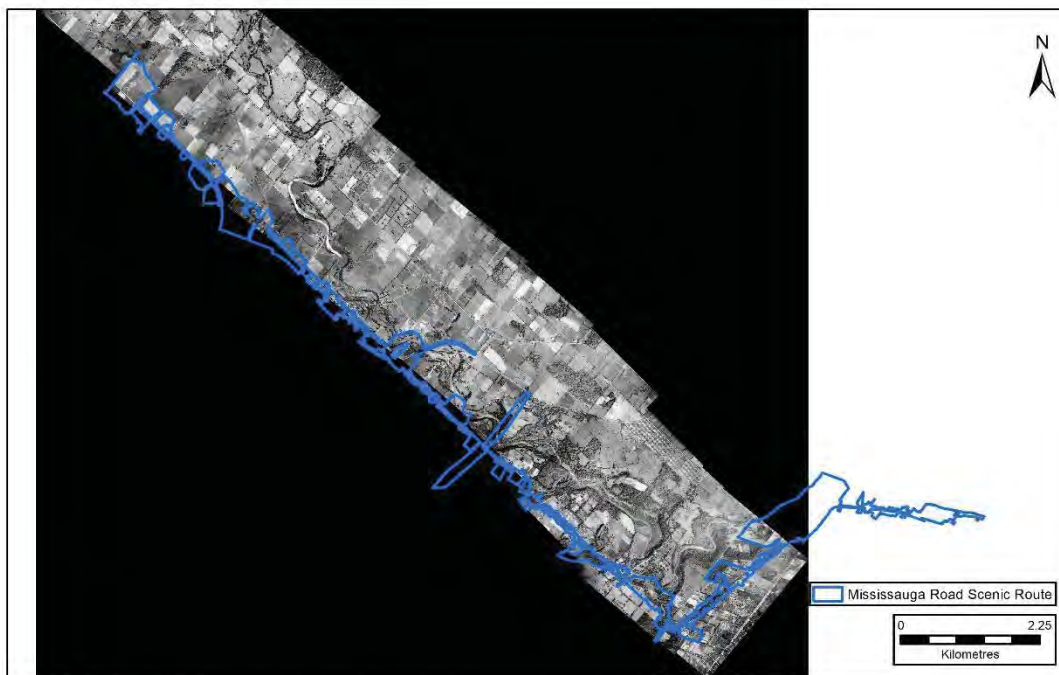


Figure 6: Location of the Mississauga Road Scenic Cultural Feature overlaid on a 1944 aerial photograph

(City of Mississauga)

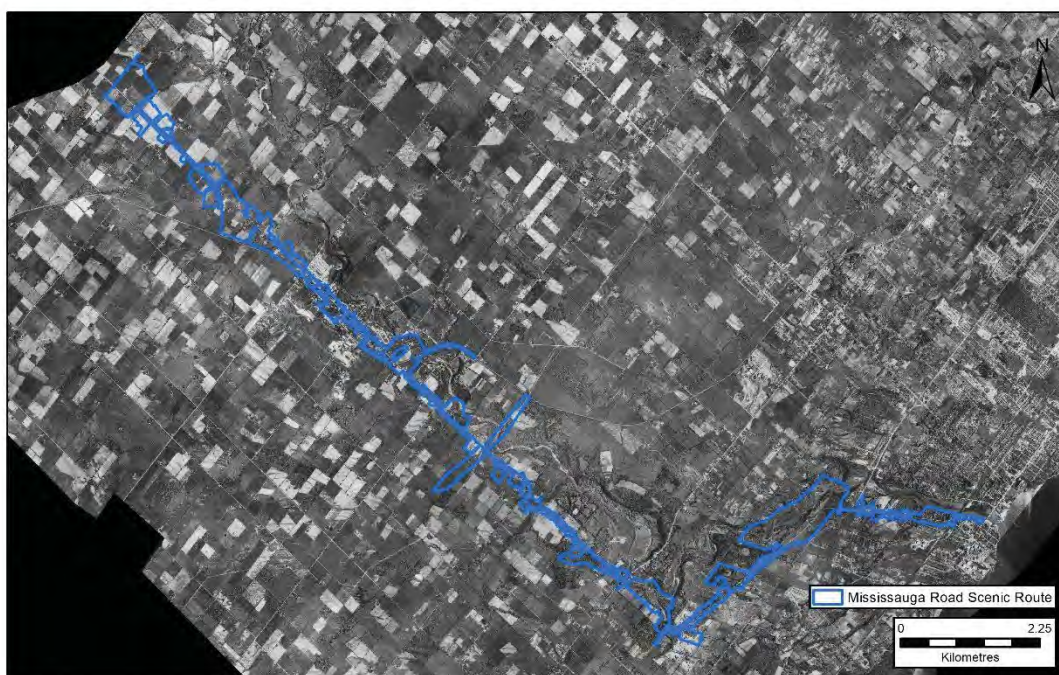


Figure 7: Location of the Mississauga Road Scenic Cultural Feature overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)



Figure 8: Location of the Mississauga Road Scenic Cultural Feature overlaid on a 1966 aerial photograph

(City of Mississauga)

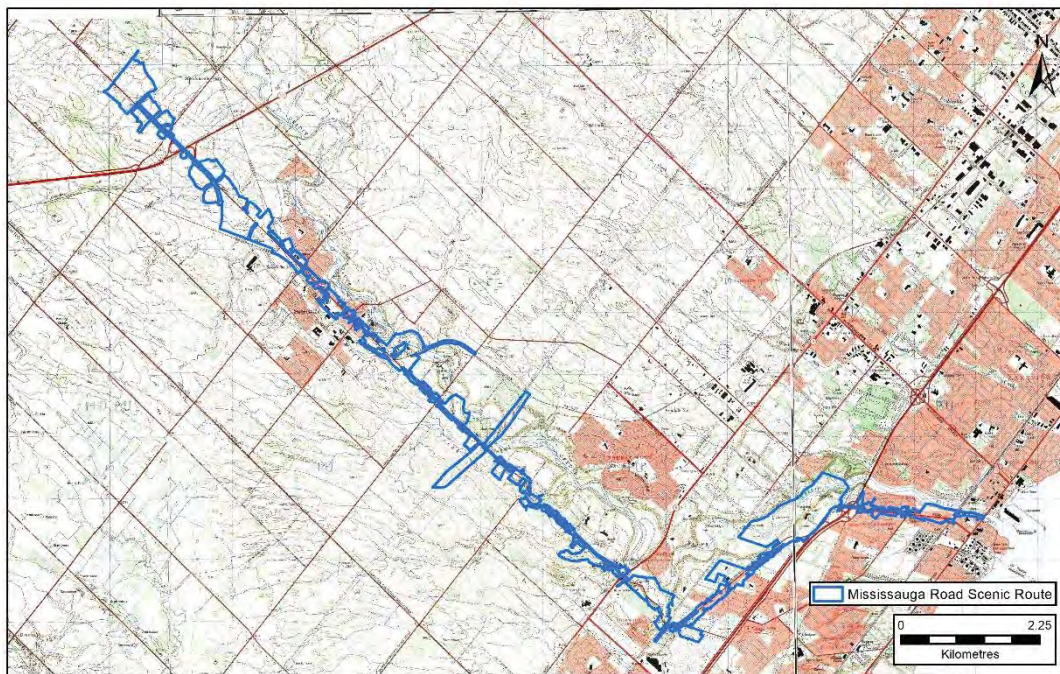


Figure 9: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)

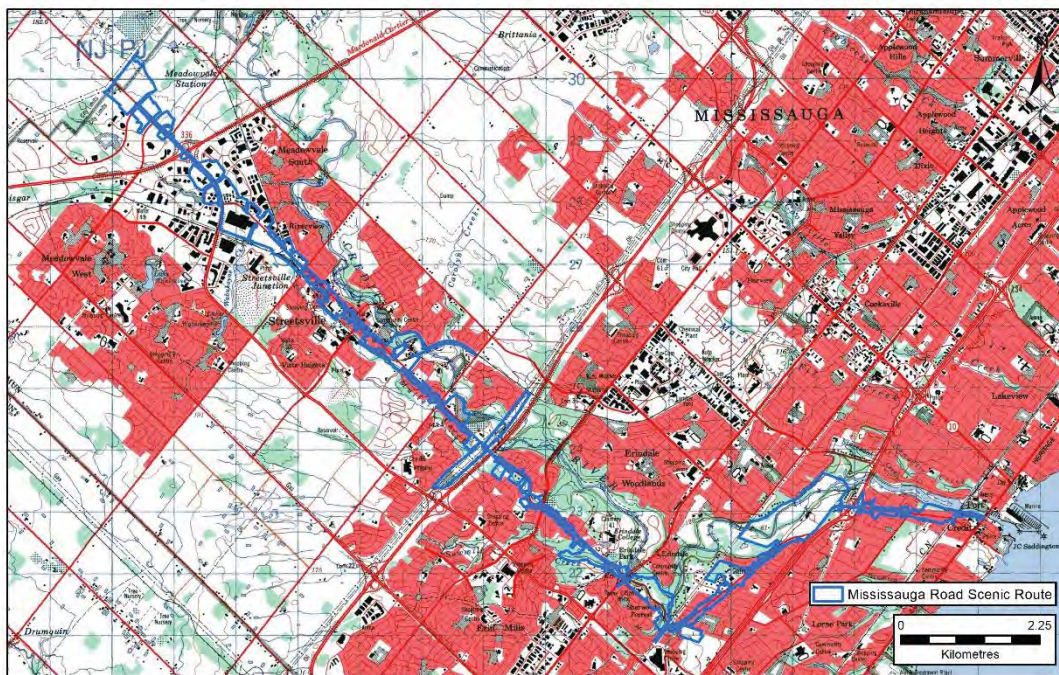


Figure 10: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)

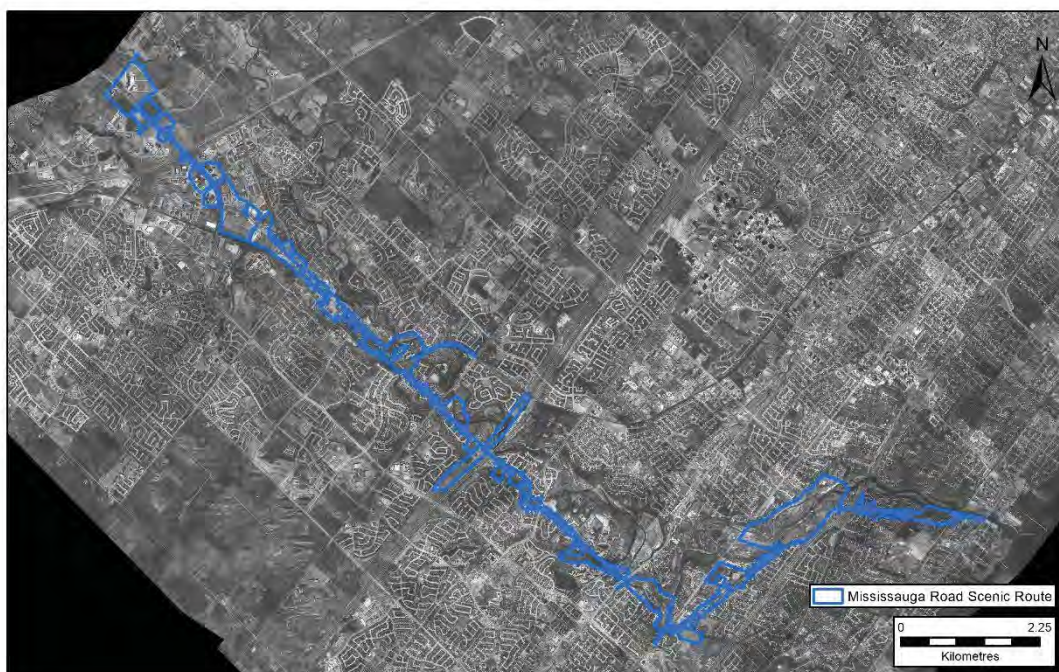


Figure 11: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on a 1995 aerial photograph

(City of Mississauga)

Historical Settlements Along Mississauga Road

Credit Mission (Credit Indian Village)

The “Toronto Purchase,” also known as Treaty 13, occurred during the administration of Upper Canadian “President” Alexander Grant in August 1805. It was negotiated to resolve confusion over a 1787 “provisional surrender” of lands on the north shore of Lake Ontario from Ashbridges Bay to Etobicoke Creek. The Toronto Purchase was followed by Treaty 14 or the Head of the Lake Treaty, concluded in September 1806.² At that time, the Mississaugas surrendered 70,784 acres west of the Toronto Purchase, extending inland from the lakeshore for a distance of six miles, in exchange for £1000 in goods. The terms of the treaty were to maintain the Mississaugas’ “sole right of the fisheries” and the “flats or low grounds,” to grow corn, on Twelve and Sixteen Mile creeks, and the Etobicoke and Credit rivers (Johnson 1990:249).

In 1819, the government purchased more land from the Mississaugas to accommodate increased immigration (the Ajetance Treaty, or Treaty 19). New townships were surveyed from this purchase, including Nassagaweya and Esquesing, and Nelson and Trafalgar townships were extended north in a new survey (Mathews 1953). In February 1820, Acheton and other Mississaugas, being the “principal Chiefs, Warriors and people of the Mississauga Nation of Indians,” ceded their lands at Twelve and Sixteen Mile Creeks along with northwestern and southeastern portions of the Credit River Reserve under Treaty 22. Two hundred acres located in southeasterly portion of the Credit River Reserve would be set aside as a village site for the Mississaugas. Treaty 23, negotiated later the same day, saw the central portion of the Credit River Reserve, along with its woods and waters, ceded to the Crown for £50.

In 1826, the Mississauga petitioned for the right of possession of the remaining reserve lands on the Credit and established a village there (Graham 1975). The Credit River settlement developed largely under the leadership of the Methodist missionary Peter Jones, who was the son of the Anglo-American surveyor Augustus Jones and Tuhbenahneequay, a Mississauga woman from the Credit community. By 1826, most of the community had converted to Christianity and taken up farming and the mission settlement, in outward appearances at least, resembled contemporary Euro-Canadian rural settlement centres, consisting of 20 log cabins set close together in a straight line (Smith 2002). By the mid-to late 1830s, the Credit River settlement, with a population of some 200 people, boasted a hospital, a mechanic’s shop, eight barns, two sawmills, and 40 houses and 900 acres were in pasture, under crops of wheat, oats, peas, corn, potatoes and other vegetables, or developed into orchards (Smith 2002).

Despite these transformations, the people at the Credit Mission did not abandon their interests downstream at the mouth of the river. They continued to exploit the spawning runs of salmon, trout and other fish, although this became an increasingly challenging process, due to competition with Euro-Canadian settlers. They also purchased majority shares in the Credit Harbour Company, which was chartered in 1834, to construct harbour facilities at the mouth of the river, where the Credit Mission Mississauga had built a store and warehouse a few years earlier. The harbour development was to be complemented by the development of the village of Port Credit, which was laid out in 1835 on the west bank of the river.

² Note that disagreements between the Mississaugas and the Crown concerning the Toronto Purchase and subsequent treaties were settled in 2010.

Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississaugas' ability to pursue the way of life that they desired, and the government denied them the security of tenure at the Credit Mission. In consequence, most of the Mississauga Credit River community had relocated to a new community on Six Nations reserve lands near Hagersville, by 1847. The 1859 *Tremaine's Map of the County of Peel* identifies the former site of the Credit Mission as the "Old Indian Village" and depicts 10 structures still standing, 12 years after the move.

Between 1954 and 1966, the construction of the Mississauga Golf and Country Club resulted in the rerouting of Mississauga Road, with no visible remnants of the Credit Mission within the Mississauga Golf and Country Club's property (Fitzgibbon 2009).

Port Credit

Around 1804, Colonel Ingersoll, the first settler in Port Credit, built a trading store. At around the same time, a Government Inn was established on the east bank of the river to accommodate and direct new settlers. Port Credit was officially surveyed and established as a village in 1834, with the land on the west side of the Credit River was the first to be surveyed and developed. However, a disastrous fire in 1855 halted its growth (Heritage Mississauga 2009a). In 1856, a survey of the land on the east side of the river was undertaken, and surveyed lots between the lakefront and the railway were quickly occupied. Port Credit became an important shipping port to bring goods from farmers in Toronto Township to Toronto's markets, and the importance of the harbor was confirmed when the Port Credit Harbour Company was founded in 1834 (Skeoch 2000; Heritage Mississauga 2009a). Mississauga Road South in Port Credit was originally called Joseph Street, named for Mississauga Chief Nawahjegezhegwabe, who was baptized sometime between 1801 and 1802 as Joseph Sawyer, one of the directors of the Credit Harbour Company in which the Mississaugas were heavily invested (Hicks 2007; Historic Places Canada 2018a; Smith 2003) (Figure 12).



Figure 12: Chief Joseph Sawyer, n.d.
(Heritage Mississauga)

Port Credit attained status as a police village by 1909, and in 1961 was incorporated as a town (Heritage Mississauga 2009a). The first train station opened in 1855 just north of the town limits to accommodate the Hamilton and Toronto Railway. While the railway boosted the local economy, it led to the decline in use of the port. The original station was destroyed by fire in the early twentieth century, and the former Western Hotel was built in its place on Stavebank Road (Heritage Mississauga 2009a). Today, the harbour at Port Credit is primarily used for recreational activities (Heritage Mississauga 2009a). Port Credit was amalgamated within the City of Mississauga in 1974 (Hicks 2007).

Streetsville

The settlement of Streetsville began in 1819 on the banks of the Credit River, just east of Queen Street South (Mississauga Road) in the City of Mississauga when the Crown acquired all lands north of present-day Eglinton Avenue and commenced a formal survey from Timothy Street and Richard Bristol. As partial payment for his services, Street was granted over 4500 acres of land throughout Peel and Halton, including land along the Credit River, much of which would become the future village site (Heritage Mississauga 2009b). As early as 1823, a bridge was built over the Credit River, making the community a key crossing and stopping point. The village officially became known as Streetsville in 1829 when the first post office opened (Heritage Mississauga 2009b).

The late 1820s was a period of expansion for the village, and by 1835, grist mills, sawmills, a tannery, and several inns were in operation, making Streetsville the political and economic hub of the surrounding township (Heritage Mississauga 2009b). By 1850 Streetsville had a population of 1000, and was the most prosperous and populated village in Peel County (Heritage Mississauga 2009b). The 1859 Tremaine Map of the County of Peel shows the densely populated village core either side of Queen Street South, while the intersection of Main Street and Queen Street South (Mississauga Road) became the commercial hub of the community between Britannia Road West and Church Street (Figure 22).

The 1877 Illustrated Historical Atlas of the County of Peel shows that the village core had expanded substantially by this period (Figure 23). Streetsville is surrounded by agricultural land, however development can be seen extending south with subdivided properties along the west side of Queen Street South and Mississauga Road. Clusters of structures are illustrated on the lot occupying the north corner of the intersection of present-day Mississauga Road and Eglinton Avenue West. In the 1880s the village had wooden sidewalks. By 1910, the wooden sidewalks had been replaced with cement sidewalks which lasted into the 1960s. The stretch of road between Streetsville and Erindale was paved with cement and opened on September 16, 1931 (Hicks 2008).



Figure 13: Queen St., Streetsville c. 1900
(Heritage Mississauga)



Figure 14: Queen Street from Thomas North, c. 1920
(Heritage Mississauga)

(Heritage Mississauga)

By the early twentieth century, Streetsville's mills began to close, and by the 1940s, the last of Streetsville's many hotels had also closed. The community gradually changed from an industrial mill-town into a small businesses and services centre. By 1959, as Streetsville celebrated its centennial anniversary of incorporation, the population had risen to 4,400 (Manning 2008). In 1962 Streetsville achieved Town status, however this status was short lived as Streetsville was amalgamated into the City of Mississauga in 1974 (Heritage Mississauga 2009b).



Figure 15: Queen Street South, Streetsville 1985

(Historic Images Gallery, <http://www.mississauga.ca/>)

In 1987, a new district plan refurbished the core of the village, sidewalks were fixed, traditional lamp posts and a millennium clock were installed, the cenotaph on Main Street was repaired, and new hiking and cycling trails were created (Manning 2008). Today, the core of Streetsville retains the distinct scale and character of a rural farming town.

The Leslie Log House, built in 1826 by Scottish immigrant John Leslie, was originally located at the northwest corner of Mississauga and Derry Roads to the north of the Village of Streetsville, now a busy industrial and commercial intersection (City of Mississauga 1983). The house has since been relocated to its existing location at 4415 Mississauga Road south of the historical core of Streetsville and is a rare surviving example of an early nineteenth-century log house.



Figure 16: Leslie Log House, Streetsville, c. 1982
(Historic Images Gallery, <http://www.mississauga.ca/>)

Harris' Corners

Harris' Corners was a nineteenth century hamlet at the southwest corner of Mississauga Road and Derry Road that is no longer extant. Named for prominent resident William Harris, Harris' Corners was a crossroads for those travelling to neighbouring communities such as Meadowvale and Streetsville (Mair 2009). Harris established the community in 1823 by building a hotel and several barns (Historic Places Canada 2018b). William Harris' stagecoach service ran along Mississauga Road, a planked road at the time (Mair 2009). The 1877 Peel County Atlas shows the former location of Harris' corners (Figure 24).

The corners were later known as Crozier's Corners as three Crozier brothers purchased the four corners at the intersection of Mississauga Road and Derry Road in 1903 (Historic Places Canada 2018b). Little remains of the original community today. The McClure-Lafferty house, a gothic-style house constructed on the northwest corner plot at Harris' Corners, was built by Thomas McClure, a prominent farmer in the area, circa 1871. As Derry Road was rerouted in the 1990s, the intersection no longer exists, however the McClure-Lafferty House at 2075 Derry Road West, which is designated under Part IV

of the *Ontario Heritage Act* (O.H.A.), remains in its original location, now surrounded by parking lots and mid-rise light-industrial buildings (Mair 2009).



Figure 17: McClure-Lafferty House, c. 1976

(Historic Images Gallery, <http://www.mississauga.ca/>)

Barberton

Barberton was another settlement established along Mississauga Road, historically located to the north of Eglinton Avenue, along the Credit River and on the east side of Mississauga Road. Barberton, also known as Creditvale, had one of the approximately 60 mills along the Credit River established by 1851 (Wilkinson 2009). Following the purchase of William Comfort's small mill and farm in 1843, brothers William and Robert Barber grew their business and built the Toronto Woolen Mills into one of the largest textile manufacturers in the area (Wilkinson 2009; Ontario Heritage Trust 2018).

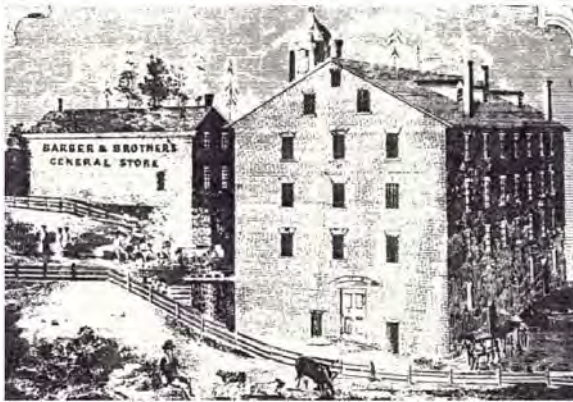


Figure 18: Toronto Woollen Mills, 1859 Tremaine Map of Peel County

(Heritage Mississauga)

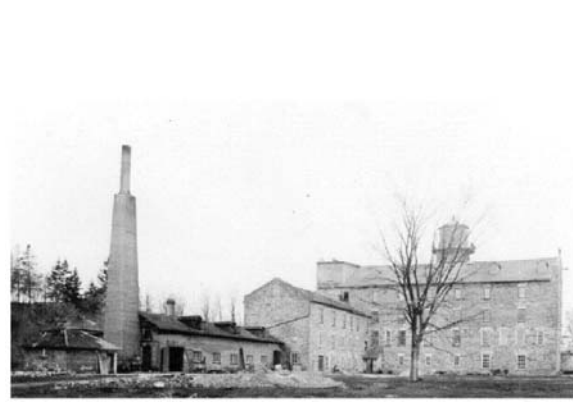


Figure 19: Oriental Textiles Ltd., c. 1915, formerly the Toronto Woollen Mills

(Heritage Mississauga)

The community that grew around the mill came to be known as Barberton, after William Barber and his brother Robert. Barberton never achieved village status, however 43 buildings were constructed by the Barber brothers for their mill workers (Wilkinson 2009) (Figure 20).



Figure 20: Mill Workers, Streetsville, c. 1900s

(Historic Images Gallery, <http://www.mississauga.ca/>)

Following the decline of the brothers' fortunes, the community of Barberton was deserted. Most of the original 43 workers' homes are now gone (Ontario Heritage Trust 2018). Remnants of the original settlement include Barberton Road, which extends east from Mississauga Road and terminates at the

Credit River, the mill bridge constructed in 1898, and a small recreational area (Wilkinson 2009). William Barber's House, a two-storey Italianate building constructed in 1860, remains on the northeast corner of Mississauga Road and Barbertown Road as a reminder of the former community (Canada's Historic Places 2018).



Figure 21: William Barber House, c. 1975

(Heritage Mississauga)



Figure 22: Location of the Streetsville Village Core Cultural Feature overlaid on the 1859 Tremaine's map of the County of Peel

(Tremaine 1859)

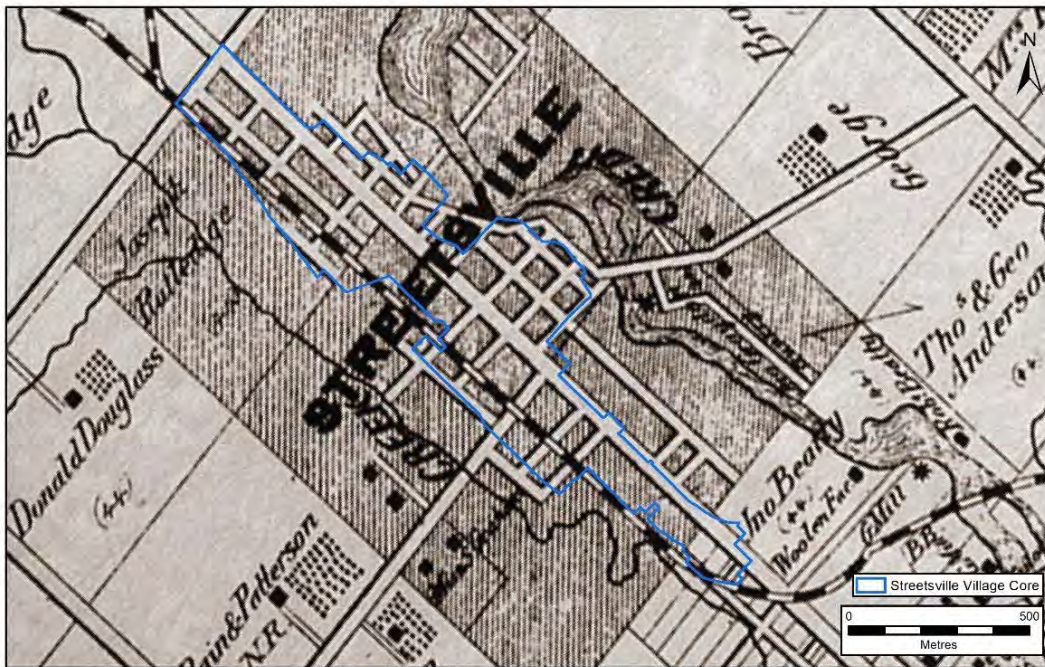


Figure 23: Location of the Streetsville Village Core Cultural Heritage Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)



Figure 24: Close-up of 1877 Peel Atlas showing Harris' Corners at Mississauga Road and Derry Road

(Walker and Miles 1877)



Figure 25: 1859 Tremaine Map, showing location of Barberton Avenue to the east of Mississauga Road

(Tremaine 1859)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Mississauga Road Scenic Route
Cultural Feature

Address	Recognition
1362 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
4415 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
4034 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
1993 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
3359 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
327 QUEEN ST S	Designated under Part IV of the O.H.A.
307 QUEEN ST S	Designated under Part IV of the O.H.A.
299 QUEEN ST S	Designated under Part IV of the O.H.A.
295 QUEEN ST S	Designated under Part IV of the O.H.A.
271 QUEEN ST S	Designated under Part IV of the O.H.A.
265 QUEEN ST S	Designated under Part IV of the O.H.A.
235 QUEEN ST S	Designated under Part IV of the O.H.A.
223 QUEEN ST S	Designated under Part IV of the O.H.A.
157 QUEEN ST S	Designated under Part IV of the O.H.A.
47 QUEEN ST S	Designated under Part IV of the O.H.A.
62 QUEEN ST S	Designated under Part IV of the O.H.A.
7 PEARL ST	Designated under Part IV of the O.H.A.
228 QUEEN ST S	Designated under Part IV of the O.H.A.
234 QUEEN ST S	Designated under Part IV of the O.H.A.
264 QUEEN ST S	Designated under Part IV of the O.H.A.
274 QUEEN ST S	Designated under Part IV of the O.H.A.
280 QUEEN ST S	Designated under Part IV of the O.H.A.
292 QUEEN ST S	Designated under Part IV of the O.H.A.
300 QUEEN ST S	Designated under Part IV of the O.H.A.
11 BARRY AVE	Designated under Part IV of the O.H.A.
13 THOMAS ST	Designated under Part IV of the O.H.A.
1786 BRISTOL RD W	Designated under Part IV of the O.H.A.
7 MAIN ST	Designated under Part IV of the O.H.A.
2025 MISSISSAUGA RD	Designated under Part IV of the O.H.A.
1695 THE COLLEGEWAY	Designated under Part IV of the O.H.A.
1665 THE COLLEGEWAY	Designated under Part IV of the O.H.A.
10 FRONT ST N	Listed on the City of Mississauga Heritage Register prior to 2005
1357 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1564 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1139 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
35 FRONT ST N	Listed on the City of Mississauga Heritage Register prior to 2005
1259 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
2165 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
3041 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
221 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
279 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
3 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
319 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
307 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
93 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
317 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
287 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005

343 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
337 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
151 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
201 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
345 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
85 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
261 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
41 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
167 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
357 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
365 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
252 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
242 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
19 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
214 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
11 PRINCESS ST	Listed on the City of Mississauga Heritage Register prior to 2005
296 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
13 CAROLINE ST	Listed on the City of Mississauga Heritage Register prior to 2005
25 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
288 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
25 PRINCESS ST	Listed on the City of Mississauga Heritage Register prior to 2005
264 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
27 PEARL ST	Listed on the City of Mississauga Heritage Register prior to 2005
356 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
340 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
42 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
364 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
360 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
28 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
350 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
263 VICTORIA ST	Listed on the City of Mississauga Heritage Register prior to 2005
44 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
316 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
312 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
322 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
354 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
258 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
302 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
5306 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
154 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
6 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
3509 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
1462 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
299 Queen Street South	Significant Tree
—	Registered Archaeological Site (AjGw-23)
—	Registered Archaeological Site (AjGv-70)
—	Registered Archaeological Site (AjGv-15)
—	Registered Archaeological Site (AjGv-14)
—	Registered Archaeological Site (AjGw-435)
—	Registered Archaeological Site (AjGw-433)
—	Registered Archaeological Site (AjGw-100)
—	Registered Archaeological Site (AjGv-85)
—	Registered Archaeological Site (AjGv-19)
—	Registered Archaeological Site (AjGw-434)
—	Registered Archaeological Site (AjGw-436)

—	Registered Archaeological Site (AjGw-39)
— Located in the City of Brampton	Registered Archaeological Site (AjGw-64)

Archaeological sites within and adjacent to the feature:

The McConnell site (AjGw-23) is a small precontact site of unknown date found in a hydro right-of-way on the east side of the Credit River near McConnell Drive (OASD Site Record Form).

The Mississauga Indian Village site (AjGv-14) was registered by Victor Konrad as an archaeological site and is located within the grounds of the Mississauga Golf Club. Although no formal research was carried out to determine the precise location or extent of the settlement, the registering archaeologist assumed that it had been destroyed by the development of the golf course, but this may not entirely be the case. The designation AjGv-70 refers to a component of the Mississauga Credit River settlement that was affected by landscaping at the Mississauga Golf Club in 2010. Limited surficial investigations were carried out by engineering firm A.M.E.C. prior to measures being undertaken to protect the site. It has been suggested that the finds may be associated with the chapel (AMEC Earth & Environmental 2010).

The River Flat site (AjGv-15) was registered by Konrad as a Middle Archaic camp that was located on the river flats (OASD Site Record Form). It was apparently destroyed by earthmoving activities carried out by the Mississauga Golf and Country Club and the conservation authority in the 1970s.

Sites AjGw-433, AjGw-434, AjGw-435, and AjGw-436 are all Euro-Canadian farmstead sites. The sites were found during a Stage 2 assessment undertaken within a proposed City of Mississauga Park at 4415 Mississauga Road (AMICK Consultants Limited 2005) and have been subject to Stage 3 assessment (The Archaeologists Inc. 2007), but the reports are not available or contain limited information.

Site AjGv-19 consisted of few flint sherds and chips within a gravel pit. The site had been almost completely eradicated by gravel pit operations.

The Farmington Site (AjGw-39) is a small precontact period lithic site of unknown date found during a Stage 2 assessment.

The John Beatty Site (AjGw-64) is a Euro-Canadian farmstead site likely dating to the mid-nineteenth century. The site was excavated in 1985 and likely relates to the occupation of the nearby residence by John Beatty (Mayer, Poulton and Associates Inc. 1985).

There was no information available about sites AjGw-100 or AjGv-85.

Significant Trees³ within the study area:

³ The City of Mississauga has defined Significant Trees as a tree that is recognized because of its size, form, rarity of species, age, its association with a historical figure or event, and/or a tree that is distinctive in the community (City of Mississauga 2019).

Next to the church parking lot located at 299 Queen Street South at the Streetsville Village Cemetery Park 412, there is a red oak tree (*Quercus rubra*). The tree is of large size. There is a high demand for the lumber of oak trees as it is strong and durable. Oak wood is used to make barrels as the wood is impermeable. Red oak leaves are resistant to decomposition and are therefore not good leaves for compost. The red oak tree is Prince Edward Island's provincial tree.

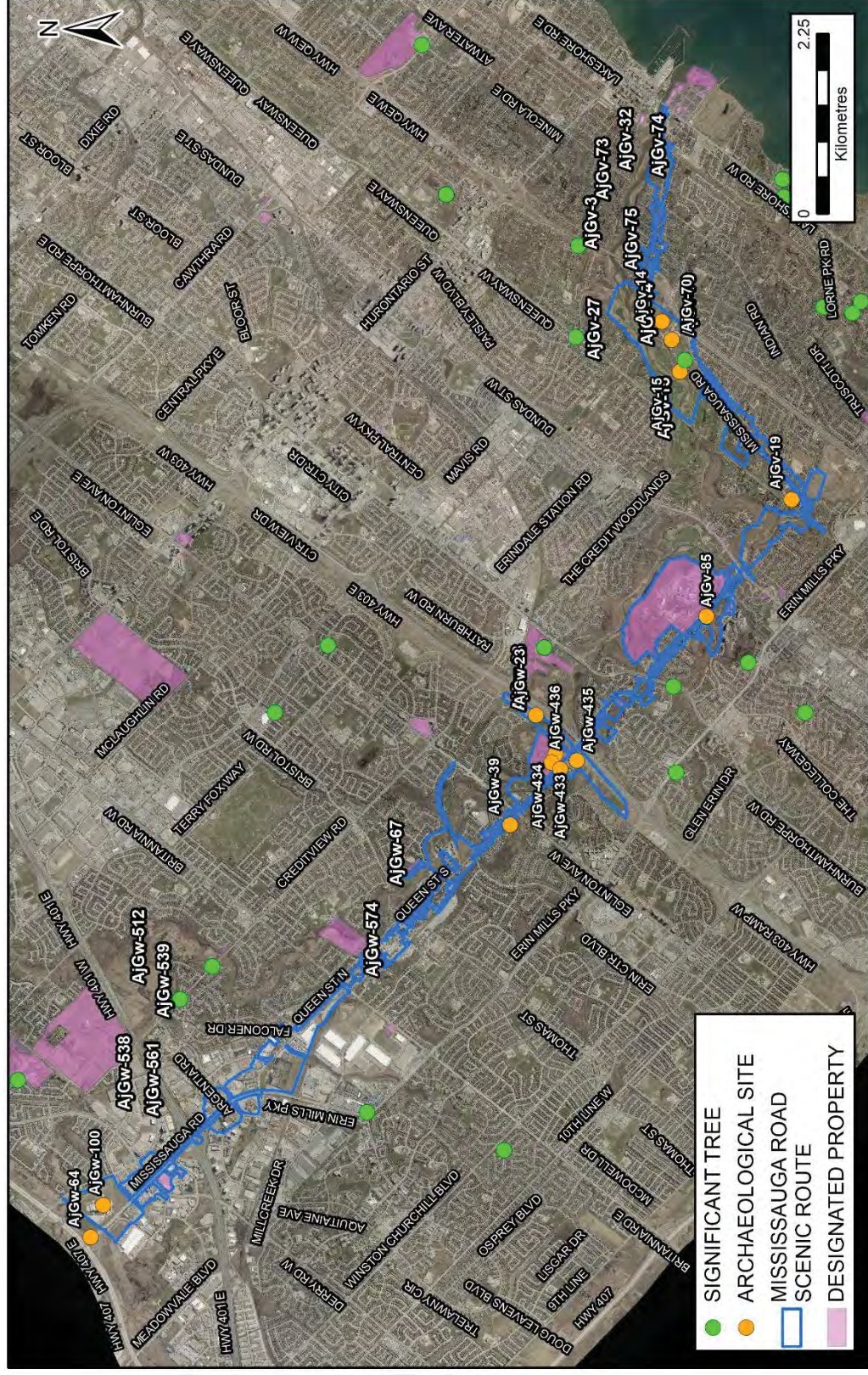


Figure 26: Location of the existing resources located within and adjacent to the Mississauga Road Scenic Route Cultural Feature

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Mississauga Road Scenic Route

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	x	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	x	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	✓	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	x	Vegetation	✓
Historical/Associative Value		Public Space	✓	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	✓	Quality of Life	x	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	✓	Views	✓
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	✓	Genius Loci	✓	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	x		
Landmark	x	Tourism	✓		
		Planning	✓		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

The Mississauga Road Scenic Route is a Significant Cultural Heritage Landscape due to its cultural heritage value, community value and historical integrity.

Cultural Heritage Value

The Mississauga Road Scenic Route has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.

The Mississauga Road Scenic Route has physical value as an early road and transportation route throughout the City of Mississauga. Few roads in the City of Mississauga have continued to be used in this manner and for such a length of time. South of Reid Drive to Lakeshore Road West, Mississauga Road has physical value for aesthetic and scenic reasons. This roadway is windy with a mature tree canopy and natural landscaping, undulating topography, historic stone walls and decorative fencing.

The Mississauga Road Scenic Route has historical and associative value as a historic Indigenous and European transportation route that has been in continuous use for many years. Originally a First Nations' trail, Mississauga Road is one of Mississauga's oldest northwest-southeast thoroughfares. This roadway has historically connected some of Mississauga's oldest communities including Port Credit, Erindale, Streetsville, and Meadowvale. Additionally, Mississauga Road has close ties to the Credit River, which has been historically significant for both Indigenous and European settlement in Mississauga. The proximity of Mississauga Road to the Credit River is a direct result of Indigenous use of the river. Later, European settlements using the river for industry and transportation would have similarly used Mississauga Road for land transportation, taking advantage of being positioned between the two routes. While the City of Mississauga's amalgamation is relatively new, these communities have been physically connected through Mississauga Road for a long time.

The Mississauga Road Scenic Route has contextual value as it is physically, visually and functionally linked to its surroundings, connecting some of Mississauga's oldest communities, following the route of a former Indigenous trail and providing visual links to the Credit River in some locations.

Community Value

The Mississauga Road Scenic Route is valued as a cultural heritage landscape due to its community value. The south terminus of Mississauga Road is within the Port Credit HCD, which is designated under Part V of the O.H.A., while along the corridor are several individual properties listed on the municipal register and designated under Part IV of the O.H.A. Additionally, two properties along the corridor are commemorated by the Ontario Heritage Trust. Mississauga Road, and resources along the roadway and Mississauga Road are written about in local history books. Finally, the south portion of Mississauga Road is subject to urban design guidelines in the Mississauga Road Scenic Route Official Plan policies (September 2017), to ensure new development is designed to be compatible with, and sensitive to the established character and to minimize undue impacts on adjacent properties.

Historical Integrity

The Mississauga Road Scenic Route is valued as a cultural heritage landscape due to its historical integrity. Mississauga Road has been continuously used as a transportation corridor since its origins as a First Nations' trail. Although some fence lines, rock walls and early residences have been removed, some are still extant. The winding roadway through varying topography offers historic views of the Credit River and provides visual relationships between the natural environment and trees and large residential homes with generous setbacks, particularly in the south portion of the landscape.

Cultural Heritage Attributes

- Use of Mississauga Road as a public transportation route
- Winding roadway
- Historic stone walls and decorative fencing
- Mature trees and natural vegetation
- Undulating topography
- Views to the Credit River and Credit River Valley

6.0 PROPOSED BOUNDARY

The proposed boundary for the Mississauga Road Scenic Route Cultural Heritage Landscape is as follows

- The intersection of Mississauga Road and Lakeshore Road West to the south;
- the intersection of Mississauga Road and Britannia Road to the north; and,
- the rear lot lines of the properties fronting onto Mississauga Road on the east and west between Britannia Road to the north and Lakeshore Road West to the south.

The proposed boundary is illustrated in Figure 27.



Figure 27: Proposed boundary for the Mississauga Road Cultural Heritage Landscape

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
<ol style="list-style-type: none"> Continued implementation of Official Plan policies and associated Urban Design Guidelines regarding the protection of the Mississauga Road Scenic Route Consider Cultural Heritage Landscape Designation in the Official Plan, in addition to Scenic Route Designation, with guidelines including, but not limited to, infrastructure, the conservation of historic stone walls/fencing, mature trees and natural vegetation, undulating topography, curvilinear alignment and views to the Credit River Valley 	<ol style="list-style-type: none"> Consider Enhanced Private Tree Protection By-law, requiring a permit for the removal of every tree 15cm (6in) or greater Cultural Heritage Resource Assessment within study area boundary to identify historic fencing and stone walls for potential individual property designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> Review of existing tree inventory within the study area for nominations for the Significant Tree program

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APPENDIX J: SHERIDAN RESEARCH PARK

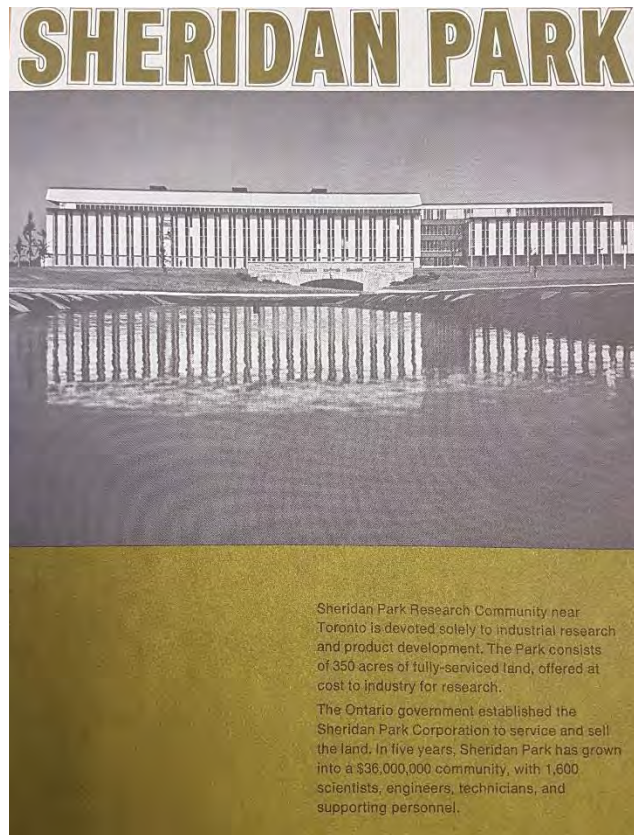


Image courtesy of Ontario Archives



1.0 INTRODUCTION

The Sheridan Research Park Cultural Landscape is located along the western border of the City of Mississauga, at the northeast corner of Queen Elizabeth Way and Winston Churchill Boulevard (Figure 1). This landscape encapsulates the research campus, a collection of architecturally significant low-rise structures associated with the ‘planned research park’ movement. Sheridan Park is considered to be Canada’s first privately funded research park, a movement that intended to “improve the productivity and creativity of those who work in the associated industries and research facilities” (The Landplan Collaborative Ltd. et al. 2005:L-IND-4). The Xerox building, designed by the architectural firm of Shore Tilbe Henschel Irwin Peters, was listed prior to the development of the 2005 Cultural Landscape Inventory and has won several design awards. The park established a precedent setting model for similar planned facilities, both academic and private commercial or industrial, across Canada.

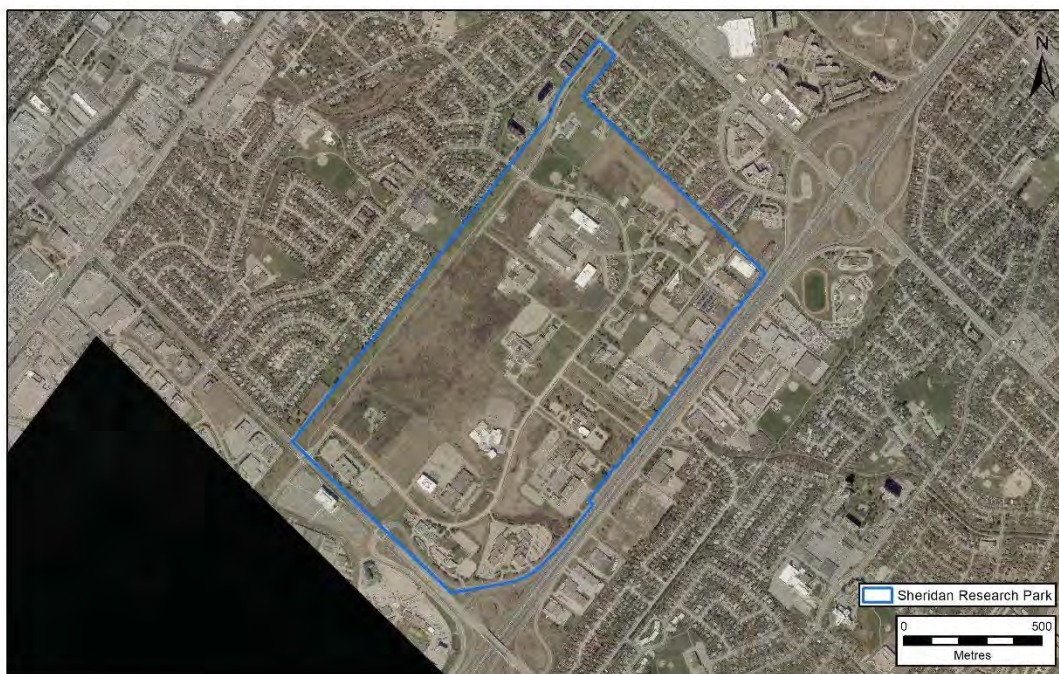


Figure 1: Location of the Sheridan Research Park Cultural Landscape overlaid on 2017 aerial photography

(City of Mississauga)

2.0 HISTORICAL SUMMARY

The Sheridan Park Research Community (later renamed the Sheridan Science and Technology Park) was created in the mid-1960s on 340 acres of land bordering Sir Winston Churchill Boulevard, Erin Mills Parkway and the Q.E.W. Prior to its development, the Sheridan Research Park property generally consisted of agricultural lands (Figure 8).¹

¹ A series of historical maps is located at the end of Section 2.0.

The community was established in 1963 for the purpose of creating “an outward and forward looking centre of excellence dedicated to the efficient prosecution of creative industrial research and development” (Sheridan Park Association 1972:7) (Figure 2). The facility was opened on September 17, 1964 by Premier John Robarts (Hicks 2009). The campus was the first Canadian all-research community established by a joint-partnership between the Ontario Research Foundation, Consolidated Mining and Smelting Company of Canada (Cominco), Dunlop Research International (Dunlop), and International Nickel Company of Canada Ltd. (International Nickel) (Anon 1964). British American Oil Refinery (which became Gulf Oil Canada Limited in 1969, and Petro Canada in 1985) had independently selected the same research area for their research activities and so joined the campus, theirs being the first facility constructed at a cost of \$4 million (Hicks 2009; Sheridan Park Association 1972). By 1965 several more companies had constructed their research labs and offices in Sheridan Park, including Mallory Battery, Warner-Lambert Company (later Parke-Davis, now Pfizer), Cominco, Abitibi Power and Paper, International Nickel, and Atomic Energy of Canada (Hicks 2009).



Figure 2: Dr. A.D. Misener, Director of Ontario Research Foundation and Robert Macaulay, Economics and Development Minister examine an early model of Sheridan Park

(Anon 1963)

The project also included the development of the Sheridan Homelands, a planned residential community located on 400 acres northwest of Sheridan Research Park. The subdivision is bounded by Winston Churchill Road, Dundas Street West, Erin Mills Parkway, and the Sheridan Park Research Community.

Originally called the Toronto Township Project, Sheridan Homelands was designed to cater to the expected influx of scientists and technicians to be employed at the park (Hicks 2009).

An early model shows the planned layout of the park and includes the first research labs built (Figure 3). The 1966 aerial photograph shows significant development had taken place by this point in both the research park and the residential development (Figure 9). The research labs for Gulf Oil, Dunlop, Cominco, and Warner-Lambert appear to be complete. Construction appears to be taking place on the labs including International Nickle, The Ontario Research Foundation, Atomic Energy of Canada, Abitibi Paper, and the conference centre. A 1972 site map of the Sheridan Park Research Community identifies the location of these research labs (Figure 4).

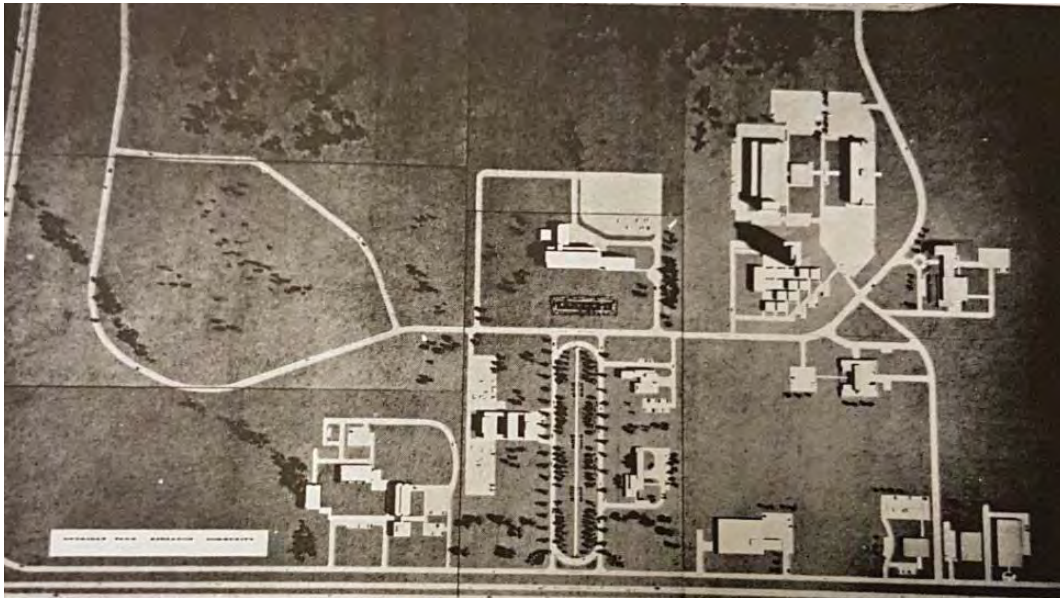


Figure 3: Model plan of Sheridan Park

(MacRae 1966)

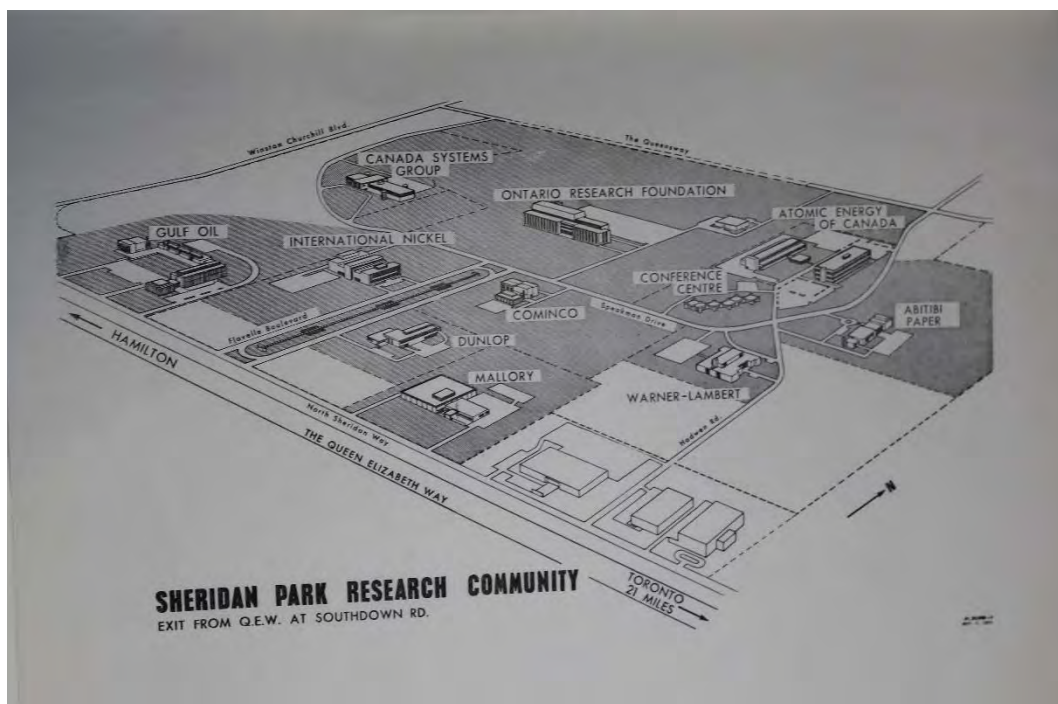


Figure 4: Early map for Sheridan Park Research Community, 1972

(Sheridan Park Association 1972)

The plans for the community were ambitious, including a centralized data centre and computer library, publishing facilities, and conference centre (Anon 1966). The Ontario Research Foundation occupied a central site at the head of the formal entry road into the Park. The community was based on the Massachusetts Institute of Technology outside Boston and formed as a means of fostering innovation within and between organizations with the intent of creating better products (Sewell 2009; Anon 1966). Buildings were subject to design and landscaping restrictions that required the approval of the Ontario Research Foundation (Stapells et al. 1970). Restrictions relating to design and landscape features include:

1. No part of the lands hereby conveyed and no erection, building or structure now or hereafter situate thereon shall be used for any purpose other than a park or for research and development for the purpose of improving and developing by scientific study, experiment and investigation, industrial, commercial and agricultural techniques, methods, materials and products, including research into the marketing of products and the development and utilization of natural resources, or for the conduct of technical sales which is defined as that part of sales which is concerned with providing scientific or technical data, information and knowledge to customers or potential customers, or for the manufacture of prototypes and the sale thereof for the purpose of testing the same in the market, or as a use incidental to such development and research by the owner of any parcel of lands for the supervision of the general sales of the products and services of such owner, and without restricting the generality of the foregoing no such lands, erections, buildings or structures shall be used (except as part of such research and development) for the manufacture (except as aforesaid), sale (except as aforesaid), processing, repair or servicing of materials or products or occupation as a residence of

any kind (except the residence of a caretaker or such other person employed for maintenance or security purposes) nor for a church, school, storage yard or warehousing.

2. No erection, building or structure shall be constructed or used at any time on the lands hereby conveyed unless:
 - a. The said parcel shall contain an area of at least three acres and unless such parcel shall have a frontage of at least 250 feet in length on a public highway and
 - b. Such erection, building or structure (including any addition thereto and including any erection, building or structure previously constructed on the said parcel) has or have a total ground floor area measured from the exterior surfaces of enclosing walls not greater than 25% of the area of the parcel of lands;
 - c. Such erection building or structure if the first to be constructed on any parcel of lands has a ground floor area measured from the exterior surfaces of enclosing walls of not less than 10,000 square feet;
 - d. The plans and specifications hereinafter stipulated of such erection, building or structure (including any addition thereto) prepared by a registered architect or engineer and bearing his stamp and of the scheme of proposed landscaping have been approved in writing by Ontario Research Foundation and such erection, building, structure, addition and landscaping are constructed and carried out in conformity with such approved plans, specifications and scheme. With each application for the approval of the Ontario Research Foundation there shall be submitted to it in duplicate:
 - i. A site plan showing the proposed location of all erections, buildings, structures (or any additions thereto), driveways, sodded areas, trees, parking areas, loading, shipping and receiving areas and existing and proposed lot grades and storm water drainage, and
 - ii. Floor plans of such erection, building or structure (or any addition thereto) and front, side and rear elevations thereof, and
 - iii. A scheme of proposed landscaping, and
 - iv. Plans and specifications of such erection, building or structure (or any addition thereto) showing the height above grade and the materials to be used in the external walls of the said erections, building or structures or addition and the fixtures to be situate therein;
 - e. Adequate parking facilities for vehicles are provided on the said parcel of lands for employees, managers and visitors of the project being carried on thereon, in parking areas, landscaped and suitably screened so as not to present an objectionable appearance and paved with a dust free all-weather surface.
7. No fences, hedges or screens shall be erected except with the prior written approval of Ontario Research Foundation with respect to the location, design, nature and material thereof.
8. No sign, billboard or advertising matter of any kind shall be placed on any parcel of lands or on any erection, building or structure constructed thereon except a name-plate

containing the name or trademark of the owner of such parcel provided such name-plate shall have been approved in writing by Ontario Research Foundation. Applications for such approval shall contain a description and drawing of the proposed sign indicating its size, appearance, location and lighting (Stapells et al. 1970:i-iv).

In 1968, six single-storey buildings of modernist architectural design employed 6,000 scientists, engineers, and support persons (Hicks 2009). A research building was added in 1974, and in 1978 an east wing and core area was added to the original Gulf Oil Canada Limited building. Additionally, a tunnel was added connecting the two buildings.

The 1973 topographic map shows the location of all buildings identified on the 1972 site map with one exception. The research lab for Canada Systems Group is not illustrated (Figure 10).

The park has seen continuous expansion since its inception and has provided research and development space for several nationally and internationally significant companies. Between 1971 and 1980 the following companies joined the research park: Canada Systems Group (later STM) in 1971; General Steelwares in 1971; Dominion Glass in 1974; Xerox Research Centre of Canada (Xerox) in 1980; and C-I-L (later ICI Canada, then Pioneer) in 1980 (Hicks 2009). The first of two hotels on the east side of the Park was built in the 1980s (Urban Strategies Inc. 2014).

The Xerox Research Centre, designed by Shore Tilbe Henschel Irwin Peters, has been awarded several design awards including the Mississauga Urban Design Award in 1984 and The Ontario Association of Architects Design Excellence Award in 1989 (City of Mississauga 1984; Ontario Association of Architects 2018). A list of other known architects can be found in Table 1. Available information regarding architects involved in the planning and development of Sheridan Park was limited.

The IMAX Corporation purchased property in the park in 1989 and relocated from Oakville to Sheridan in 1991. Originally, the IMAX offices were an 88,000 square foot (8,216 m squared) custom-built technology centre that included a 25-foot movie screen. Just five years later they expanded their offices to 115,500 square feet (10,680 m squared) (Hicks 2009). In 2012 the IMAX stormwater management infrastructure was updated with modern low impact development features that employed a variety of innovative stormwater management technologies including permeable pavers, Jellyfish Filter, bioswales, and Sorbitive Media (Credit Valley Conservation 2013).

Table 1: Identified architects of buildings within Sheridan Park

Address	Architect	Year Built	Recognition
2599 Speakman Drive	Harri Kivilo of Neish Owen Rowland & Roy, Architects Engineers Planners	Between 1973 and 1994	None identified
2660 Speakman Drive	Shore Tilbe Henschel Irwin Peters, Architects and Engineers	Post 1979	<ul style="list-style-type: none"> - Mississauga Urban Design Award (1984) - The Ontario Association of Architects Design Excellence Award (1989) - Listed on the City of Mississaugas Heritage Register
2489 North Sheridan Way	Shore and Moffat Architects (originally designed as the British American Research and	Prior to 1964	OMRC Award for Outstanding Design and Masonry Workmanship, for the B-A engine testing laboratory (1964)

Table 1: Identified architects of buildings within Sheridan Park

Address	Architect	Year Built	Recognition
	Development Centre for B-A Oil)		
2060 Flavelle Boulevard	John B. Parkin Associates, Architects and Engineers (originally designed as the International Nickle Research Laboratory and Offices)	1966	None identified
2270 Speakman Drive	John B. Parkin Associates, Architects and Engineers (originally designed for Warner Lambert Canada Ltd.)	1966	None identified
2240 Speakman Drive	John B. Parkin Associates, Architects and Engineers (originally designed for Abitibi Paper)	1966	None identified
2525 Speakman Drive	Architect unknown, Interior design done by Quadrangle Architects	1991	Illumination Award of Excellence for Interior Design Lighting

The 1994 N.T.S. map and the 1995 aerial photograph of the area illustrates the considerable expansion of the research park during the previous decades (Figure 11 and Figure 12). The research lab for Canada Systems Group is shown as well as many new buildings, especially at the east and west sides of the Park. A 2014 map of the Park provides ownership or tenant information for several buildings (Figure 13). The 2017 ortho shows only the addition of one building on the east side of the Park on Hadwen Road (Figure 1).

Sheridan Park has played an important role in promoting and encouraging valuable research, a role that has been recognized both nationally and internationally with visits from Mayor Hazel McCallion, Prime Minister Pierre Elliot Trudeau, and H.R.H. Prince Philip (Figure 5-Figure 7). The campus-like environment of the park was designed to promote creativity and create a research atmosphere “conducive to the efficient pursuit of research objectives” (Sheridan Park Association 1972:1). Currently there are 26 research and technology parks associated with Universities in Canada, but there is no data on the number of privately funded research parks (Association of University Research Parks 2018). Sheridan Park remains one of the oldest research parks in Canada, developed decades prior to the surge of similar parks in Canada in the 1980s, establishing a model for similar planned facilities (Vancouver Island Technology Park 2010). Today the facility is called the Sheridan Science and Technology Park and is operated by the Sheridan Park Association, who represent the multiple landowners.



Figure 5: Mayor Hazel McCallion attends the 25th anniversary celebrations
(Sheridan Park Association)



Figure 6: Prime Minister Pierre Elliot Trudeau visits Sheridan Park on June 22, 1971
(Peel Archives M87.0053)



Figure 7: H.R.H. Prince Philip visits Sheridan Park on October 22, 1969

(Sheridan Park Association)



Figure 8: Location of the Sheridan Research Park Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)



Figure 9: Location of the Sheridan Research Park Cultural Landscape overlaid on a 1966 aerial photograph

(City of Mississauga)

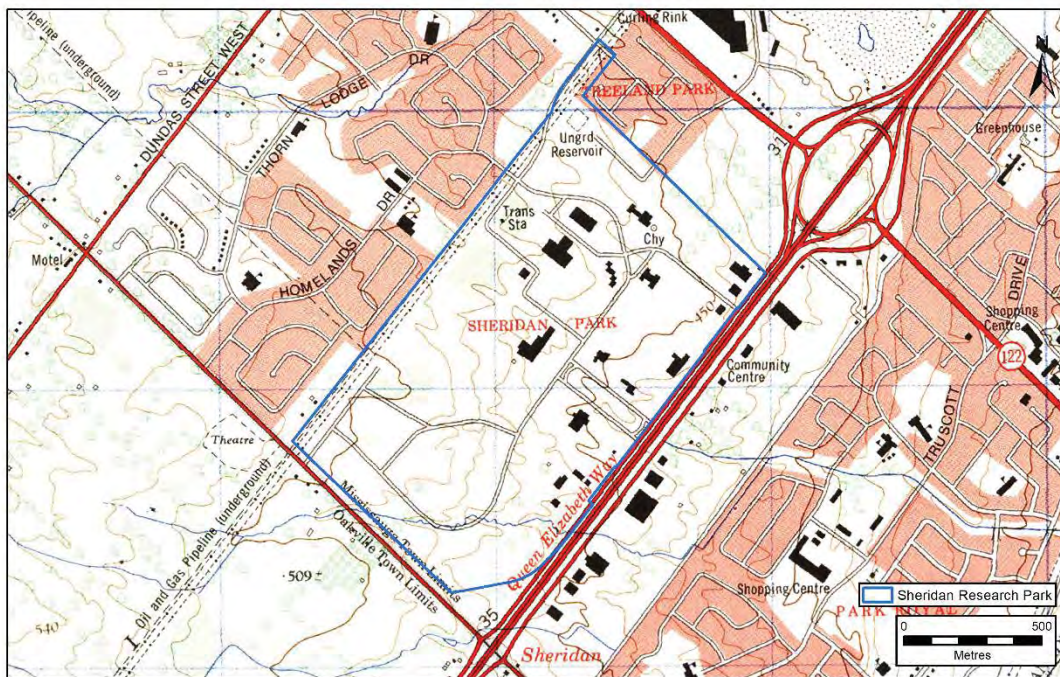


Figure 10: Location of the Sheridan Research Park Cultural Landscape overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)



Figure 11: Location of the Sheridan Research Park Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)



Figure 12: Location of the Sheridan Research Park Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

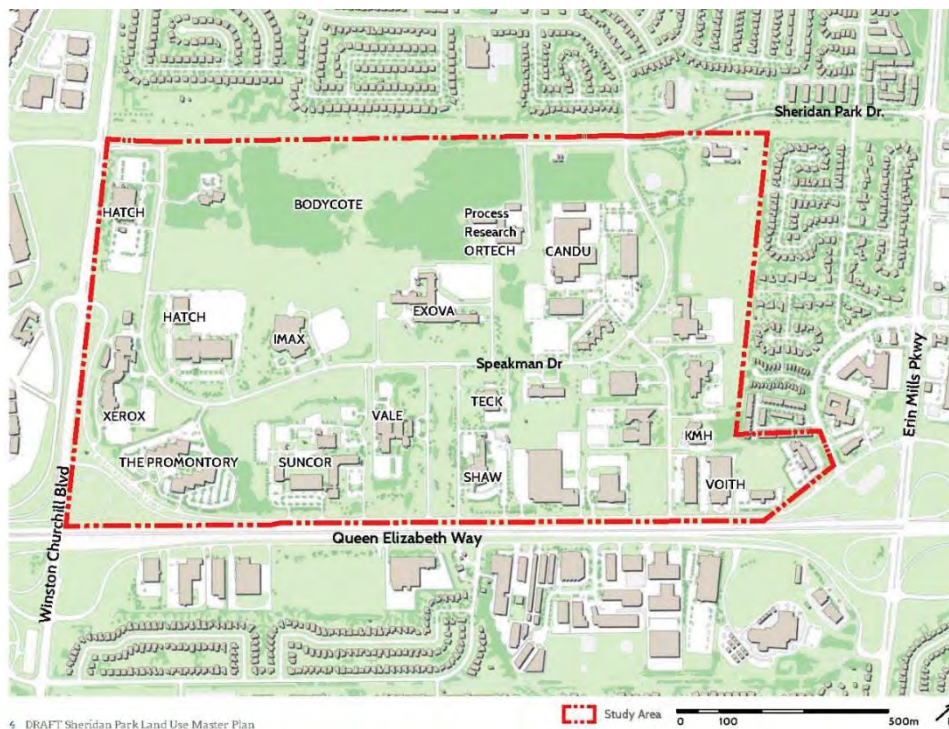


Figure 13: Map of Sheridan Park taken from the Sheridan Park Draft Master Plan, 2014

(Urban Strategies Inc. 2014)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 2: Inventory of existing resources found within and adjacent to the Sheridan Park Cultural Landscape

Address	Recognition
2660 SPEAKMAN DR	Listed on the City of Mississauga Heritage Register prior to 2005



Figure 14: Location of the existing resources located within and adjacent to the Sheridan Research Park Cultural Landscape
 (City of Mississauga)

4.0 EVALUATION

Table 3: Summary of cultural heritage criteria evaluated for the Sheridan Research Park

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	x	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	x	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	x	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	x	Vegetation	✓
Historical/Associative Value		Public Space	x	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	x	Quality of Life	x	Natural Relationships	x
Reflects work or ideas of an architect, artist, builder, etc.	✓	Local History	✓	Views	✓
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	x	Genius Loci	✓	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	x	Community Image	x		
Landmark	x	Tourism	x		
		Planning	✓		

5.0 RESULTS

Sheridan Park is valued for its design and physical value as well as its historical and associative value as the oldest research park in Canada and several known local architects designed award winning built structures that stand today. As Sheridan Park has continued to operate as a research park since its inception with continued regard to the original design guidelines, the landscape retains historical integrity. The landscape does not sufficiently meet the criteria under community value. Sheridan Park is mentioned in local history sources and the Official Plan for Mississauga includes Character Area policies for the park (Section 15.5), and while the consultant team for this project identified a “sense of place” as a research park, little input was received from the community as to the significance of this landscape.

Sheridan Park is considered to be an Area of Interest.

6.0 RECOMMENDED PROTECTION STRATEGIES

Priority Strategies for Protection	Additional Recommended Strategies
1. Cultural Heritage Resource Assessment within study area boundary to identify individual properties for potential designation under Part IV of the O.H.A., including, but not limited to: <ul style="list-style-type: none"> ○ 2599 Speakman Drive ○ 2660 Speakman Drive ○ 2489 North Sheridan Way ○ 2060 Flavelle Boulevard ○ 2270 Speakman Drive ○ 2240 Speakman Drive ○ 2525 Speakman Drive 	1. Evaluation of Sheridan Research Park as a potential cultural heritage landscape in 5 years, based on the potential for the community value for this landscape to change 2. Interpretation and commemoration strategy integrated into the existing policy for the Sheridan Park Corporate Centre Character Area 3. Marketing and Promotion

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APPENDIX K: STREETSVILLE VILLAGE CORE

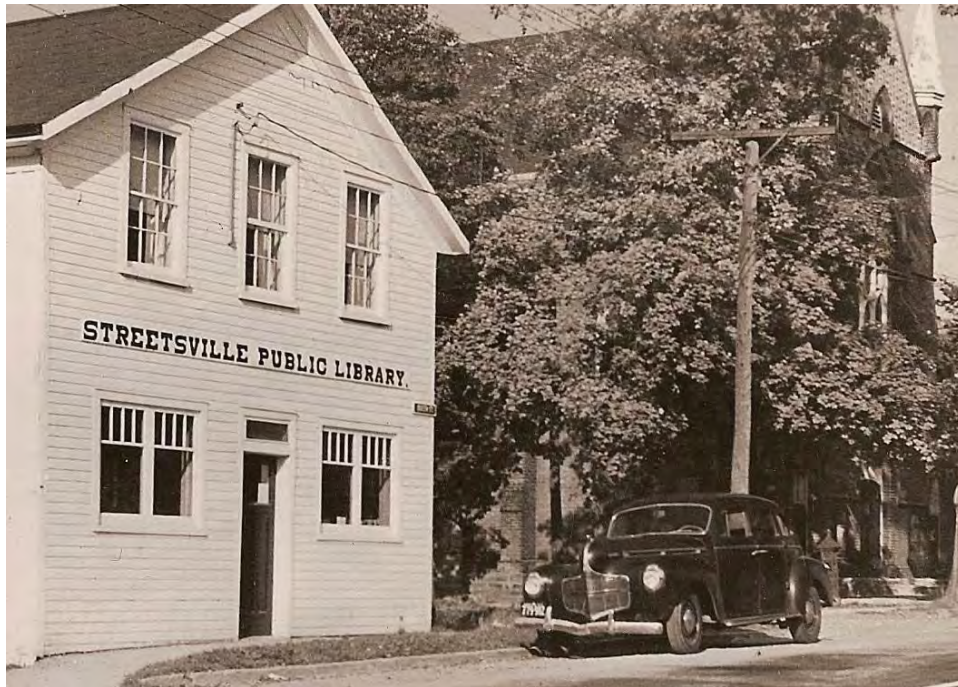


Image courtesy of Streetsville Historical Society



1.0 INTRODUCTION

The Streetsville Village Core Cultural Landscape is located along Queen Street South, between Britannia Road West and Eglinton Avenue (Figure 1). This landscape encapsulates the historical village core of one of the oldest settlements in the City of Mississauga. The main thoroughfare demonstrates the distinct character of the area's rural roots, while the similar scale and character of the buildings within the commercial core extends into the historical homes on residential side streets. Over ninety heritage properties were listed within this landscape prior to the development of the 2005 Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005), many of which are designated under Part IV of the Ontario Heritage Act, making Streetsville home to the largest concentration of historical buildings in Mississauga.

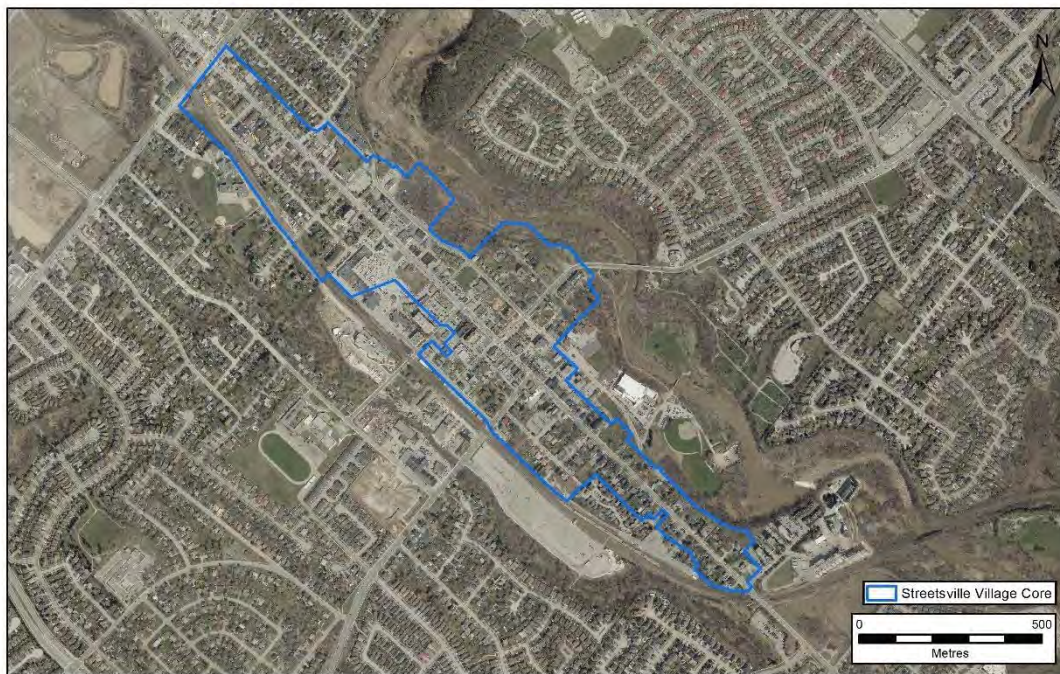


Figure 1: Location of the Streetsville Village Core Cultural Landscape overlaid on 2017 aerial photography

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga can be found in Appendix C.

The settlement of Streetsville began in 1819 on the banks of the Credit River, just east of Queen Street South in the City of Mississauga. The Crown acquired all lands north of present-day Eglinton Avenue and commenced a formal survey. Timothy Street, a businessman with numerous ventures and occupations yet often listed as a tanner and saddler by trade, together with his partner Richard Bristol, applied to undertake a survey of northern Toronto Township (Heritage Mississauga 2009). Street, a Loyalist from Niagara, financed the work while Bristol oversaw the actual survey. As partial payment for his services,

Street was granted over 4500 acres of land throughout Peel and Halton, including land along the Credit River which would become the future village site (Heritage Mississauga 2009).

The first settler to receive a land grant in the area was James Glendinning. On April 21st 1819 he received land along Mullet Creek (Heritage Mississauga 2009). Glendenning Park is named for his family and he and his wife are buried in the pioneer cemetery at St. Andrew's Streetsville Presbyterian Church (Hicks 2008). Many early settlers were descended from United Empire Loyalists who left the United States during the War of Independence, including the Barnhart, Birdsall, Embleton, Glendinning, Leslie, Lewis, Lightheart, Row(e), Rutledge, and Switzer families, amongst others.

In 1821, Timothy Street built a grist mill along the Credit River, followed by a lumber and saw mill in 1822 (Heritage Mississauga 2009; Heritage Mississauga 2011a). During this time, Street lived in the Niagara Peninsula with his family (Manning 2008). In 1821 a general store and trading post was opened by John Barnhart at the southwest corner of Queen Street and Pearl Street, called the Montreal House (Heritage Mississauga 2012; Manning 2008; Streetsville Women's Institute 1965). The first general store to serve the community still stands today as the oldest building in the area (Streetsville Women's Institute 1965). The Montreal House, together with the mills, helped to attract many settlers and early businesses to the village, propelling early growth.

As early as 1823 a bridge was built over the Credit River and established the community as a key crossing and stopping point. Street permanently relocated to the area in 1825. He built a brick home overlooking the river near his milling complex at the foot of Mill Street (Heritage Mississauga 2009). This house still stands at 41 Mill Street and is considered to be the oldest surviving brick house in Peel Region, and was designated in 1977 (Manning 2008). In the years that followed other settlers began referring to the community in connection with both his mills and his name. The village officially became known as Streetsville in 1829 when the first post office opened, under post master Israel Ransom (Heritage Mississauga 2009).

The late 1820s was a period of expansion for the village. In 1828, Branch 290 of the Loyal Orange Lodge was established, in part due to leadership of "Commodore" Henry Rutledge (Figure 2). The building stands today at 47 Queen Street South and is designated under the Ontario Heritage Act (Manning 2008; Heritage Mississauga 2009). Rutledge would also donate land for the building of an Anglican Church and serve on the first Council. A colourful character in early Streetsville, a number of streets bear the names of some of his 17 children; Henry, William, John, Joseph, Ellen, and James (Manning 2008). The post office was located within Ransom's general store, opened a year earlier in 1828 at the northeast corner of Queen Street and Main street. The building was a "one-storey red brick building with an ornate front that had church type windows" (Hicks 2008). Dr. John Crumbie was the first physician to arrive in the area in 1829, his practice served a wide area around the community (Heritage Mississauga 2009).



Figure 2: Loyal Orange Lodge gathering, c1925

(Heritage Mississauga)

By 1835 grist mills, sawmills, a tannery, and several inns were in operation, making Streetsville the political and economic hub of the surrounding township, attracting merchants and tradesmen (Heritage Mississauga 2009). By 1850 Streetsville had a population of 1000 and was the most prosperous and populated village in Peel County (Heritage Mississauga 2009). Early directories list several mills, a tannery, foundry, cooperage, pottery, brickyard, blacksmiths, shoemakers, carriage shops, tinsmith, brewery, telegraph office, physicians, tailors, gunsmith, watchmaker, broom and pail factory, millinery, carpenter, furniture manufacturer, stave factory, bobbin factory, four churches, an Orange Lodge, and two schools (Heritage Mississauga 2009). Streetsville also had several inns and hotels, including the Telegraph House, Globe Hotel, Tyrone Inn, Franklin House, Pacific Hotel, and Royal Hotel (Figure 3). The Telegraph House and the Globe Hotel are noted to be the most popular (Manning 2008). Meetings, banquets, auctions, balls, and concerts were held in hotels, and those hotels with dining rooms, stabling, and hostler services boasted the facilities to attract these large events. The Hyde's Reciprocity, built in the late 1850s at the corner of Queen Street and Ontario Street, boasted three floors, 60 bedrooms, and a ballroom. It burned down in the early twentieth century and the lot has not been built upon since.



Figure 3: The Globe Hotel and Queen Street South, looking south, c1880

(Heritage Mississauga)

The 1859 Tremaine's Map of the County of Peel shows a densely populated village core on either side of Queen Street South between Britannia Road West and Church Street (Figure 13)¹. Many streets appear well-established in their current alignment at this point, indicating that the intersections between Britannia Road West and Church Street predate well before 1859. Dense settlement extends a block east of Queen Street and between Queen Street South all the way to the Credit River.

The first library in Toronto Township is believed to have been organized in Streetsville by 1826, however it was in the 1850s when the Farmer's and Mechanics' Association was established to promote reading and education (Hicks 2008). The library was housed in John Embleton's store before it was moved in 1877 to Oddfellows Hall (built in 1875), where the books were kept in a room on the second floor, behind bars (Hicks 2008). In 1895 the Farmers and Mechanics Institute Library became the Streetsville Public Library, because of the Libraries Act passed by Ontario Legislature in 1882 that gave municipalities power to tax themselves to establish free libraries. In 1902 the library board purchased a white frame house for \$200 from Mrs. William Cunningham at 280 Queen Street South (Figure 4). The library was relocated and operated out of this building until 1967 when the new Centennial Library was opened (Hicks 2008). The building at 280 Queen Street South then became the municipal owned Streetsville Village Hall, Designated under the Ontario Heritage Act (Mississauga Library System 2018a).

¹ A series of historical maps are included at the end of Section 2.0.

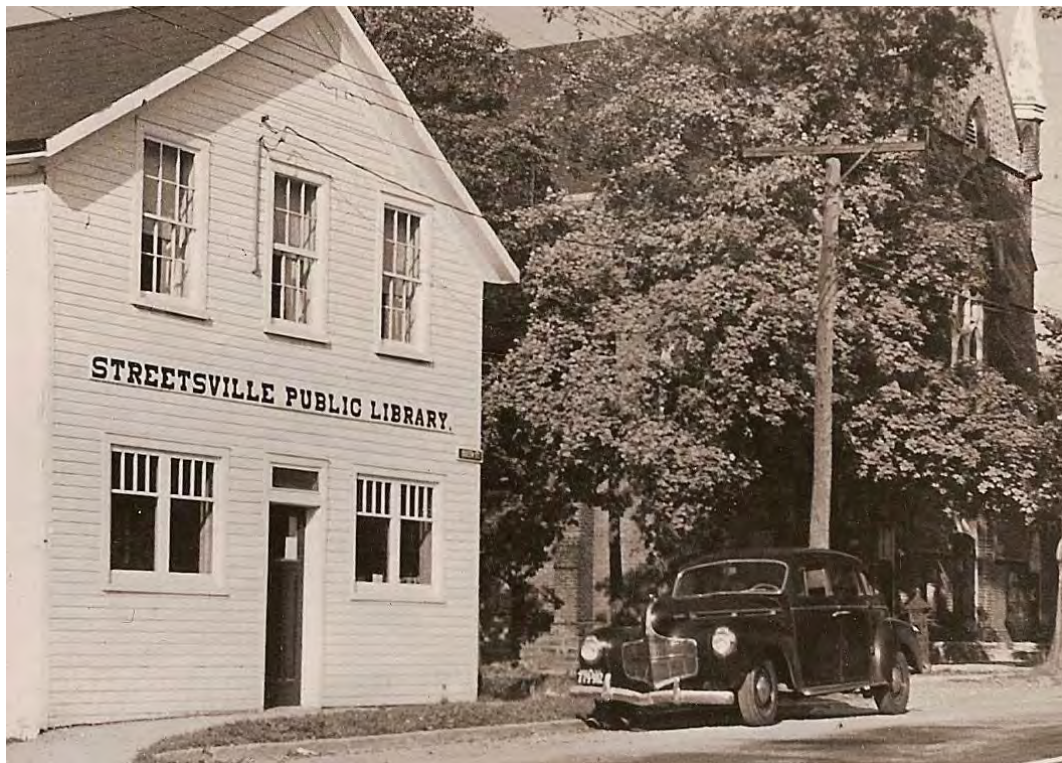


Figure 4: Streetsville Public Library at 280 Queen Street South, c. 1950

(Streetsville Historical Society)

Toronto Township's first high school, the Grammar School opened in Streetsville in 1851 at 321 Queen Street South (Heritage Mississauga 2012). In 1877, an addition was built on the front and contained two rooms, an office, and entrances in Tuscan style architecture. The building served as a school for a century (Figure 5). In 1966 it became the Town Hall and Police Station before becoming the Kinsmen and Seniors Centre in 1978 (Manning 2008; Mississauga Library System 2018b). The building is designated under the Ontario Heritage Act. John Embleton, the community surveyor, built a store at 213 Queen Street South in the 1840s. From 1854 to 1877 it housed the Library of the Farmer's and Mechanic's Institute, and between 1931 and 1952 it was used as the Post Office (Mississauga Library System 2018c). The intersection of Queen Street and Main Street became the commercial hub of the community, blossoming around Barnhart's Montreal House and John Embleton's Store.



Figure 5: Streetsville Grammar School, 1982

(Historic Images Gallery, <http://www.mississauga.ca/>)

The 1877 Illustrated Historical Atlas of the County of Peel shows that the village core had expanded substantially by this period (Figure 14). Approximate boundaries of the village in 1877 are Britannia Road to the north, Old Station Road to the south, Theodore Drive to the west and Durie Road to the east. The Credit Valley Railway is illustrated following the same north-south alignment west of Queen Street South as it does today. Streetsville is surrounded by agricultural land, however development can be seen extending south as properties are already subdivided along the west side of Queen Street South and Mississauga Road. Clusters of structures are illustrated on the lot occupying the north corner of the intersection of present-day Mississauga Road and Eglinton Avenue West.

The residents of Streetsville enjoyed recreational activities, including skating on the Credit River, tennis, and lacrosse. Lawn bowling rose in popularity during the 1890s, when a bowling green was put in on the grounds which would later share space with the library (Streetsville Women's Institute 1965). Mentions of an agricultural fair appear as early as 1843 and the annual Fall Fair of the Toronto Township Agricultural Society was held for over 100 years in the Fair Grounds, present day Streetsville Memorial Park (Manning 2008; Heritage Mississauga 2011b) (Figure 6). Other traditional gatherings in the community included garden parties at the Fair Grounds during the summer and the Presbyterian "tea meeting" on New Year's Day (Manning 2008). The first Town Brass Band was organized in 1849 and often gave concerts from the bandstand, where the cenotaph stands today (Manning 2008).



Figure 6: Fairgrounds, c1910

(Peel Archives)

By 1858 the population of Streetsville had grown to 1,500. The same year Streetsville incorporated as a village, with John Street, Timothy's son, serving as the first Reeve (Heritage Mississauga 2009). Streetsville reached its apex by 1867 and while it continued to thrive after the construction of the Credit Valley Railway, it could not surpass Brampton as the centre of Peel County.

In the 1880s the village had wooden sidewalks, oil streetlamps, and two telephone subscribers (Manning 2008). Queen Street South was gravel (Hicks 2008). By 1910 the wooden sidewalks were replaced with over 4.8 km of cement sidewalks. These lasted well into the 1960s (Hicks 2008). Poles and electric lines were strung through the village in 1908 and electric streetlamps replaced earlier oil ones (Hicks 2008) (Figure 7 to Figure 10). In 1912 water mains and hydrants were installed, pumping water from the generating stations (Hicks 2008). The stretch of road between Streetsville and Erindale was paved with cement and opened on September 16, 1931, making for a much smoother ride (Hicks 2008).



Figure 7: Queen Street, looking south, c. 1905

(Heritage Mississauga)



Figure 8: Queen Street at Water Street, looking north, photo is labelled c. 1910, likely dates between 1908 and 1910 as electric poles are present and a wooden sidewalk is visible

(Heritage Mississauga)



Figure 9: Queen Street, looking north, c.1910

(Heritage Mississauga)



Figure 10: Queen Street, looking south, c. 1915

(Heritage Mississauga)

By the early twentieth century Streetsville's mills began to close, and by the 1940s, the last of Streetsville's many hotels had also closed. The community gradually changed from an industrial mill-town into a small businesses and services centre. In 1906 a new dam was constructed and a generator was installed (Manning 2008). This was one of the first municipally owned power plants, joining with Ontario Hydro in 1934 to keep up with the communities growing power demands. The generator

supplied auxiliary power until 1960. (Manning 2008; Hicks 2008). Joseph Phair erected a building for the Metropolitan Bank, later the Bank of Nova Scotia, at 242 Queen Street South in 1908 (Manning 2008) (Figure 11). Various additions have been made to the building and in 1978 it began to be used for commercial purposes (Mississauga Library System 2018d). This building still stands on the property today.



Figure 11: Metropolitan Bank, later Bank of Nova Scotia, at 242 Queen Street South, 1909
(Historic Images Gallery, <http://www.mississauga.ca/>)

The 1909 topographic map shows several brick or stone as well as frame structures lining Queen Street South as well as the village blocks to either side. The train station is shown at the end of Old Station Road and a school, hotel, post office, and blacksmiths shop are identified as well as three churches, two of which have associated cemeteries. A grist mill is illustrated along the Credit River and a saw mill is shown just outside of the village core to the southwest. The Canadian Pacific Railway crosses Queen Street South twice, at both the south and north ends of the village. There are four bridges carrying the rail corridor across unidentified topography adjacent to the village core and the rail station is illustrated in its original location on Old Station Road.

The 1922 topographic map shows Streetsville in much the same state as the 1909 map (Figure 16). Queen Street South is shown as a 'metalled' or gravel road. A photo dating to this time shows what appears to be the unpaved gravel roadway (Figure 12).



Figure 12: Queen Street, looking south, c.1930

(Heritage Mississauga)

The 1933 map shows the road as paved (Figure 17). The schools, churches and cemeteries, mills, hotels, as well as the post office all identified on the 1909 map are shown on the 1933 map in the same location. Aerial photography from 1944 shows the area as being densely settled (Figure 18).

By 1951 the population had receded to 1,139, however further expansion began when services such as water, power, sewers, and good fire protection attracted builders. In 1952 the annexations of lands added 500 acres to the community over the span of a few years. Subdivision planning began and three public schools, a separate school, and a million dollar high school were built in 1958 (Manning 2008). The 1954 aerial shows the settlement areas as still within the boundaries of the Streetsville Village Core cultural landscape (Figure 19). The areas outside of the village core remain largely agricultural, though development of residential subdivisions have begun at the north end.

By 1959, as Streetsville celebrated its centennial anniversary of incorporation, the population had risen to 4,400 (Manning 2008). In 1962 Streetsville achieved Town status, which was short lived as it was amalgamated into the City of Mississauga in 1974 (Heritage Mississauga 2009). The 1966 aerial shows more development having taken place in the intervening years outside of the village core (Figure 20). Areas to the north and the west have been subdivided into mostly residential subdivisions. The 1973 topographic map further illustrates the dense areas of development both within and outside of the Streetsville Village Core (Figure 21).

Hazel McCallion began her political career by joining the Planning Board for the Town of Streetsville in 1964 and became the town's first female mayor in 1970. In 1974 when Mississauga became a city, Streetsville was amalgamated and McCallion became the councillor for Streetsville. She became the mayor of Mississauga in 1978 and was the longest serving mayor of a city of 50,000 residents and over in

Canada. She has received many awards including being appointed as a Member of the Order of Canada by Governor General of Canada, Adrienne Clarkson in 2005 (Hicks 2008).

In 1987 a new district plan refurbished the core of the village, sidewalks were fixed, traditional lamp posts were put in, the cenotaph on Main Street was repaired, a millennium clock was installed, and new hiking and cycling trails were created (Manning 2008). Today the core of Streetsville retains the distinct scale and character of a rural farming town. The original settlement centre has integrated with surrounding expansion and development and so today serves a much larger community (The Landplan Collaborative Ltd. et al. 2005). The 1995 and 2017 aerial photo shows continued development surrounding the cultural landscape (Figure 22 and Figure 1).



Figure 13: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1859
Tremaine's map of the County of Peel

(Tremaine 1859)

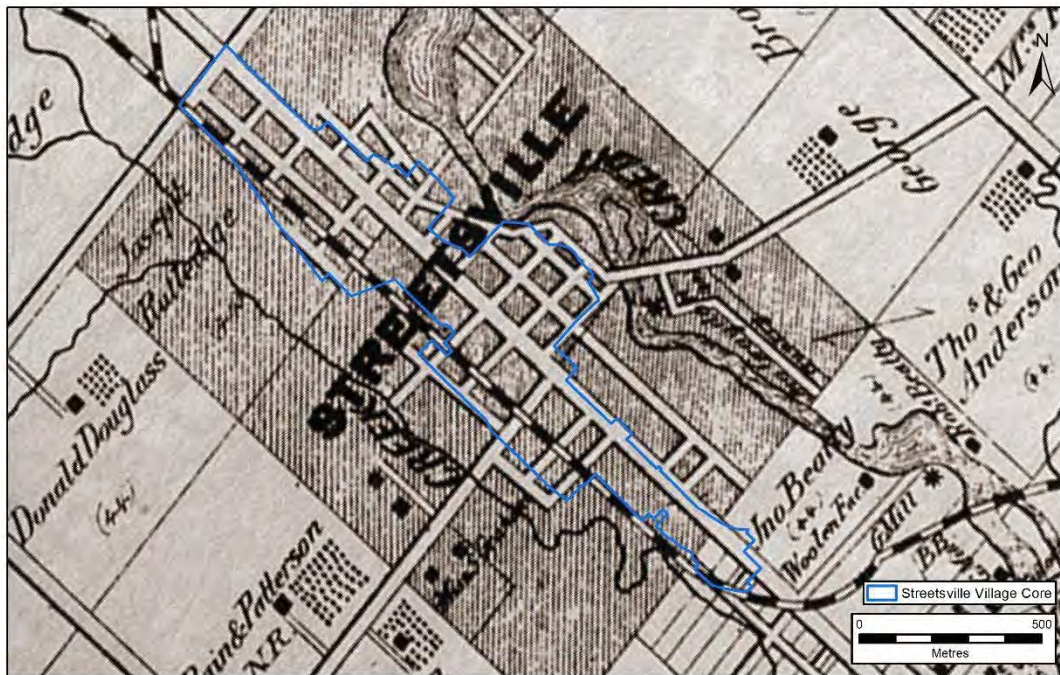


Figure 14: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)



Figure 15: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)

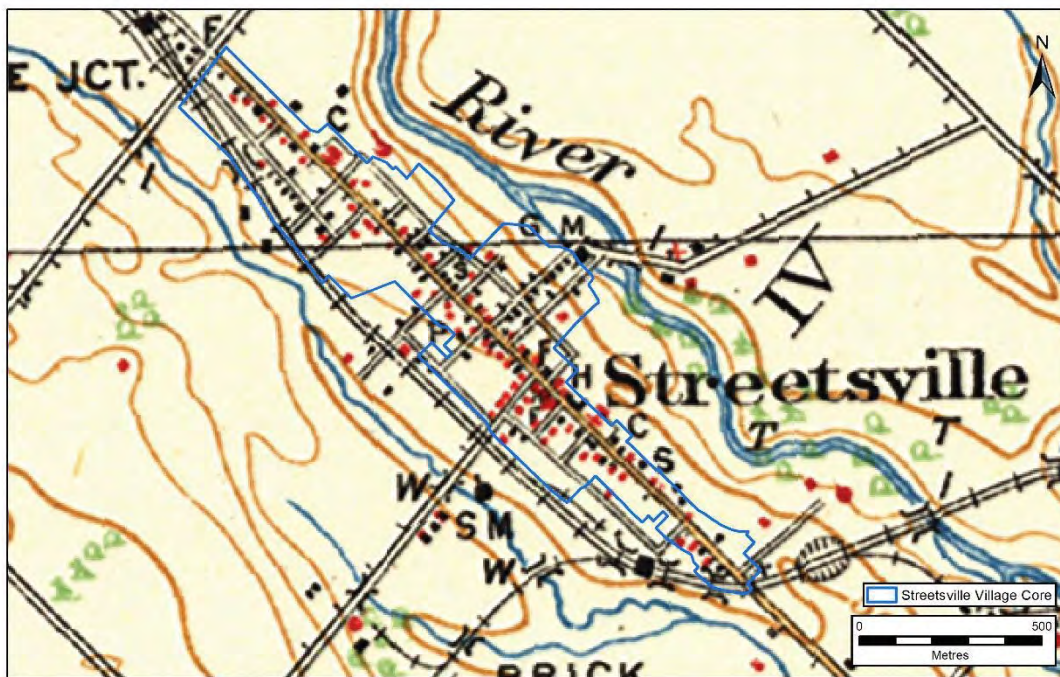


Figure 16: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)

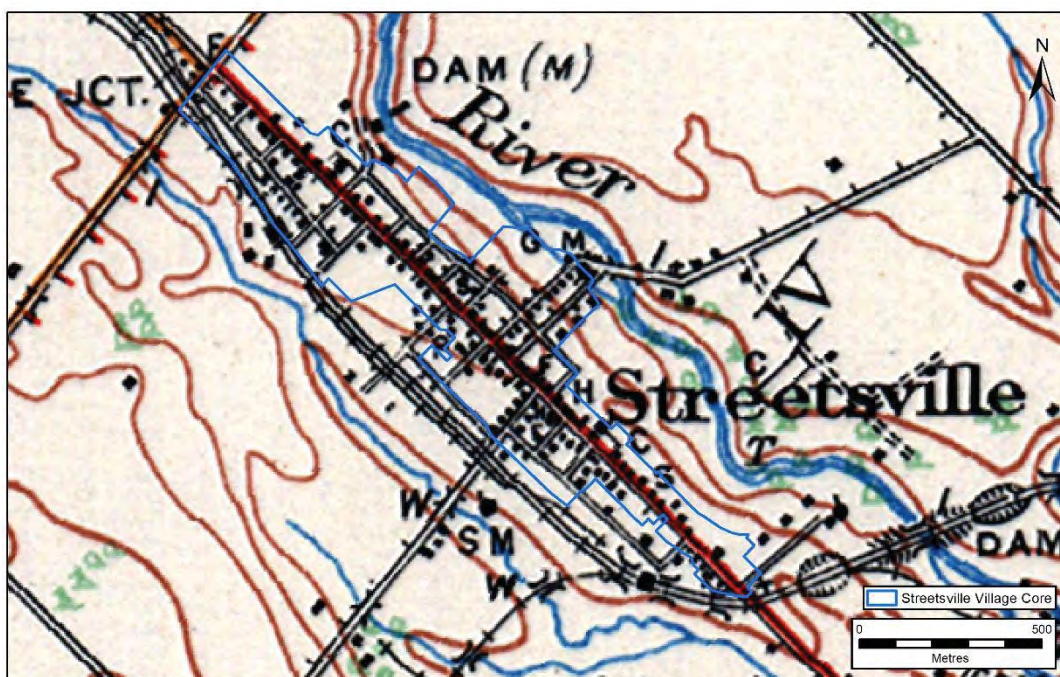


Figure 17: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1933 topographic map

(Department of National Defence 1933)



Figure 18: Location of the Streetsville Village Core Cultural Landscape overlaid on a 1944 aerial photograph

(City of Mississauga)

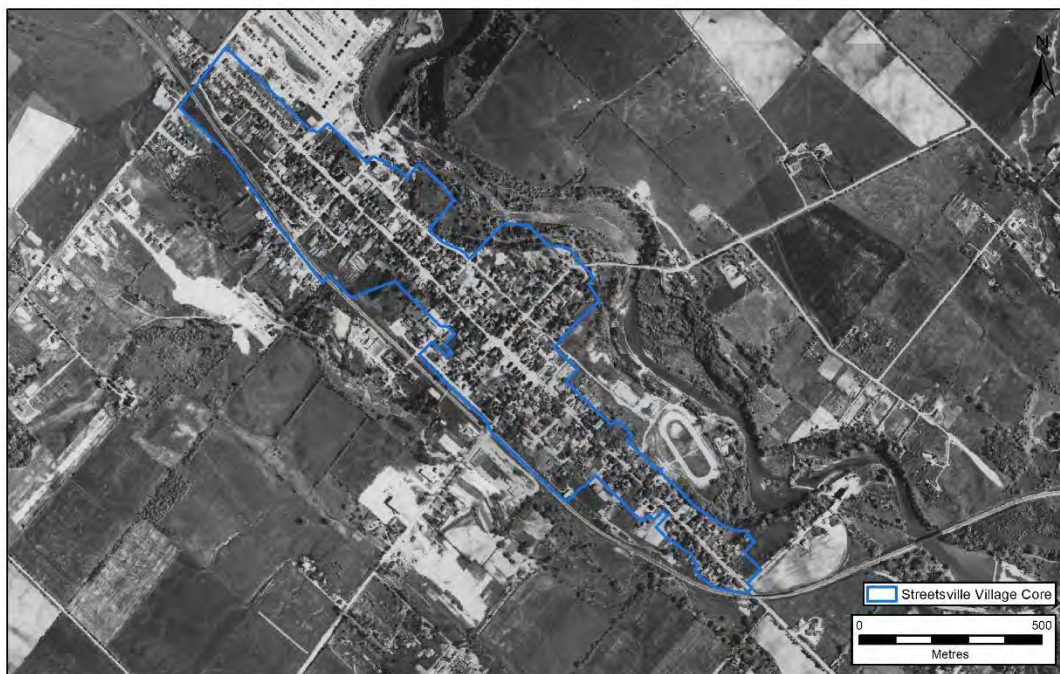


Figure 19: Location of the Streetsville Village Core Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954: Photo 435.793)

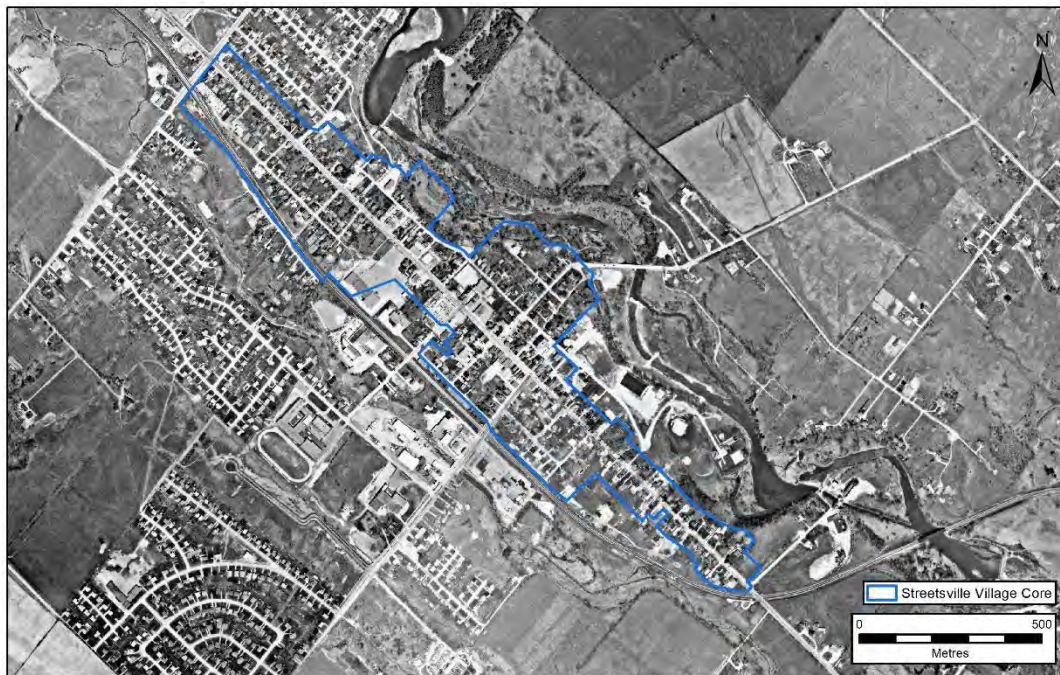


Figure 20: Location of the Streetsville Village Core Cultural Landscape overlaid on a 1966 aerial photograph

(City of Mississauga)

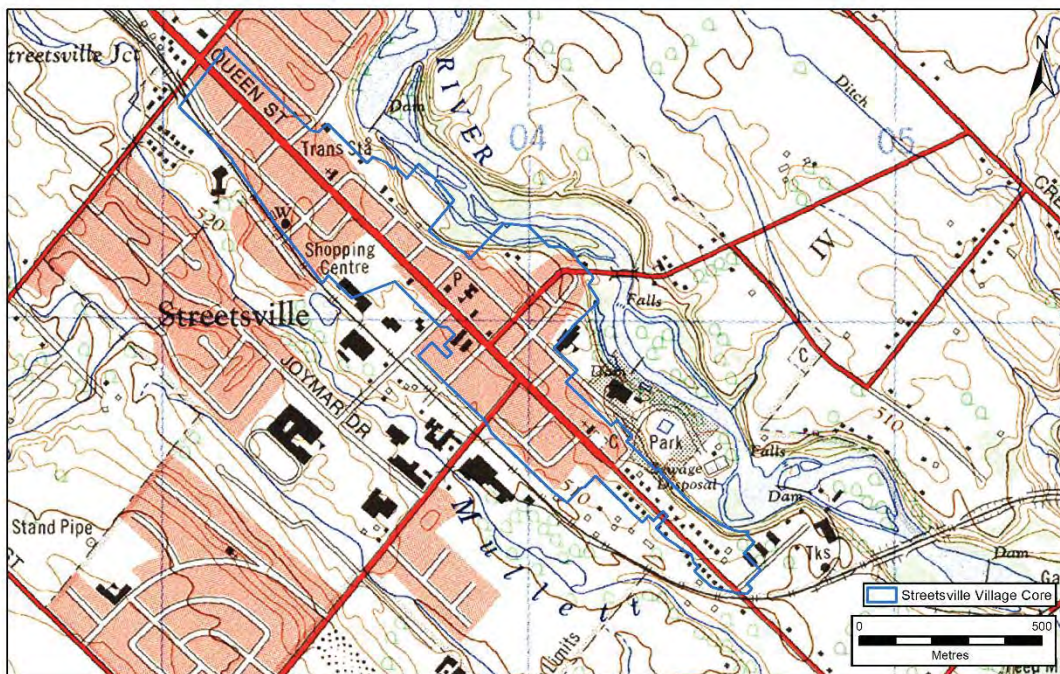


Figure 21: Location of the Streetsville Village Core Cultural Landscape overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)



Figure 22: Location of the Streetsville Village Core Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

Table 1: Inventory of existing resources found within and adjacent to the Streetsville Village Core Cultural Landscape

Address	Recognition
327 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
307 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
299 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
295 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
271 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
265 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
235 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
223 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
157 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
47 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
62 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
7 PEARL ST	Designated under Part IV of the Ontario Heritage Act
228 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
234 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
264 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
274 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
280 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
292 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act

300 QUEEN ST S	Designated under Part IV of the Ontario Heritage Act
19 BARRY AVE	Designated under Part IV of the Ontario Heritage Act
11 BARRY AVE	Designated under Part IV of the Ontario Heritage Act
34 THOMAS ST	Designated under Part IV of the Ontario Heritage Act
13 THOMAS ST	Designated under Part IV of the Ontario Heritage Act
27 MILL ST	Designated under Part IV of the Ontario Heritage Act
41 MILL ST	Designated under Part IV of the Ontario Heritage Act
21 MAIN ST	Designated under Part IV of the Ontario Heritage Act
7 MAIN ST	Designated under Part IV of the Ontario Heritage Act
54 WILLIAM ST	Designated under Part IV of the Ontario Heritage Act
74 WILLIAM ST	Designated under Part IV of the Ontario Heritage Act
56 ONTARIO ST E	Designated under Part IV of the Ontario Heritage Act
221 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
51 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
279 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
13 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
3 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
319 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
161 CHURCH ST	Listed on the City of Mississauga Heritage Register prior to 2005
31 MILL ST	Listed on the City of Mississauga Heritage Register prior to 2005
307 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
25 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
93 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
317 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
287 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
343 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
337 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
151 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
201 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
345 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
29 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
85 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
261 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
41 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
167 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
357 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
365 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
19 BARRY AVE	Listed on the City of Mississauga Heritage Register prior to 2005
252 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
242 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
19 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
214 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
11 PRINCESS ST	Listed on the City of Mississauga Heritage Register prior to 2005
48 WILLIAM ST	Listed on the City of Mississauga Heritage Register prior to 2005
296 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
13 CAROLINE ST	Listed on the City of Mississauga Heritage Register prior to 2005
264 VICTORIA ST	Listed on the City of Mississauga Heritage Register prior to 2005
25 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
288 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
25 PRINCESS ST	Listed on the City of Mississauga Heritage Register prior to 2005
264 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
27 PEARL ST	Listed on the City of Mississauga Heritage Register prior to 2005
356 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
58 WILLIAM ST	Listed on the City of Mississauga Heritage Register prior to 2005
340 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005

42 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
364 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
360 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
28 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
20 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
350 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
272 VICTORIA ST	Listed on the City of Mississauga Heritage Register prior to 2005
263 VICTORIA ST	Listed on the City of Mississauga Heritage Register prior to 2005
44 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
316 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
312 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
322 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
354 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
258 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
302 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
30 THOMAS ST	Listed on the City of Mississauga Heritage Register prior to 2005
5306 MISSISSAUGA RD	Listed on the City of Mississauga Heritage Register prior to 2005
154 QUEEN ST S	Listed on the City of Mississauga Heritage Register prior to 2005
6 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
17 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
26 MAIN ST	Listed on the City of Mississauga Heritage Register prior to 2005
	Archaeological Site (AjGw-67)
	Archaeological Site (AjGw-574)

Archaeological sites within and adjacent to the landscape:

Potential remains of the Timothy Street Mill (AjGw-67) were discovered through remote sensing on the floodplain of the river on the east side of the intersection of Main and Mill streets in Streetsville. The site is apparently buried beneath deep deposits of fill, but may comprise foundations and infilled cellars and possibly part of a turbine (MPPA 1986). The site was established by Timothy Street in 1821, originally as a grist mill, although a lumber and saw mill followed soon after, as were tannery and distillery operations. The mill complex was operated by a series of owners between the mid-nineteenth century and the early twentieth century.

The Wyndham H1 site (AjGw-574) is a nineteenth-century Euro-Canadian site registered by Archeoworks Inc. in 2017 (OASD Site Record Form). No further details concerning the site are available.

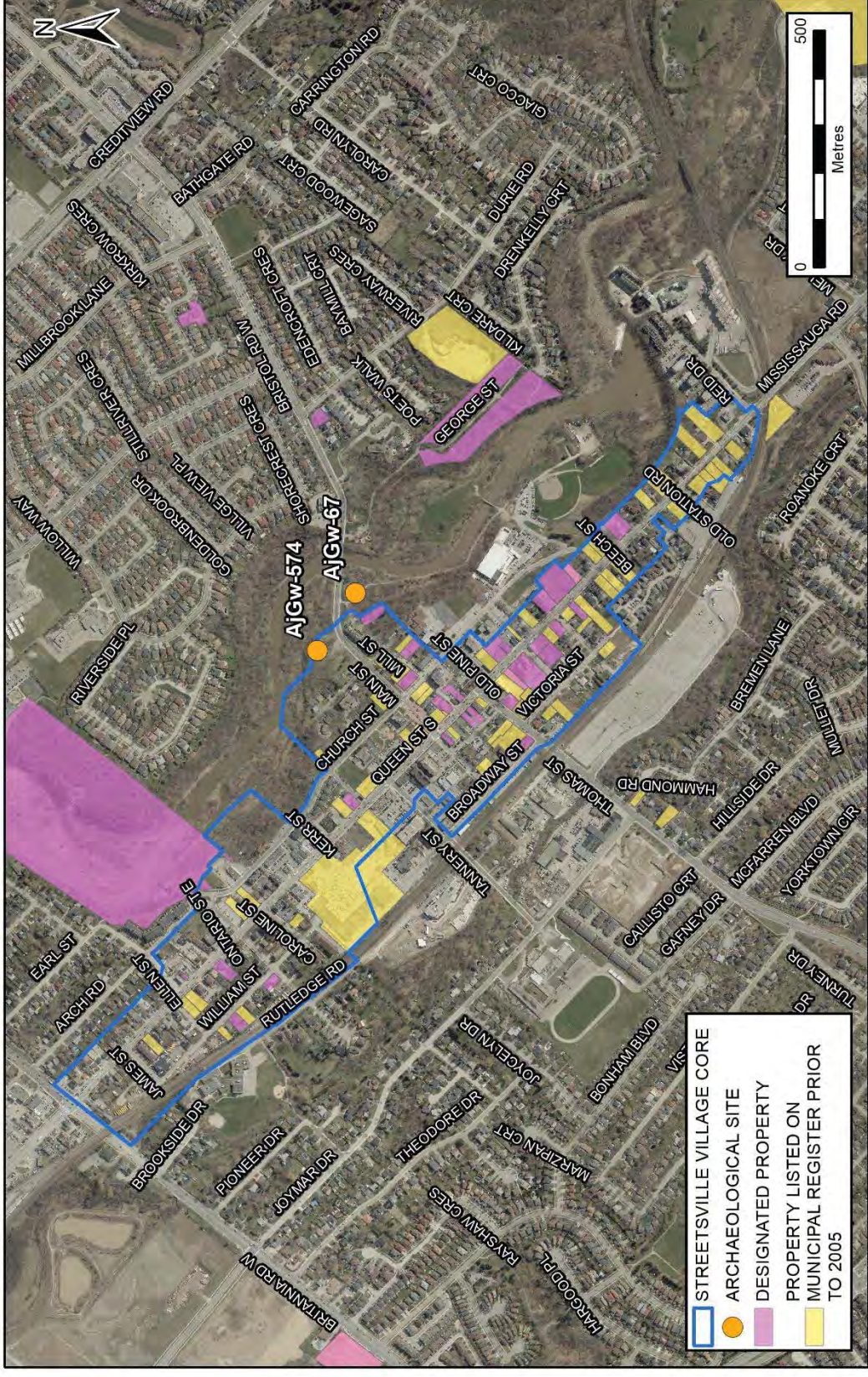


Figure 23: Location of the existing resources located within and adjacent to the Streetsville Village Core Cultural Landscape

(City of Mississauga)

4.0 EVALUATION

Table 2: Summary of cultural heritage criteria evaluated for the Streetsville Village Core

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	✓	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	✓	Ownership	x
Aesthetic/Scenic reasons	✓	Pride and Stewardship	✓	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	✓	Vegetation	✓
Historical/Associative Value		Public Space	✓	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	✓	Quality of Life	✓	Natural Relationships	✓
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	✓	Views	✓
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	✓	Genius Loci	✓	Restoration Potential	✓
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	✓		
Landmark	✓	Tourism	✓		
		Planning	✓		

5.0 DRAFT STATEMENT OF SIGNIFICANCE AND LIST OF ATTRIBUTES

The Streetsville Village Core is a Significant Cultural Heritage Landscape due to its cultural heritage value, community value, and historical integrity.

Cultural Heritage Value

The Streetsville Village Core has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.

The Streetsville Village Core has design and physical value as it contains the largest concentration of historic buildings in the City of Mississauga, with a relatively consistent scale of buildings and shop fronts within the village core providing a consistent historical aesthetic. Churches, cemeteries, public buildings and the former Streetsville Grammar School, together with generally sensitive contemporary infill within the Village Core, contribute to the historic aesthetic and scenic quality of the community.

The Streetsville Village Core has historical and associative value due to its historical associations with nineteenth-century milling activities along the Credit River, early settlement in Mississauga, and Timothy

Street, the founder of Streetsville. Interpretive plaques throughout the Streetsville Village Core commemorate the early settlement of Streetsville and its history of milling activities, and historic commercial and residential buildings within the Streetsville Village Core serve as a visual reminder of the early rural community that has existed in this area continuously since the early nineteenth century.

The Streetsville Village Core also has contextual value as a distinct historic district within the City of Mississauga, one of the early crossroad communities connected to surrounding historic settlements by the Credit River and Mississauga Road. The Streetsville Village Core also has contextual value as a tourist destination in the City of Mississauga and is known for the Bread and Honey Festival established in 1973 and for its associations with Hazel McCallion, the former Mayor of Mississauga who began her political career in Streetsville.

Community Value

The Streetsville Village Core is valued as a cultural heritage landscape due to its community value. Historic tours, commemorative plaques, designation of properties under Part IV of the Ontario Heritage Act and historic street names signify Streetsville's connection to its history, and many local history books discuss the importance of Streetsville's beginnings as they are relevant today. The Streetsville Village Core is the setting for popular local events including the Bread and Honey Festival, which has been taking place annually since 1973. Known locally as "The Village in the City", Streetsville is a popular tourist destination within the City of Mississauga. Finally, Character Area policies in the City of Mississauga's Official Plan speak to the importance of maintaining Streetsville's character through planning tools and policy and underline the importance of the Streetsville Village Core as part of the larger City of Mississauga.

Historical Integrity

The Streetsville Village Core is valued as a cultural heritage landscape due to its historical integrity. The Streetsville Village Core has been continuously used as a commercial centre since the nineteenth century, while residential use along the side streets within the Streetsville Village Core has also remained constant. Many historic commercial and residential buildings remain throughout the area, intermixed with contemporary commercial and residential infill buildings. Historically linked with the Credit River and Credit River Valley, views from the Streetsville Village Core to the Credit River to the east have remained relatively consistent since the founding of the village by Timothy Street.

Cultural Heritage Attributes

- The scale, form, massing and architectural details of the historic commercial buildings along Queen Street throughout the Streetsville Village Core
- The scale, form, massing and architectural details of the historic residential buildings along side streets throughout the Streetsville Village Core
- The historic aesthetic and scenic quality of the Streetsville Village Core, including existing churches, cemeteries, public buildings and the former Streetsville Grammar School
- Identified views along Queen Street through the Streetsville Village Core to the north and to the south
- Identified views to the Credit River and Credit River Valley
- Identified views to the steeple of St. Andrew's Presbyterian Church

- Physical, visual, and historical associations and connections with the Credit River and related features.

6.0 PROPOSED BOUNDARY

The proposed boundary for an H.C.D. study of the Streetsville Village Core Cultural Heritage Landscape is as follows:

- Britannia Road to the north;
- The railway tracks to the west and south; and
- The east side of the Credit River.

The proposed boundary is illustrated in Figure 24.

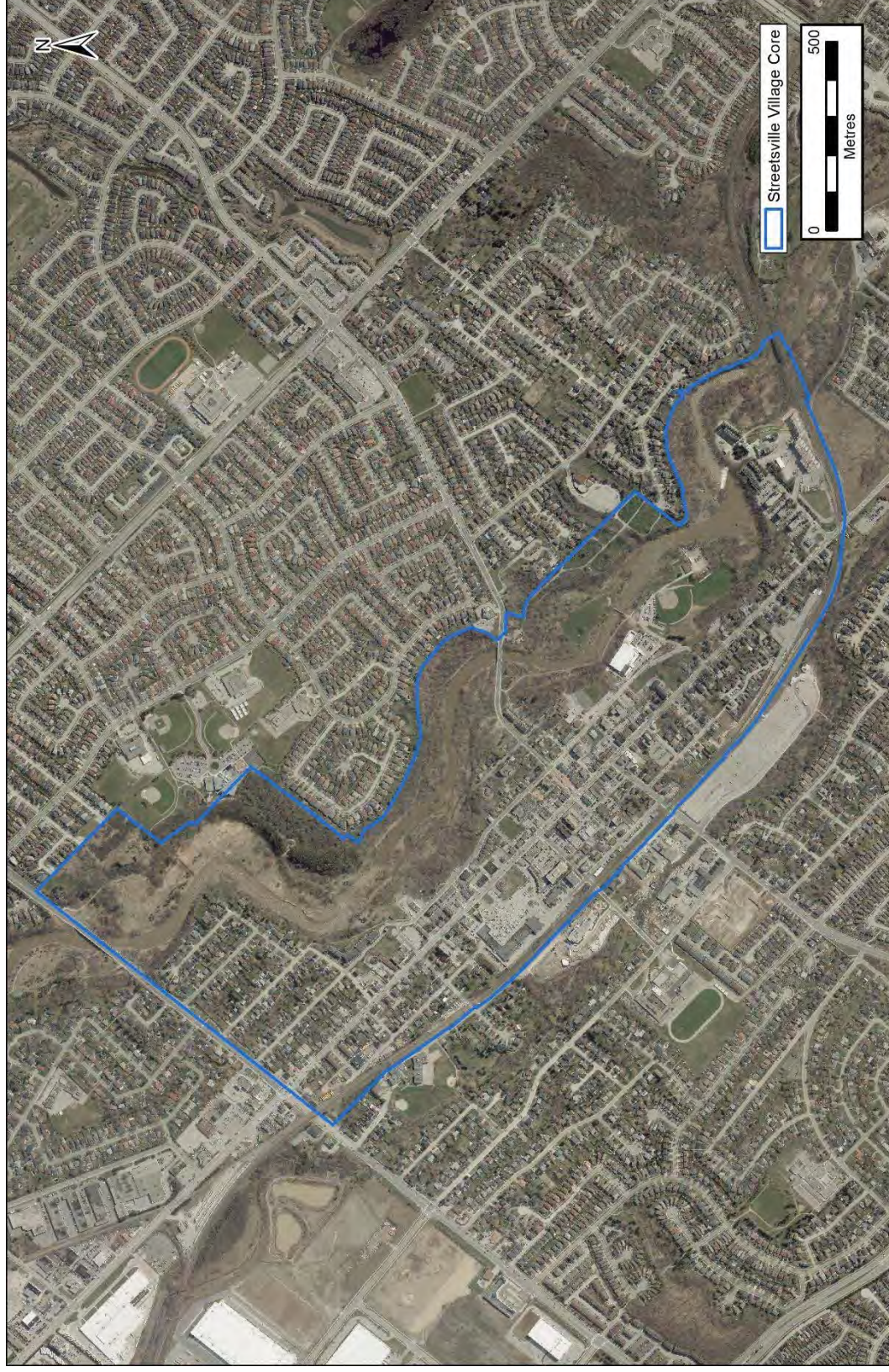


Figure 24: Proposed boundary for the Streetsville Village Core Cultural Heritage Landscape

7.0 RECOMMENDED PROTECTION STRATEGIES

Priority Legislative Strategies for Protection	Additional Legislative Strategies for Protection	Non-Regulatory Strategies for Protection and Stewardship
<ol style="list-style-type: none"> Heritage Conservation District Study (Part V of the O.H.A.) 	<ol style="list-style-type: none"> Scenic Corridor Designation in the Official Plan for Queen Street (Mississauga Road) Review Streetsville Community Node and Streetsville Neighbourhood Character Area policies and boundaries to ensure conformity with any potential Heritage Conservation District policies and guidelines, following development and implementation of recommended protection strategies Additional Property Standards By-law Implementation 	<ol style="list-style-type: none"> Interpretation and Commemoration Strategy Review of existing tree inventories within the study area for nominations for the Significant Tree program Marketing and Promotion

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2018b Streetsville Grammar School.

http://www.mississauga.ca/portal/residents/streetsvillegallery?paf_gear_id=13400033&imageId=73200018&index=7&returnUrl=%2Fportal%2Fresidents%2Fstreetsvillegallery.

2018c Embleton-Whaley Store, Streetsville.

http://www.mississauga.ca/portal/residents/streetsvillegallery;jsessionid=D70F5CA321B8BD5E50D07B2A33B2FF63.node2-4?paf_gear_id=13400033&imageId=41500089&index=208&returnUrl=%2Fportal%2Fresidents%2Fstreetsvillegallery%3Bjsessionid%3DD70F5CA321B8BD5E50D07B2A33B2FF63.node2-4%3Fstart%3D201.

2018d Metropolitan Bank, Streetsville.

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APPENDIX L: TRELAWNY COMMUNITY



1.0 INTRODUCTION

The Trelawny Community Cultural Landscape is located to the southwest of the historical settlement of Lisgar in the City of Mississauga, along the west side of Tenth Line West and Trelawny Circle, and within the larger community of Meadowvale (Figure 1). The Trelawny Community is a residential community with a unique layout of cul-de-sacs with single-detached residential buildings that was planned and constructed in the mid-to-late 1980s through the 1990s.

The Trelawny Community Cultural Landscape was identified in the City of Mississauga's Cultural Landscape Inventory for its landscape environment, including its design, type and technological interest, and for historical association as it illustrates a style, trend or pattern and an important phase in Mississauga's physical development (The Landplan Collaborative Ltd. et al. 2005). The site description for the Trelawny Community Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that the experimental street pattern of arterial roads and hammer-headed housing clusters creates a compact residential community with integrated vehicular access, and that the Trelawny Community has assisted in reducing suburban sprawl into neighbouring rural areas.

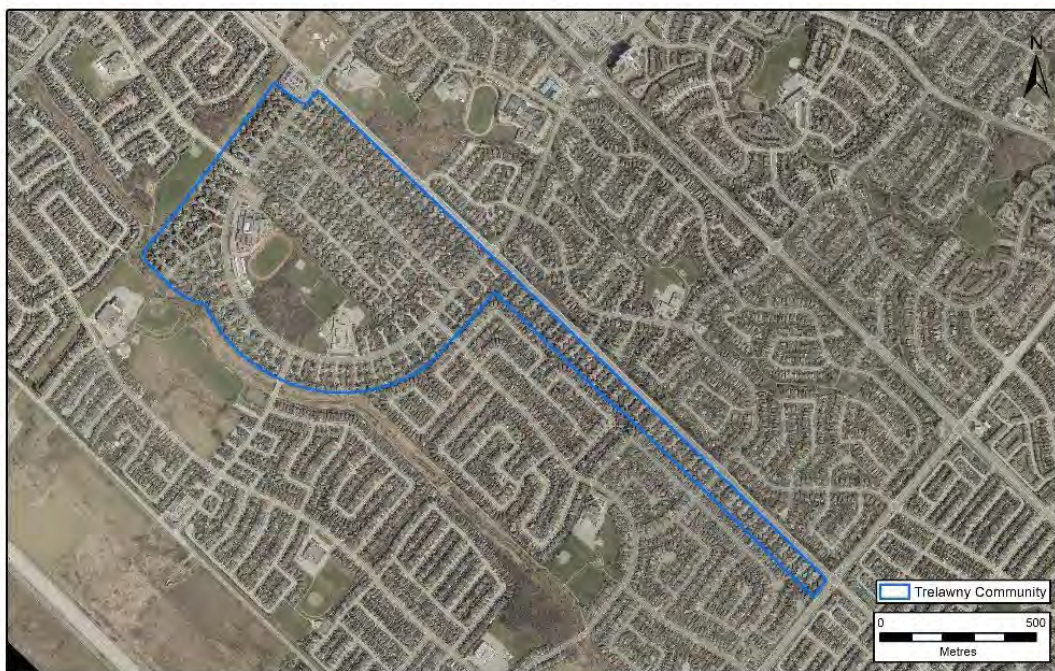


Figure 1: Location of the Trelawny Community Cultural Landscape overlaid on a 2017 aerial photograph

(City of Mississauga)

2.0 HISTORICAL SUMMARY

A pre-contact historical summary of Mississauga can be found in Appendix C.

Trelawny Community

In the late nineteenth century, the area that would develop into the Trelawny community consisted of agricultural lands. The 1877 Historic Atlas shows four farmsteads within the study area along Tenth Line West, with property owners identified as Solomon Cordingly, William D. Orr and James Fullerton (Figure 6).¹

Early twentieth-century topographic mapping shows the four residences within the Trelawny Community Cultural Landscape along Tenth Line West that appear in the 1877 Historic Atlas, with the southernmost building identified as brick construction and the three to the north as wood construction. These maps also identify a bridge along Tenth Line that is no longer extant and is not identified in later aerial photographs or mapping (Figure 7, Figure 8).

Aerial photographs from 1954 and 1966, in addition to 1973 topographic mapping, show the primarily agricultural area with four buildings along Tenth Line West in similar locations as those shown in earlier mapping (Figure 9, Figure 10, Figure 11).

Trelawny Estates

When the City of Mississauga was incorporated in 1974, its western boundary extended to Ninth Line to include Lisgar (City of Mississauga Planning and Building Department 2004). The first major development in Lisgar, approved in 1984, was Trelawny Estates, in the area around Trelawny Circle and Tenth Line West (City of Mississauga Planning and Building Department 2004). As shown in historic mapping, four buildings along Tenth Line West were removed for the development, while the stand of trees shown in these maps and photographs was retained as what is now known as Trelawny Wood (Figure 6 to Figure 11).

The Trelawny Community is an unconventional, single-family home development characterized by modular lots, where homes are situated at 45-degree angles and visually share outdoor space, including the street, the cul-de-sac, and the spaces between houses. This residential neighbourhood was experimental as it diverged from typical cul-de-sacs and curvilinear streets typical of newly developed subdivisions within the Greater Toronto Area since the 1970s (The Landplan Collaborative Ltd. et al. 2005). Rear yards are also visually shared, promoting social interaction and cohesion, and the unique street pattern of arterials and hammer-headed housing clusters increases density (Schneider 2014) (Figure 2, Figure 3, Figure 4, Figure 5). Within the larger community of Meadowvale, the Trelawny Community stands out from more typical patterns of subdivision.

Our Lady of Mount Carmel Secondary School is located along the east side of Trelawny Circle and was established in 1987. Trelawny Public School is also located along the east side of Trelawny Circle, to the south of Our Lady of Mount Carmel Secondary School.

¹ A series of historical maps are provided at the end of Section 2.0.

Aerial photographs from 1984 to 1993 show the development of the Trelawny Community. The 1984 aerial photograph shows the buildings previously identified in aerial photographs and topographic mapping (Figure 12). In 1985, the 2 buildings to the northwest are no longer extant and a street pattern is beginning to emerge (Figure 13). By 1989, much of the community has been constructed, with houses along Tenth Line and within the northwest area of the community (Figure 14). The 1993 aerial photograph shows further development with additional housing constructed and new roadways for additional cul-de-sacs along Trelawny Circle (Figure 15). Trelawny Wood is visible at the southwest corner of the community on the north-east side of Trelawny Circle (Figure 14, Figure 15).

The 1994 topographic map and 1995 aerial photograph show continued growth throughout the community (Figure 16 and Figure 17).

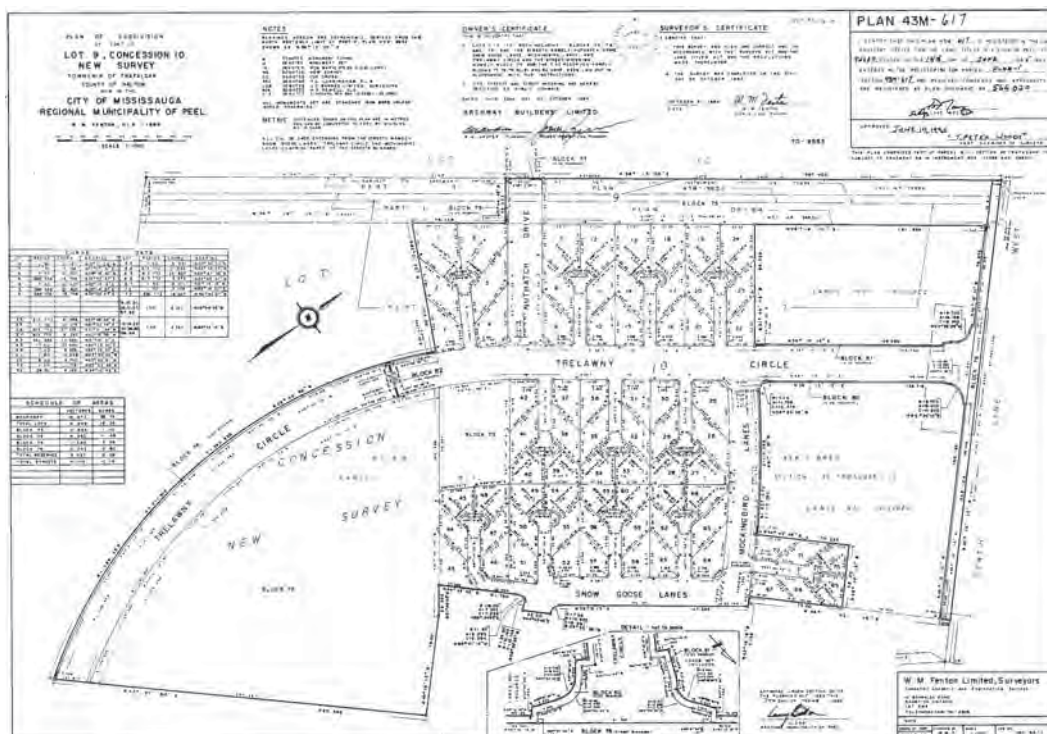


Figure 2: 1985 Plan 43M-617 for Lot 9, Concession 10, City of Mississauga
(Fenton 1985a)

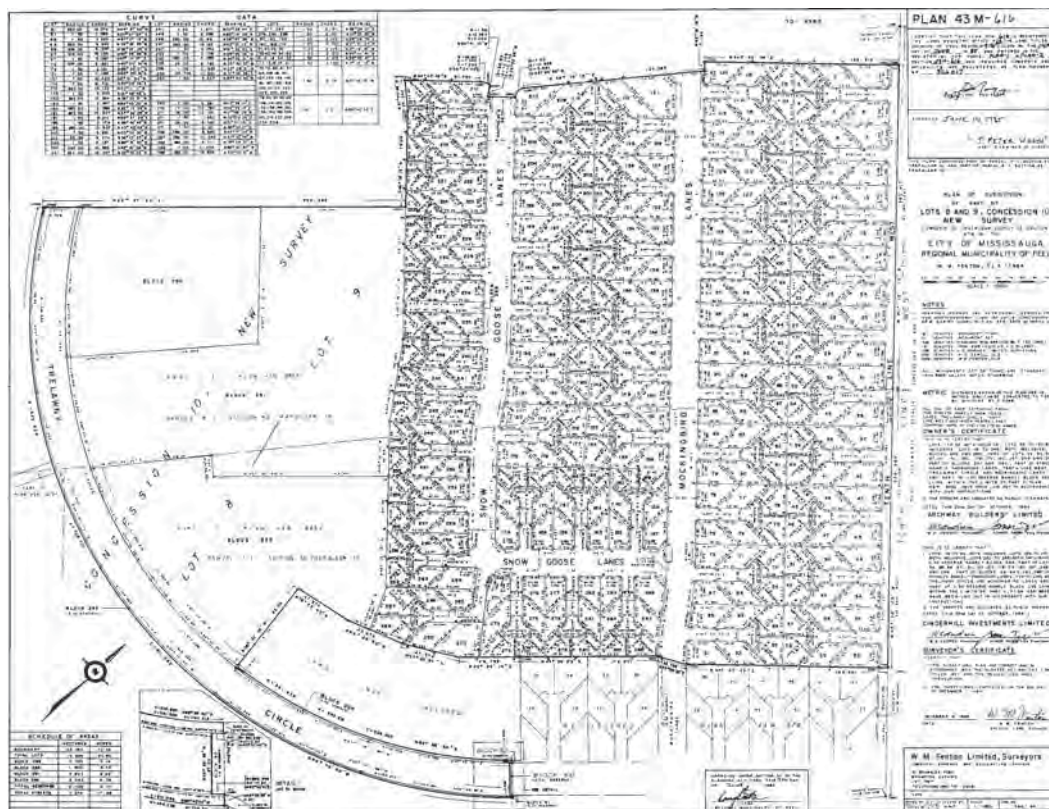


Figure 3: 1985 Plan 43M-616 for Lots 8 and 9, Concession 10, City of Mississauga
 (Fenton 1985b)

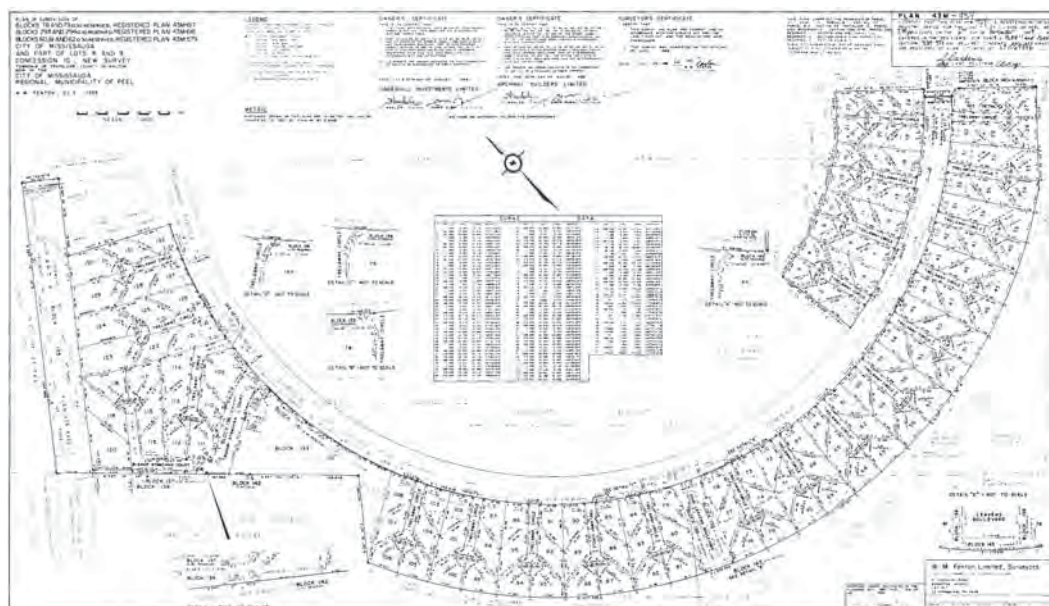


Figure 4: 1988 Plan of Subdivision 43M-617, 43M616, 43M-579 and Part of Lots 8 and 9,
 Concession 10, City of Mississauga
 (Fenton 1988a)



Figure 5: 1988 Plan 43M-1017 for Blocks 80 and 81, RPlan 43M-617 and Part of Lot 9, Concession 10, City of Mississauga

(Fenton 1988b)

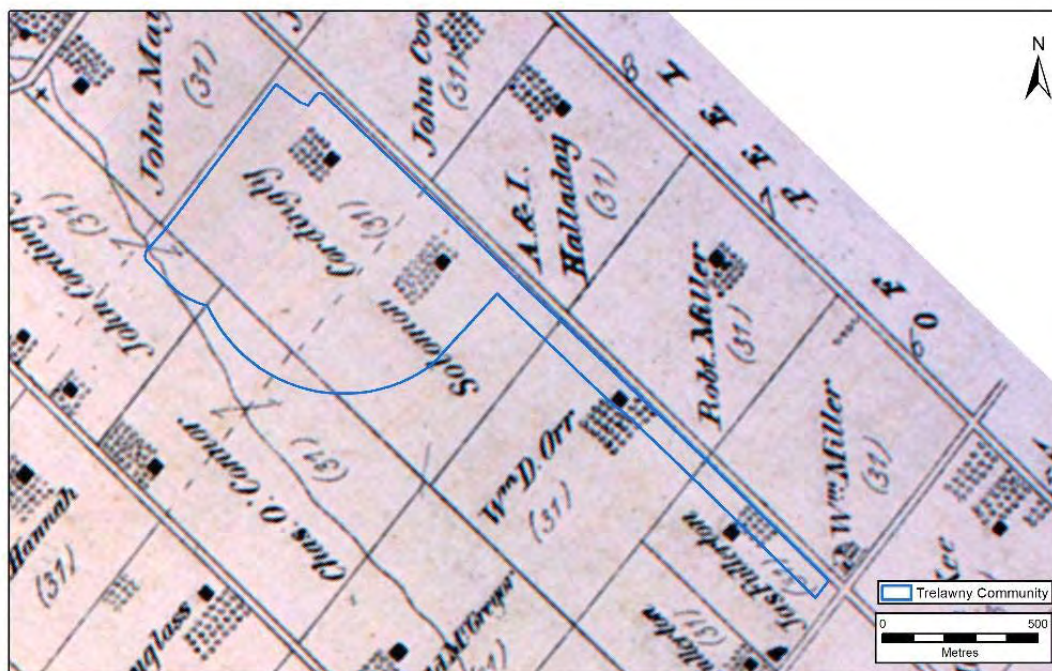


Figure 6: Location of the Trelawny Community Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

(Walker and Miles 1877)

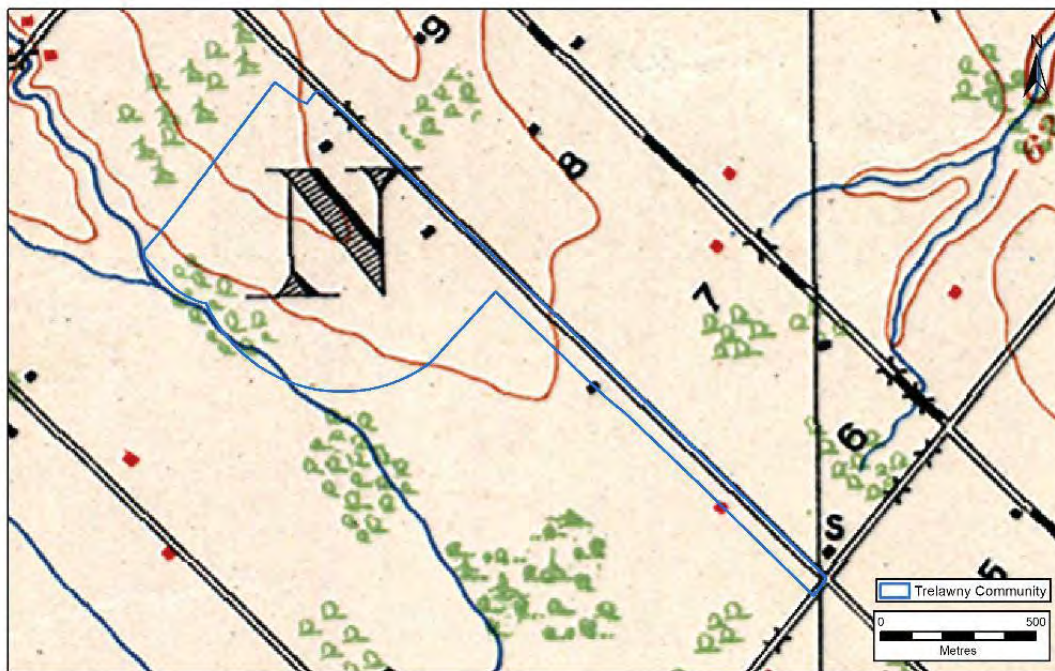


Figure 7: Location of the Trelawny Community Cultural Landscape overlaid on the 1909 topographic map

(Department of Militia and Defence 1909)

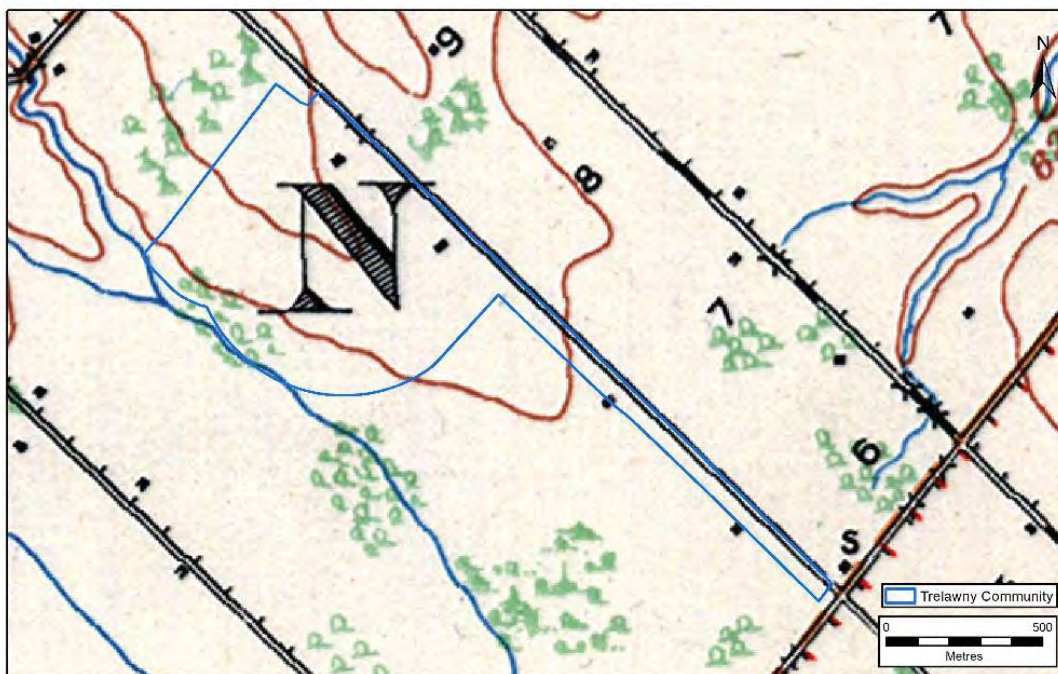


Figure 8: Location of the Trelawny Community Cultural Landscape overlaid on the 1933 topographic map

(Department of National Defence 1933)



Figure 9: Location of the Trelawny Community Cultural Landscape overlaid on a 1954 aerial photograph
(Hunting Survey Corporation Limited 1954:Photo 435.793)



Figure 10: Location of the Trelawny Community Cultural Landscape overlaid on a 1966 aerial photograph
(City of Mississauga)



Figure 11: Location of the Trelawny Community Cultural Landscape overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1973)



Figure 12: Location of the Trelawny Community Cultural Landscape overlaid on a 1984 Aerial Photograph

(PAMA 1984a; PAMA 1984b)



Figure 13: Location of the Trelawny Community Cultural Landscape overlaid on a 1985 Aerial Photograph

(PAMA 1985a; PAMA 1985b; PAMA 1985c)



Figure 14: Location of the Trelawny Community Cultural Landscape overlaid on a 1989 Aerial Photograph

(PAMA 1989a; PAMA 1989b; PAMA 1989c)



Figure 15: Location of the Trelawny Community Cultural Landscape overlaid on a 1993 Aerial Photograph

(PAMA 1993a; PAMA 1993b)

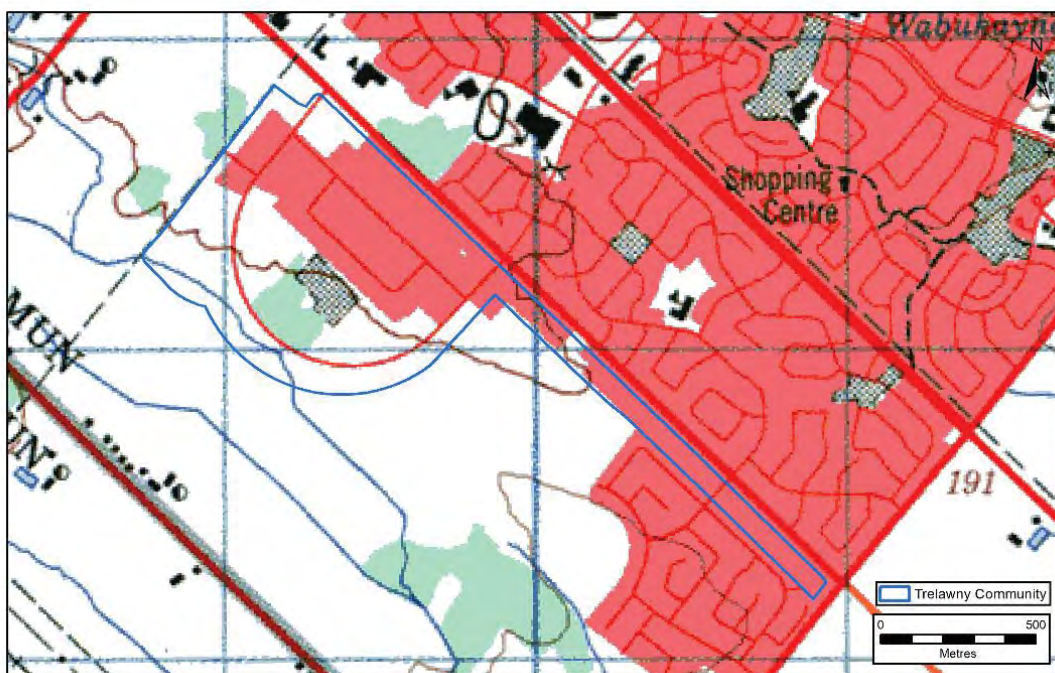


Figure 16: Location of the Trelawny Community Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)



Figure 17: Location of the Trelawny Community Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

There are no existing resources within the Trelawny Community Cultural Landscape.

Figure 18: Location of the existing resources located within and adjacent to the Trelawny Community Cultural Landscape

(City of Mississauga)

4.0 EVALUATION

Table 1: Summary of cultural heritage criteria evaluated for the Trelawny Community

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	x	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓	Landmark	x	Ownership	x
Aesthetic/Scenic reasons	x	Pride and Stewardship	x	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	x	Vegetation	✓
Historical/Associative Value		Public Space	x	Cultural Relationship	x
Direct association with a theme, event, person, etc.	x	Cultural Traditions	x	Natural Features	✓
Contributes to an understanding of a community/culture	x	Quality of Life	x	Natural Relationships	x
Reflects work or ideas of an architect, artist, builder, etc.	x	Local History	x	Views	x
Contextual Value		Visual Depiction	x	Ruins	x
Important in defining character of an area	x	Genius Loci	x	Restoration Potential	x
Historically, physically, functionally or visually linked to surroundings	x	Community Image	x		
Landmark	x	Tourism	x		
		Planning	x		

5.0 RESULTS

The Trelawny Community is valued for its design and physical value as an innovative and experimental single-family home development. As the community is less than 40 years old, few changes have altered the landscape and so the Trelawny Community retains historical integrity. The landscape does not sufficiently meet the criteria under community value.

Trelawny is considered to be an Area of Interest.

6.0 RECOMMENDED PROTECTION STRATEGIES

Priority Strategies for Protection	Additional Recommended Strategies
1. Maintain existing policy guidance for compatible development, including transitions in height and density between high- and low-density development	None

7.0 WORKS CITED

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PAMA

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1985a Aerial Photograph, 35/043, Roll ASC, Flight Line 85, Frame 004.

- 1985b Aerial Photograph, 36/158, Roll ASC, Flight Line 85, Frame 006.
- 1985c Aerial Photograph, 37/122, Roll ASC, Flight Line 85, Frame 006.
- 1989a Aerial Photograph, 39/121, Roll AF27289, Flight Line 39, Frame 121.
- 1989b Aerial Photograph, 40/65, Roll AF27289, Flight Line 40, Frame 65.
- 1989c Aerial Photograph, 41/27, Roll AF27289, Flight Line 41, Frame 27.
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APPENDIX M: WARTIME HOUSING (MALTON)



Image courtesy of Historical Images Gallery, available at www.mississauga.ca



1.0 INTRODUCTION

The Wartime Housing (Malton) Cultural Landscape is located at the northeast corner of Airport Road and Derry Road East (Figure 1). This planned subdivision is associated with the wartime effort and the post-war population and economic booms that necessitated quick, easily built, and affordable housing. These houses were generally one-and-a-half stories with a steep roof, shallow eaves, no dormers and were typically clad with clapboard. Many have since been altered, and contemporary infill has crept into the neighbourhood.

Wartime Housing (Malton) was identified in 2005 Cultural Landscape Inventory for its historical associations, built environment and historical or archaeological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Wartime Housing Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that this neighbourhood retains several post-war houses which represent some of the first mass produced housing in the G.T.A.

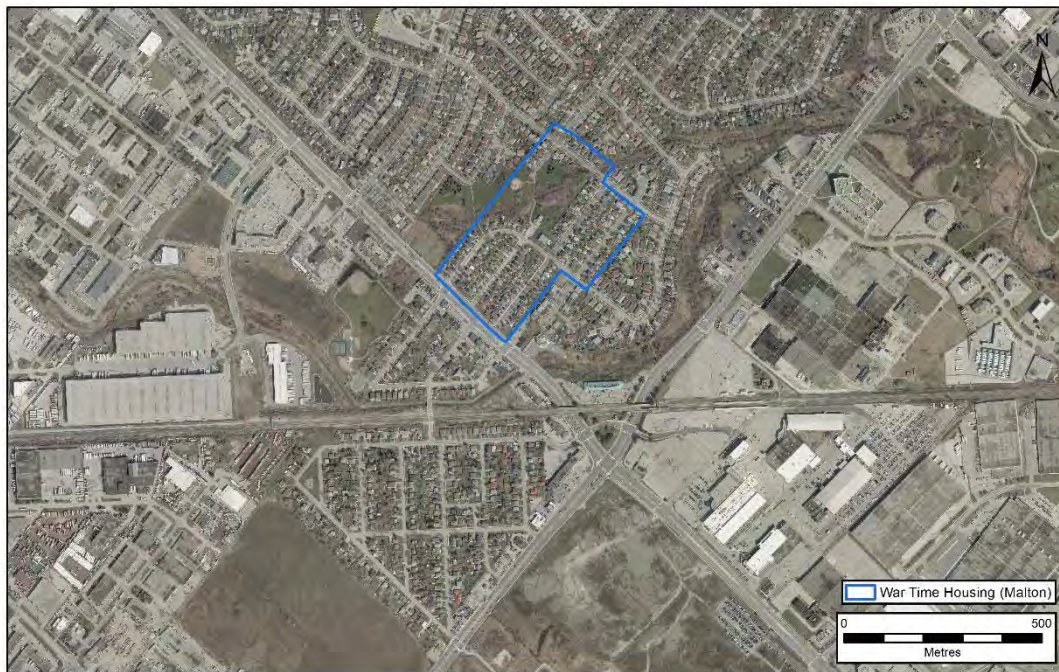


Figure 1: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on 2017 aerial photograph, with the historical village of Malton shown on the southwest side of Airport Road (City of Mississauga)

2.0 HISTORICAL SUMMARY

The Wartime Housing (Malton) Cultural Landscape is located on the west end of Lot 11, Concession 7 in the City of Mississauga, Ontario. A pre-contact historical summary of Mississauga can be found in Appendix C.

2.1 Village of Malton

The Wartime Housing (Malton) Cultural Landscape developed to the east of the historical Village of Malton, which was located in the northeastern corner of Mississauga, taking up the east half of Lot 11, Concession 6, East Hurontario Street (Hicks 2006) (Figure 14).

The intersection of Derry Road and Airport Road, known as “Four Corners”, was the historic centre of the village of Malton, to the southwest of the future site of the Wartime Housing (Malton) Cultural Landscape. (Heritage Mississauga 2009). The Malton Wartime Housing subdivision is located on former farmland extending northeast of the original village that was part of the former Townships of Toronto and Toronto Gore. Richard Halliday is the earliest recorded settler in the area and is believed to be the founder of Malton. Immigrating from Malton in Yorkshire, England and arriving in Toronto Township in 1819, Halliday was the only blacksmith in the area and named the town after his hometown (Heritage Mississauga Malton 2009).

As Halliday’s blacksmith shop grew, storekeepers, clothiers, cobblers, wagonmakers and hoteliers moved into the community (Hicks 2006) (Figure 2, Figure 3). Stagecoach service came to the village of Malton around 1849, following the installation of plank roads between Toronto and Malton during the 1840s. When Toronto Township was incorporated in 1850, Malton’s population had grown to 350 people (Hicks 2006).

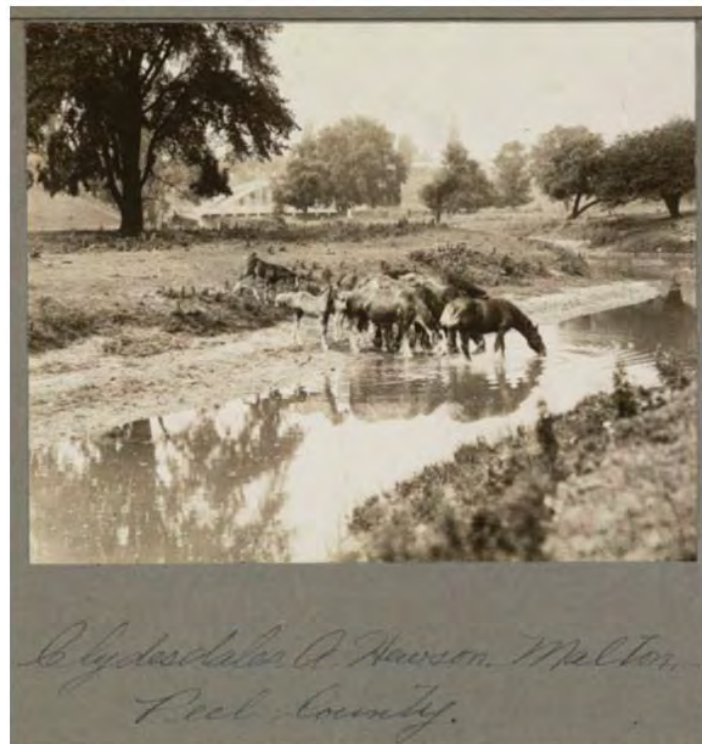


Figure 2: Clydesdales Malton, Peel County 1909-1930
(Archives of Ontario Visual Database)



Figure 3: Thomas Blain Allen General Store, Malton, c.1900
(Heritage Mississauga)

The Grand Trunk Railway (GTR) arrived in Toronto Township in 1854 and helped to transform Malton into a grain handling and export centre (Heritage Mississauga 2009). Farmers came from surrounding areas to use the trains to ship grain, and Malton became a major wheat export centre with farmers in neighbouring villages also using the GTR (Hicks 2006).

In 1855, John Staughton Dennis surveyed and subdivided the town into lots, and residents named the streets for the villages from which they had immigrated (Hicks 2006) (Figure 14, Figure 15, Figure 4)¹. The 1877 Illustrated Historical Atlas of the County of Peel (Figure 15) shows a farm on the northwest side of Airport Road to the east of the original town.

¹ A series of historical maps are included at the end of Section 2.0.



Figure 4: Plan of Malton, 1877 Illustrated Historical Atlas of the County of Peel, Toronto Township

(Walker and Miles 1877)

In 1879, the Credit Valley Railway (CVR) came through Toronto Township, running through Dixie, Streetsville, Meadowvale and Churchville, yet bypassed Malton, leading to a loss of business. In 1908, the trains no longer stopped at Malton due to increase car and truck use, and farmers were forced to carry their goods to Weston (Hicks 2006). However, MP Richard Blain worked to re-establish a stop at Malton and it became a flagstop location for farmers to take produce into Toronto to the St. Lawrence Farmer's Market (Hicks 2006). Malton was incorporated as a police village in 1914 which allowed the village to establish its own by-laws (Heritage Mississauga 2009).

Topographic mapping between 1909 and 1933 shows the GTR running through Malton, with no significant changes in development during that time period (Figure 16, Figure 17, Figure 18). These maps show the railway line running through the centre of Malton with the station identified along the line in the northwest corner of the old village. A post office is identified along Airport Road. The 1909 and 1922 NTS maps show three churches, however the 1933 map shows one church. A school is identified at the south corner of the old village in all three maps, and blacksmith shop at the northwest corner of the intersection of Airport Road and Old Derry Road. There are a combination of both brick and wood frame buildings throughout the old village, and one building is shown within the boundary of the Wartime Housing (Malton) Cultural Landscape to the west of the village on the northeast side of Airport Road (Figure 16, Figure 17, Figure 18). Malton remained primarily a grain-handling centre until the 1930s.

On October 25, 1969, a gas main exploded in Malton, destroying most of the old village and most of the business and retail community on the northeast corner of Derry Road and Airport Road and killing one woman (Gibson 1999) (Figure 5). The fire lasted over four hours, destroying almost 50 cars and resulting in 18 families losing their homes (Hicks 2006). The gas explosion shifted focus from the centre of the old village with the destruction of several original buildings, including the original post office, Malton Hardware, and the Avronian Restaurant (Heritage Mississauga 2009; Hicks 2006). Following the gas explosion, reconstruction took place over the next ten years at a cost of \$6.5 million (Hicks 2006).



Figure 5: Firefighters at the Malton Gas Fire, 1969

(Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 6: Remains of the Plaza Destroyed in the Malton Gas Fire, 1969
(Historic Images Gallery, <http://www.mississauga.ca/>)

2.2 Victory Village

With the onset of World War II, factories were built across Canada to supply armaments to the Allied forces (Adams et al. 1997). With these factories also came the need for thousands of new housing units for workers (Adams et al. 1997). The need for housing was also due in part to the Depression when few houses were built, and with the post-war population and economic booms, Canadians could now afford to buy housing. At the beginning of WWII, the housing shortage in Canada was estimated to be 100,000 homes (Canada Mortgage and Housing Corporation 2000). To respond to this shortage, the Canadian government established Wartime Housing Ltd. (WHL), incorporated as a Crown corporation under the War Measures Act on February 28, 1941 (Su Murdoch Historical Consulting 2017; Longley 2017). The WHL program targeted war workers, war veterans, soldiers' dependents and the families of men serving overseas (Wade 1986). WHL was later absorbed into the Central Mortgage and Housing Corporation, which since 1979 has been known as the Canada Mortgage and Housing Corporation (Longley 2017).

The Canada Mortgage and Housing Corporation ("CMHC") worked with architects, engineers, builders, bankers and planners to design a house using local materials that could withstand the Canadian climate, could be built quickly and easily, and which would be affordable (Canada Mortgage and Housing Corporation 2000). (McAfee 2013) Government legislation, including the Veteran's Land Act, funded projects across the Country, with small subdivisions constructed in almost every major town or city in Canada (Wicks 2007). Between 1945 and 1960, 300,000 Victory houses were built across Canada (Canada Mortgage and Housing Corporation 2000).

Victory houses were generally one-and-a-half stories with a steep roof, shallow eaves and no dormers, and were typically clad with clapboard (Figure 7). They were often built on cedar post foundations with no basements, had a central stove to provide heating, and interior walls were constructed using

wallboard instead of lath and plaster. They were designed to be attractive and substantial enough to house a family, yet built with efficiency and materials that were not essential for the war effort (Canada Mortgage and Housing Corporation 2000). Typically, Victory houses could be constructed in less than 36 hours, and were erected on blocks or posts so that they could be removed when no longer needed (Longley 2017). They were primarily prefabricated at a factory and then assembled at its final location (Kyles 2005).



Figure 7: Victory housing in Malton Victory Village, n.d.

(Heritage Mississauga)

To save time and materials, the houses were designed as temporary structures and were only expected to last for five years; however, following the war, many veterans dug out basements and installed furnaces in these homes, increasing their durability and longevity (Canada Mortgage and Housing Corporation 2000; Su Murdoch Historical Consulting 2017). After the WHL was dismantled by the CMHC, Victory homes were sold to their tenants, and by 1952, 1,500 of the approximately 30,000 wartime houses built in Canada were under private ownership (Longley 2017).

An influx of military service families and increased wartime production led to an urgent demand for temporary housing for workers in Malton. In 1942 the Canadian government expropriated land along Airport Road, including the former farmhouse and farmland owned by Thomas Codlin, to build housing (Heritage Mississauga 2009). The community was named Victory Village, and the streets were named with wartime references including Victory Avenue and Lancaster Avenue (Su Murdoch Historical Consulting 2017). Development plans approved in January 1952 show the layout of the neighbourhood (Figure 8). What is today's Victory Park is labelled as Block "A" (Sewell 1952). The plans were approved by "W. G." and signed by G. C. Corston, the president of the Central Mortgage and Housing Corporation; Stewart Beatty, Registry Office for the County of Peel; H.C. Sewell, Ontario Land Surveyor. Aerial photographs from 1954 show the development of the Wartime Housing Cultural Landscape to the northeast of the original village of Malton on the northeast side of Airport Road (Figure 19). Victory

Village was resented by the residents of the original village of Malton, as they believed it would lead to an increase in service taxes (Hicks 2006).

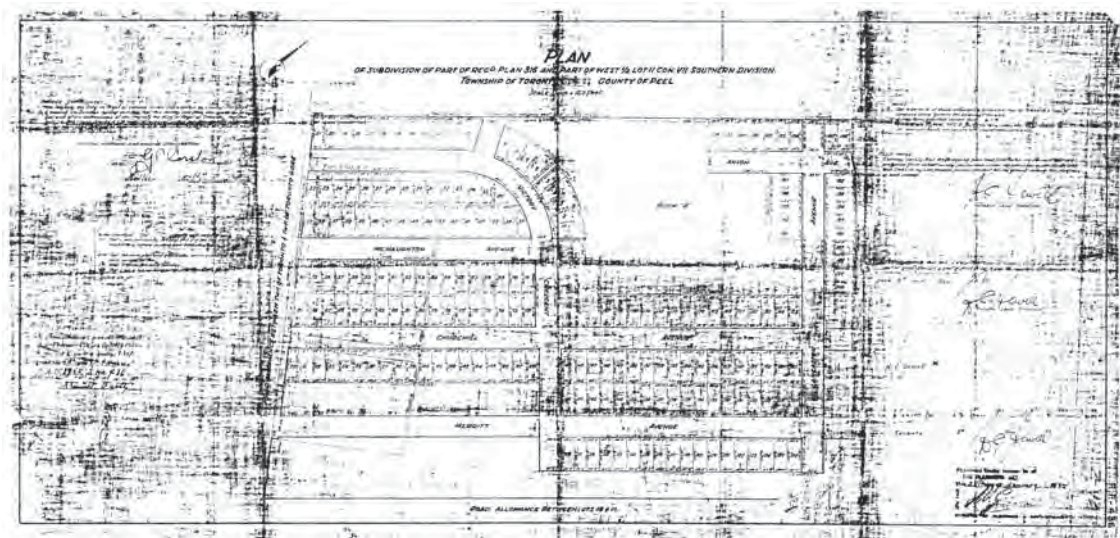


Figure 8: Registered subdivision plan (RP00436) for Victory Village, 1952

(Sewell 1952)

The Malton Community Hall was constructed at the northeast corner of Victory Crescent and Churchill Avenue shortly after the housing was occupied (Hicks 2006) (Figure 9). The hall was used as an annex to the Victory Public School, which was also built on Victory Crescent, between 1948 and 1952. The public school was closed in the 1960s and students were transferred to Malton Public School on Airport Road (Hicks 2006).

Following the war, airport workers continued to be housed in Malton as aircraft manufacturing continued (Heritage Mississauga 2009). Once a social centre, the Malton Community Hall, now known as the Malton Victory Hall, became a place for servicemen to relax following the war (Heritage Mississauga 2009) (Figure 9). Many of the original temporary homes have been demolished, and several have been altered with changes including front porches, dormers, raised basements, re-cladding and other improvements. Some sources say that one in four of the houses were moved from Bramalea Road when the airport was expanded in 1950 but no sources could be found to confirm this. This is unlikely to be true in the Victory Village neighbourhood as the development plans date to 1952, three years after the addition of a third terminal to the airport (Hicks 2006).



Figure 9: Malton Community Hall (n.d.)
(Historic Images Gallery, <http://www.mississauga.ca/>)

2.3 Aviation

In 1937, The Toronto Harbour Commission purchased 1400 acres of farmland south of Malton to build a new international airport and aircraft manufacturing plant, today known as the Toronto Pearson International Airport (Hicks 2006) (Figure 10).



Figure 10: Malton Airport, 1940
(Historic Images Gallery, <http://www.mississauga.ca/>)

In 1938, the National Steel Car Company built a factory at the southwest corner of Derry and Airport Roads in Malton where the Avro Anson and Westland Lysander aircraft were manufactured (Hicks 2006). The company was expropriated by the Canadian government in 1941 during WWII and was renamed Victory Aircraft Ltd (Hicks 2006). The company then began building Avro Lancasters, with the first Lancaster unveiled on August 6, 1943 (Hicks 2006) (Figure 11).

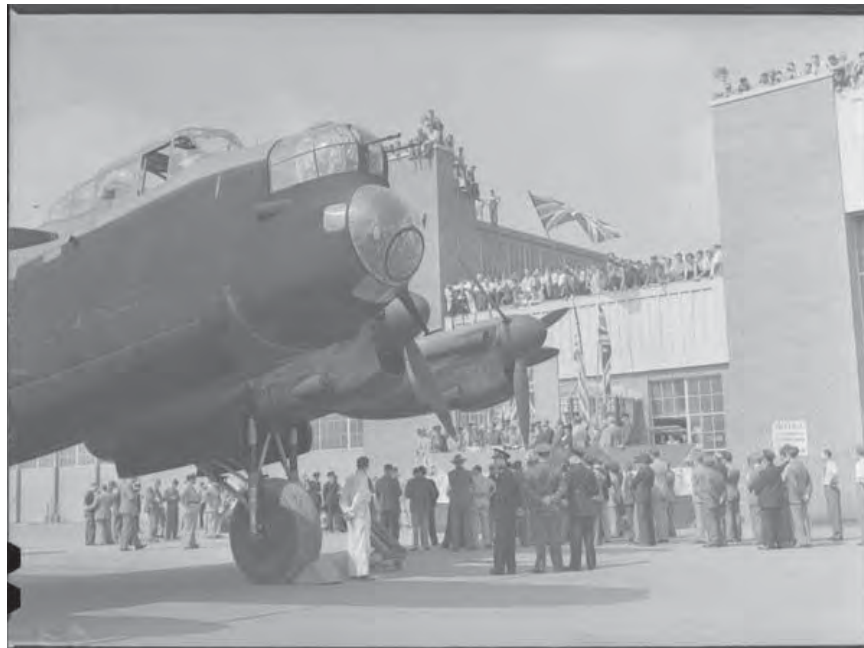


Figure 11: Avro-Lancaster Bomber, National Steel Car, n.d.
(Archives of Ontario Visual Database)



Figure 12: Malton Airport, n.d.
(Historic Images Gallery, <http://www.mississauga.ca/>)

Following WWII, Victory Aircraft Ltd. was sold to the British Hawker Siddeley Group who renamed the business A.V. Roe Canada Ltd (Hicks 2006). The company contributed significantly to the community of Malton with such initiatives as installing sewage disposal plants, paying for the installation and operation of traffic lights in the area, and providing its own fire equipment and firemen (Hicks 2006).

With the onset of the Cold War came the development of the Avro Arrow airplane at A.V. Roe Canada Ltd. Developed from 1949 until 1959, the Avro Arrow was one of the most advanced fighter planes ever to be built and could fly at twice the speed of sound (Hicks 2006). First piloted by Janusz Zurkowski on March 25, 1958, the Avro Arrow was Canada's first supersonic aircraft (Hicks 2006) (Figure 13).



Figure 13: Roll-out of RL-201 AVRO Arrow, 1957

(Heritage Mississauga)

In 1952, following the purchase of Turbo Research Ltd. and formation of a gas turbine division in 1946, A.V. Roe opened a climate-controlled plant next to the Toronto International Airport. By 1955, A.V. Roe Canada Ltd. had been renamed Orenda Engines Ltd. In 1996 it was purchased by Fleet Aerospace of Fort Erie, becoming the Orenda Aerospace Corporation, officially changing its name that year to the Magellan Aerospace Corporation (Hicks 2006).

On February 20, 1959, on a day that would be known as “Black Friday”, Prime Minister John Diefenbaker announced the cancellation of the Avro Arrow, leading to the loss of approximately 15,000 jobs in Malton and another 10,000 jobs across Canada (Heritage Mississauga 2009). Following the cancellation, A.V. Roe Canada began manufacturing the Avrocar aircraft, an aircraft intended to be capable of vertical takeoff and landings, and boats, however, due to significant design flaws the Avrocar was shelved in 1959 (Royal Aviation Museum of Western Canada 2018). In 1962, the company was purchased by de Havilland, and then a year later A.V. Roe and de Havilland were amalgamated under Hawker Siddeley

Aviation Canada (Hicks 2006). In 1997, Boeing Toronto Ltd took over the organization, operating there until closing operations in 2006 (Hicks 2006).

The 1966 Aerial shows the Wartime Housing (Malton) Cultural Landscape on the northeast side of Airport Road, and 1973 topographic map shows the development of the land to the northwest and southeast (Figure 20 and Figure 21).

Malton became part of the City of Mississauga in 1974 when Mississauga was incorporated as a city. Topographic mapping from 1994 and aerial photography from 1995 show increased development surrounding the original village of Malton and the Wartime Housing (Malton) Cultural Landscape (Figure 21 and Figure 22)



Figure 14: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1859 Tremain's map of the County of Peel

(Tremain 1859)



Figure 15: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel, Toronto Gore Township
(Walker and Miles 1877)



Figure 16: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1909 topographic map
(Department of Militia and Defence 1909)



Figure 17: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1922 topographic map

(Department of Militia and Defence 1922)

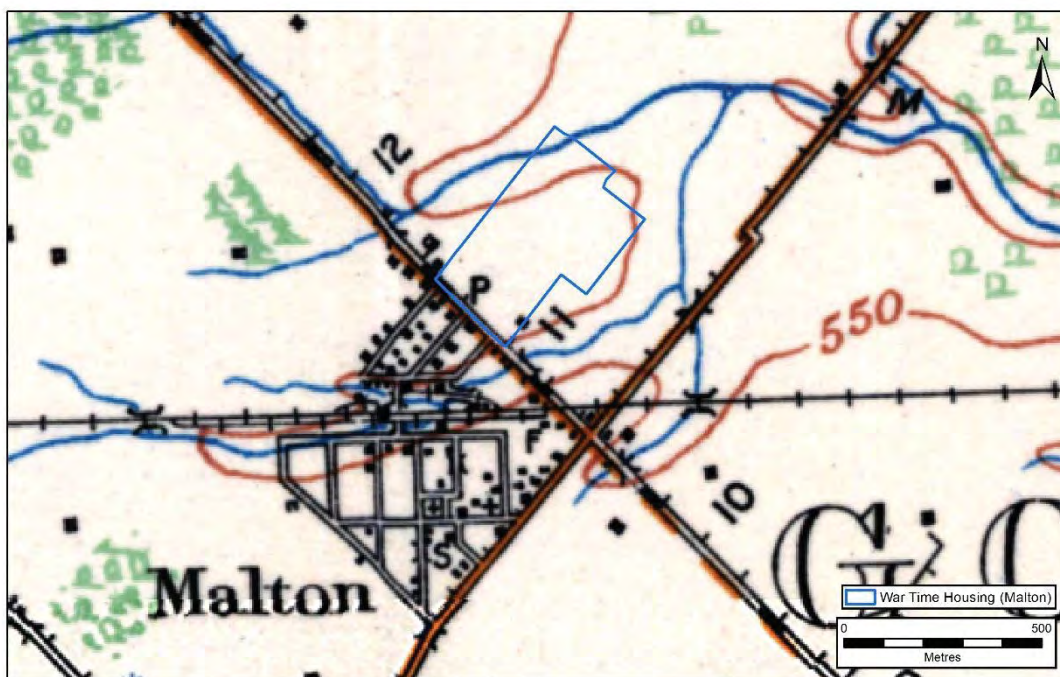


Figure 18: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1933 topographic map

(Department of Militia and Defence 1933)



Figure 19: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on a 1954 aerial photograph

(Hunting Survey Corporation Limited 1954:435.793)

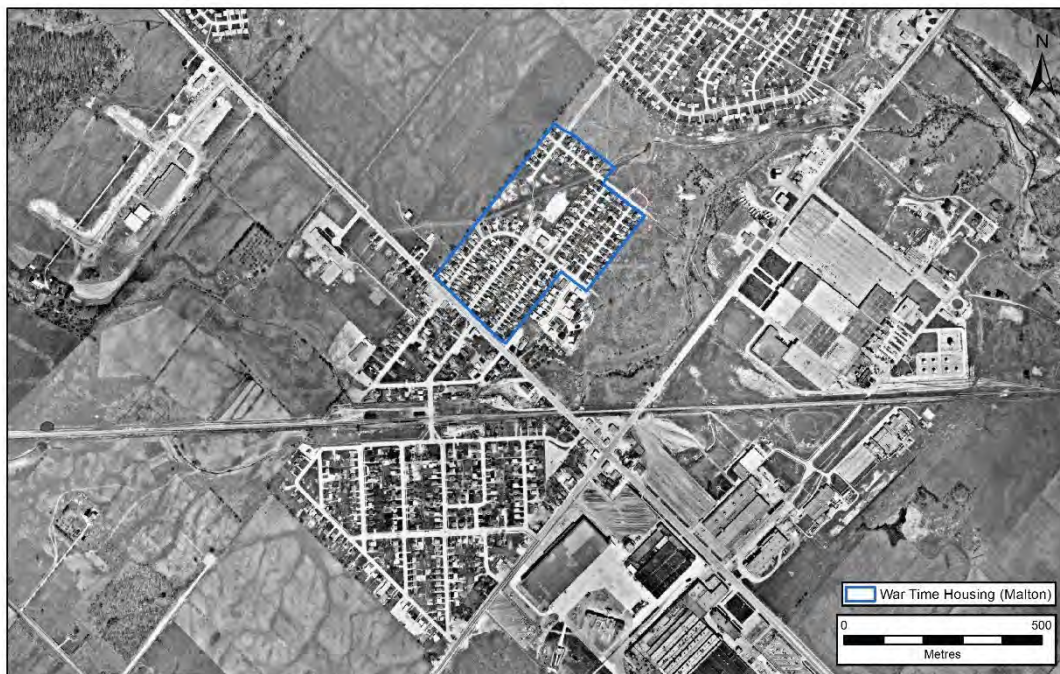


Figure 20: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on a 1966 aerial photograph

(City of Mississauga)

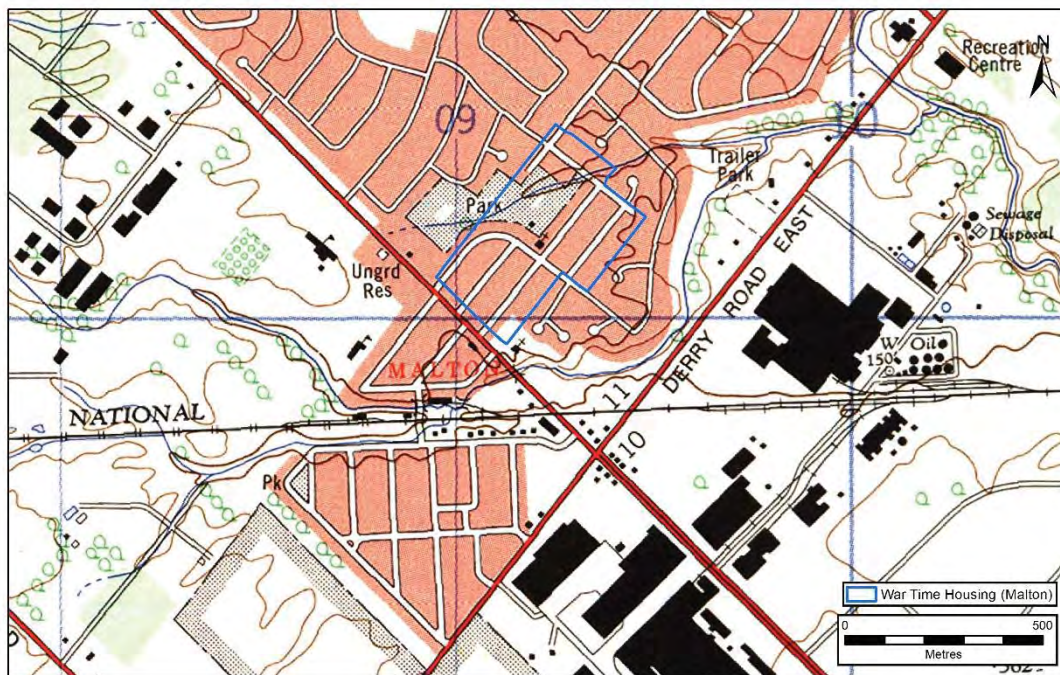


Figure 21: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1973 topographic map

(Department of Energy, Mines and Resources 1974)



Figure 22: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on the 1994 topographic map

(Department of Energy, Mines and Resources 1994)

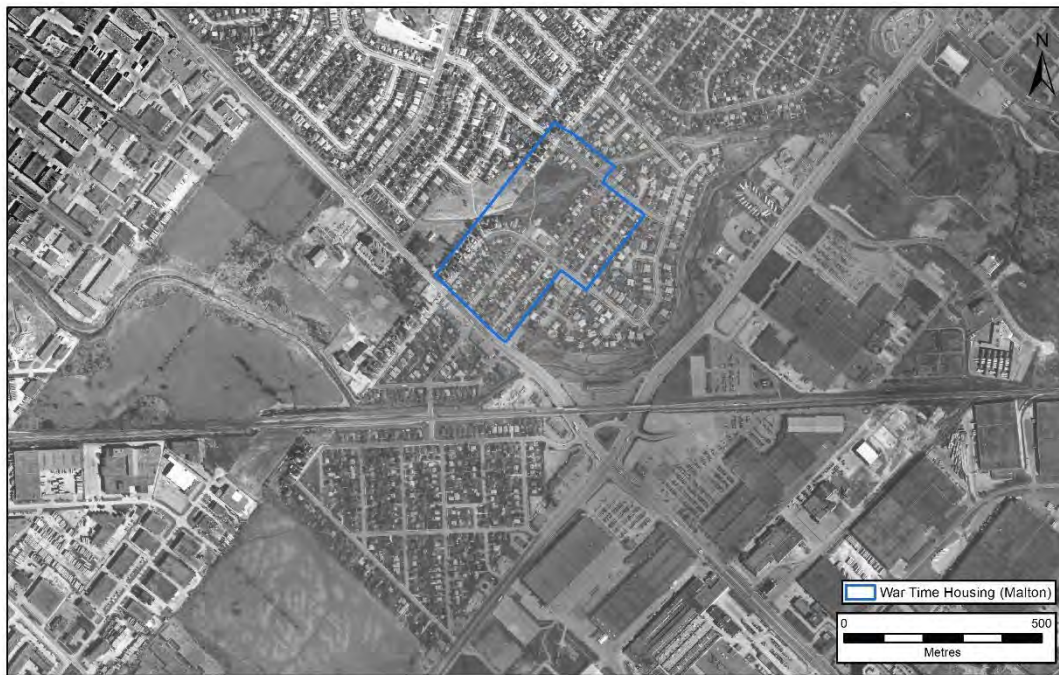


Figure 23: Location of the Wartime Housing (Malton) Cultural Landscape overlaid on a 1995 aerial photograph

(City of Mississauga)

3.0 EXISTING CONDITIONS

3.1 Inventory table and maps

There are no existing resources within the Wartime Housing (Malton) Cultural Landscape.

4.0 EVALUATION

Table 1: Summary of cultural heritage criteria evaluated for the Wartime Housing (Malton) landscape

Cultural Heritage Value		Community Value		Historical Integrity	
Design/Physical Value		Community Identity	✓	Land Use	✓
Is a rare, unique, representative or early example of a landscape	✓ (minimal)	Landmark	x	Ownership	x
Aesthetic/Scenic reasons	✓ (minimal)	Pride and Stewardship	x	Built Elements	✓
High degree of technical/scientific interest	x	Commemoration	✓	Vegetation	✓
Historical/Associative Value		Public Space	✓	Cultural Relationship	✓
Direct association with a theme, event, person, etc.	✓	Cultural Traditions	x	Natural Features	✓

Table 1: Summary of cultural heritage criteria evaluated for the Wartime Housing (Malton) landscape

Cultural Heritage Value		Community Value		Historical Integrity	
Contributes to an understanding of a community/culture	✓	Quality of Life	✗	Natural Relationships	✗
Reflects work or ideas of an architect, artist, builder, etc.	✓	Local History	✓	Views	✓
Contextual Value		Visual Depiction	✗	Ruins	✗
Important in defining character of an area	✗	Genius Loci	✗	Restoration Potential	✗
Historically, physically, functionally or visually linked to surroundings	✓	Community Image	✗		
Landmark	✗	Tourism	✗		
		Planning	✓		

5.0 RESULTS

The Wartime Housing (Malton) Cultural Landscape meets criteria under cultural heritage value for its design and physical value, historical associations, and contextual value. However, while the landscape technically meets these criteria, the relative strength of the connection is not strong as there are more representative examples of Victory Housing in Ontario, such as the Sunshine Valley neighbourhood in the City of Toronto or the St. Mary's Heritage Conservation District in the City of Kitchener. The Wartime Housing (Malton) cultural landscape also retains some historical integrity, as much of the original housing remains. However, alterations to these original wartime houses, as well as significant contemporary infill, has diminished the overall integrity of the landscape as a unit. As such, the landscape does not sufficiently meet the criteria under cultural heritage value, community value, or historical integrity.

Wartime Housing (Malton) is considered to be an Area of Interest.

6.0 RECOMMENDED PROTECTION STRATEGIES

Priority Strategies for Protection	Additional Recommended Strategies
<ol style="list-style-type: none"> 1. Evaluation of Victory Hall and Victory Park for potential designation under Part IV of the O.H.A. 	<ol style="list-style-type: none"> 1. Enhancing connectivity between the two sides of Airport Road 2. Interpretation and Commemoration Plan for the Wartime Housing (Malton) study area, including: <ul style="list-style-type: none"> o extensive community consultation to develop comprehensive interpretive strategies accessible within the public realm; o a prioritization of potential locations for those interpretive strategies in the area in and around Victory Hall and Victory Park; and, o a comprehensive documentation report for the study area including existing conditions, to be kept on file with the City of Mississauga and P.A.M.A. 3. Interpretation and Commemoration Plan for the larger historical Malton Area with regard for the City of Mississauga's Public Art Master Plan

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APPENDIX N: COMMUNITY CONSULTATION SUMMARY

DATE: October 10, 2018 Project ID: CH.MS
TO: Paula Wuubenhorst - Heritage Planner
Rebecca Sciarra – Partner ASI
FROM: Ute Maya-Giambattista – Principal SGL
RE: Mississauga's Cultural Heritage Landscapes Study – Workshop No. 1
Summary

On September 29th, 2018, SGL Planning & Design and ASI facilitated a working session to garner feedback from key stakeholders and the general public on Mississauga's Cultural Heritage Landscape Study. This was the study's first public consultation session.

Location: South Common CC, Gladys Hagen Room, 2233 South Millway, Mississauga

Time: 1:30-4:30 pm

When attendees arrived, they signed in and looked at the project boards on display, which provided a summary of each of the ten neighbourhoods being studied and a board that outlined the project process. This was followed by a welcoming of attendees and explanation of the day's agenda.

The session began with a presentation on the historical and character identities and relevant planning policies for each of the ten study areas. The presentation was followed by a brief question and answer session where attendees reflected on the historical and cultural features presented and the importance that the full range of features are captured and not lost in silos or buckets.

This was followed by a twenty-minute discussion panel on Place Making and City Building with panel members Philip Weinstein (SGL advisor, Planner and Urban Designer) and Walter Khem (LANDinc, Landscape Architect), and moderated by Joe Muller (City of Toronto, Heritage Planner). The panel spoke to the importance of character and scale and identifying the spirit and feeling of a place. The discussion also touched on the difference between conservation and preservation and the importance of integrating the new with the old.

Following the panel discussion, the final session had attendees' breakout into a working session on the two study areas of Erindale Village and Mineola. Attendees were asked to provide feedback on the cultural heritage features and unique elements that are important and contribute to the area's character. The original intent was to obtain feedback on all ten study areas however due to the small attendance numbers this wasn't feasible. Below is a breakdown of the comments provided by attendees at the session.



Mineola Neighbourhood

Desirable Neighbourhood Qualities

- Maturity of trees is highly desirable
- Setbacks are considered appropriate even when large homes are built as lot are large and allow form generous front setbacks
- City was already strict on city building standards and no further building standards are needed for single detached homes
- Single family homes are preferred
- The neighbourhood is quiet with no outside traffic to include no school bus route in the neighbourhood
- No service road in neighbourhood
- Mary Fix house provides a great historical anchor to the neighbourhood
- Rural cross section on all streets with no sidewalks and curbs
- Neighbourhood's undulating terrain and slopes which incorporate important drainage features of the area
- Lack of entry points makes for a quiet secluded neighbourhood

Concerns

- Tree cutting is an issue, would like stronger enforcement
- Townhouses near GO station can set a precedence on townhouse built form in the neighbourhood and create an issue of how far into the neighbourhood they could be built (see **red dot** on map)

Opportunities

- A pedestrian trail along the river, and a trail to the river (see **blue dot** on below map) would be nice amenity additions to the area
- The construction of a proper path in the corner lot at Highway QEW E and Hurontario Street (see **blue dot** by river on below map) would ensure the area is better used by residents.

Figure 1: Mineola Study Area – Workshop Map



Erindale Village

Desirable Qualities

- Local fauna: animals, deer
- Credit river, peacefulness, quiet, nature, scenery, picturesque/special town in middle of the city
- Huge sense of community, in part because limited entry and exit points, therefore lots of interaction, we see each other
- Credit River is surrounding and protecting the village
- Portion of the neighbourhood have beautiful views of Credit River
- Many people from outside community come to Erindale to walk
- Because lots are larger there is a sense of space, don't feel congested
- Built form along Dundas has heritage commercial feel, want to retain that
- When people coming into village, scenic views from top of Dundas and Mississauga Rd.
- Every building (commercial + residential) has 2 storeys or less
- Clean fresh air
- Sense of history, log cabins, stone homes, 100 yr old homes, A-frame homes
- Some homes have "green" shingles – add to green feel of neighbourhood
- Community events, street party, social functions have great turnout, community garage sale
- Neighbourhood of people who have lived in the community for generations, people try to move back into area when older, enhances sense of community
- No high rises in neighbourhood, underground parking, urban sprawl
- Newer development in SE corner recognized the existing theme and character of neighbourhood
- Strong sense of place, historic building and homes that are designated and listed
- Country road atmosphere of the street, coach and buggy feel
- No curbs, culverts, no sidewalks, no signs
- Apple trees in people's yards
- **Red dots on map** = significant buildings to neighbourhood's context

Concerns

- Only one entrance into park on NW side of Dundas St W (see red dots). Additional entrances would enhance the use of the park by residents.
- Noted that there are two summer homes for Toronto residents

Opportunities

- Existing built form has an existing "theme" that should be reflected in new developments.
- "theme" = nature, quiet, trees, heritage homes
- Village sign/gateway at bridge on Dundas St W near Mississauga Road (see yellow dot)
- No amenities in the neighbourhood, could be nice to have some if done within

respect to the neighbourhood's context



DATE: December 10, 2018 Project ID: CH.MS
TO: Paula Wuubenhorst - Heritage Planner
Rebecca Sciarra – Partner ASI
FROM: Ute Maya-Giambattista – Principal Fotenn Planning & Design
RE: Mississauga's Cultural Heritage Landscapes Study – PIC No. 1 Summary

Three Public Information Centres were held in varying locations around Mississauga on November 15th, 19th and 26th. Fotenn Planning & Design, SGL Planning & Design and ASI facilitated the sessions to garner feedback from key stakeholders and the general public on Mississauga's Cultural Heritage Landscape Study. This was the study's second round of public consultation, after the first public information session was held on September 29th, 2018.

The PIC's were held in the following locations:

PIC 1: November 15th 2018 Malton Hall, 11 attendees

PIC 2: November 19th 2018 Streetsville, 32 attendees

PIC 3: November 26th 2018 Huron Park Community Centre, 10 attendees

Total participants at PIC's: 58

To garner further public input a Cultural Heritage Landscape Survey was developed and circulated for completion both online through the project website and via printed copies circulated and collected during the Public Information Sessions. A total of 41 surveys were filled out. The compiled results of the surveys can be found in section 4 of this report.

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Section 1: Summary of Public Information Centres held on November 15th, 19th and 26th 2018

1.1 Format of Public Information Centres and Information Covered

The structure for each PIC was as follows:

1. Introduction of project and the project team
2. Welcome to attendees from the City of Mississauga
3. Explanation of what cultural heritage landscapes are and an overview of available tools for protecting them
4. Breakout session amongst individual tables using maps of their chosen study area (out of the ten being looked at in this phase of the study) and note pads to draw and write on the maps and note pads to answer the following questions:
 - What elements in the area do you consider to be cultural heritage?
 - Based on these elements is the boundary identified in the 2005 study functional?
 - What tools would you be interested in seeing used to protect cultural heritage elements? What would you like tools to address?
5. Presentation from each table to the group about their identified elements, boundaries and preferred tools
6. The PIC's wrapped up with discussion and questions sessions

1.2 Questions Asked During the Public Information Centres

1.2.1 PIC 1: Malton Hall November 15th, 2018

Q: Are owners required to maintain listed heritage properties?

A: properties that are listed on the heritage register would be subject to the same property enforcement as any other property in Mississauga, there's no difference. You can call 311 with your concerns and enforce any by-laws.

Q: Is having us identify these cultural elements going to stop people from tearing them down?

A: It depends on the tool(s) selected. We can't freeze communities in time, identifying how we will allow change to happen in a way that won't destroy the "flavor" or character of the community is a goal of this project.

Q: There is already a concern about houses being destroyed. A lot of residences have moved out and no one is there to take care of those houses, so what happens, they go on sale and get torn down. That's a big concern.

A: We need to look at is there enough cultural heritage left to implement protective measures. (People responded saying there is lots)

1.2.2 PIC 2: Streetsville November 19th, 2018

Q: Does the city of Mississauga have a tree bylaw?

A: Yes, it applies to when there's removal of 3 or more trees.

Q: In reference to Streetsville we are losing trees to disease, I see damaged and dying trees all over. What kind of strategies can we have to help the streetscape to replace trees or combat this? Not only to address individual issues, but a policy for tree maintenance for the city, assistance to public on what to do about trees dying on our lots, rather than just reacting to people wanting to take trees down.

A: We are hearing that there's a bigger conversation about the environmental contributions these places can have and the bigger conversation of tree canopy in an urban environment. This is a recommendation we can take to report back on, that this is part of something bigger.

Q: From a resident of downtown Streetsville. With the bylaws in place what do we do about places that are heritage designation that were never an attractive home, or have gone up in flames, what can we do to have something more slightly. Do we need to keep it there derelict and vacant, that's not helping our community in any way? Not just keeping them because there are heritage bylaws, if they're staying derelict why are we keeping them.

A: We have the tools to protect but the other side is the property owners, there's no manner that we can force property owners to upkeep, no manner to force to retrofit or rebuild a heritage home. Once the structure is severely damaged there are ways that if the structure can be potentially used differently. If damage is extensive and there's nothing to salvage and retrofit from a heritage perspective the owner can apply to have it removed from the designation.

Q: Are heritage designations staying? Once designated, if you don't have the money you can let it deteriorate. Are we forcing owners to let designated homes become derelict because they're too expensive to update?

A: There are many examples of this situation, you have situations where the property is so far gone, we ask what can we do here? What is trying to be achieved here/ need to step back and realize that we need to enter into a conversation with the property owner in good faith. That property owner will work with the city to maintain the building and keep it in good condition just like any other property owner is expected to. The tool is not intended to cause derelict properties.

Comment: From a member of the Lisgare Residents Association. The 9th line corridor is about to be developed, which includes St Peter's Mission Church, Kindry Cemetary, and Aushbry these should be reserved. We are excited to see this conversation, we want to see our heritage, we have very little in Mississauga. Along 16 mile creek we lost a trail marker tree put in by first nations people. Also the white school house was lost on Britannia road and 10th line. We want it acknowledged, plaques there, developed in a way that reflects that environment. Something that reflects the heritage. At the corner of

9th Line & Britannia road there is potential to develop a transit hub, that's where St Peter's Church and a historical house are, maybe it's not the best location for development if its' going to jeopardise heritage sites.

Comment: I live close to Barbara house restaurant, it's a disaster in progress. Mississauga scenic road route, we worked with the city for 2-3 years however now there's a commercial issue because another developer has purchased. Our problem is the enforcement, they're going to destroy Barbara house which is a historic site. How do you stop a disaster in progress, that should be part of this process, we need a tool for that. A problem is that the councilors voted against us.

1.2.3 PIC 3: Huron Park Community Centre November 26th, 2018

Q: Is there a hierarchy of importance to all the tools? Which have the greatest weight?

A: Some are stronger than others it's dependent on what you want to achieve.

Registering something on title through a bylaw is one of the strongest ways you can regulate a property or an area if you're using a conservation district. However the OP designation although not registered on title is the highest authority that guides planning in the City of Mississauga. It functions to shape policy at the highest more important level so there are some tradeoffs between the tools. Some are very good at managing an individual property but they don't necessarily impact big planning decisions unless they're in the OP.

Q: Specifically in Mineola, my understanding is Mineola is under the cultural heritage landscape and that has recently changed. How did that get removed?

A: Answer from City of Mississauga employee: We found there was a lot of redevelopment happening in Mineola. We weren't actually designating anything, hadn't heard any interest, there were so many applications coming in, so the heritage advisory committee asked us to remove it from the register. Ultimately, it's council's decision in consultation with the heritage committee. The idea was we knew we were going to get the funding for this project to do an in-depth study. There are some areas that are still on the register, but the vast majority has been removed in spring 2016. The City considers it a cultural landscape, the cultural heritage committee's opinion was it wasn't working.

General comments: People are frustrated that they didn't hear about Mineola being removed from the register. If we have a plan we can all adhere to that. It also offers guide to developers on what they can/can't do, especially with trees and setbacks. The canopy of trees in Mineola needs to be projected.

A: Part of the frustration, is even if there's cultural heritage protection, there's no further guidelines that speak to the trees, landform, and built form. There's no tool to push a specific message for development. In our minds it's becoming clear that it's one thing to have the designation then you need the tools for development guidance.

Comment from attendee: It seems like city departments aren't talking. The committee of adjustment allows everything, over 95% of everything that goes to committee of adjustment goes through. It's ridiculous.

A: This is why we went through a rigorous tool exercise to identify how to protect what matters to each area. If it's just buildings that's one tool, if it's layers then it's another tool.

Section 2: Compiled Results from Mapping and Table Discussions during PIC's 1 – 3

During the Public Information Centre the following questions were answered by attendees through the use of maps and notes taken at individual tables after an explanation of what Cultural Heritage Landscapes are, the elements that create them and potential planning tools for protecting them.

- 1) What elements in the area do you consider to be cultural heritage?
- 2) What tools would you be interested in seeing used to protect cultural heritage elements?

2.1 Malton

- 1) What elements in the area do you consider to be cultural heritage?
 - a. Cultural Heritage Elements
 - Victory School
 - Ariann Terrace on Airport Rd is where the former Malton Public School was located
 - Names of streets (signage)
 - Front lawns
 - No monster homes
 - The plane (off map)
 - Cenotaph
 - Institutional Buildings
 - Airport Road
 - 4 corners was the real heart of the communities
 - Trees
 - Victory Park – heart
 - Old Malton – HCD (late 18's)
 - War time housing landscape exclusive to East side, housing sold to first owners by the government
 - Early 19th C. Malton on W. side of Airport Rd.
 - Some heritage houses: Scarborough St
 - Big lots
 - Ridgewood + Marvin heights

-
- b. Undesirable Elements/things of note
- Those living south of Airport Rd. don't go to the ravine/park area to the north west because you need to cross Airport Rd which has a short light/feels unsafe
 - Concern over homes being used as boarding houses, creating a negative impact on community building
 - There's not much left in historic Malton south of Airport Rd.
 - Character has been lost
 - 1969 gas destroyed 4 corners and Main Street, now there is no sense of entry or exit into the area
- c. Requested Elements
- More food options would be great, grocery stores/restaurants along Airport Road
 - Bathroom at Station Way Park
 - Arena at Goreway and Derry hub for community
 - Trinity United Church
 - Malton Bible Chapel
 - Malton Victory Hall
 - Victory Crescent noted as having multiple war time houses
 - Victory Park Ravine
- 2) Based on these elements is the boundary functional
- Area south west of Airport Rd has historical farmhouse homes from the 1800s. It also has a historical home that has been gutted and sat vacant for many years. There are homes that are listed on the heritage registry in that area.
 - Multiple people supported having Old Malton Village being included because of its numerous heritage homes
- 3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?
- Tool to support having a few heritage war time homes in a row (or close together) could stay so we know they existed that would be nice, doesn't have to be all of them
 - Concerns about process related to the size of new development
 - Important that new builds are sensitive
 - Change the by-law to better reflect housing and enforce
 - Prevent Paving Front lawns
 - Property standards/maintenance
 - Loss of heritage fabric, makes it tough to make HCD argument
 - Move control to include east side of Airport Road, up to Morningside

2.2 Streetsville Village Core

1) What elements in the area do you consider to be cultural heritage?

a. Cultural Heritage Elements

- Designated heritage properties
- Main St and Thomas St are main entrances
- Key area shown as Queen St from Caroline St to just east of Thomas St
- There was a lot of support for Odd Fellows Hall as heritage 271 Queen St S
- Culham Trail that goes north past river grove community centre, important for walking/running and views
- The town square and old shopping area: Along Queen from Thomas St to Tannery St and down Main Street between Queen St and Church St
- Streetsville Cemetery (views, running, jogging) – 295 Queen St S
- Views of river
- Salmon ladders
- St Andrews Church – 295 Queen St S
- Streetsville United Church – 274 Queen St S
- Trinity Church – 69 Queen St S
- Field train Station – one of 2 wooden stations left, would be good to move it to a more prominent location
- Centetaph
- Timothy Street's House – namesake of the town – 41 Mill Street
- Vic Johnson Community Centre
- Original school house
- BIA building
- Streetsville Library and Park
- Legion
- Old Mill equipment, building located on the river, down a driveway from the parking lot at 101 Church St
- Water Wheel #16
- WN Atkinson House
- Historical walking tours take place in town
- Russell Langmaid Public School – 170 Church St
- Arena
- Mullet Creek is important
- Murphy's ice cream shop
- Area – community (trail leads from main st to forest) meets another community centre
- Arrowheads have been found along the river
- Our lady of good voyage – first elementary school

-
- Should maybe include Creditview and Britannia important intersection, first taco bell
 - Old English lane (important intersection)
 - Cullum trail should be protected
- a. Undesirable
- Broken up characters along Queen St
 - City allowing trees to deteriorate
 - Burnt building that continues to change owners over 15 years, eye sore, because of the parking lot abutting it, you can't get a delivery truck into it = thought that this keeps ruining ability to make business viable in building, but parking lot is liked
 - Savannah Row home also burnt (unsure if it's heritage)
- b. Requested
- Need to add more trees
- 2) Based on these elements is the boundary functional
- Extend South to include Mullet Creek (some is on private property, there was no interest in including the homes abutting onto Mullet Creek)
 - Extend north to far side of the river to include the forested area and trails
 - Extend east to include the flour mills to the rail bridge over the Credit River
 - Far side of Credit River should be included
 - Include the Credit River
- 3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?
- Create bylaw to enforce tree protection/health
 - City purchasing unkept heritage properties and restoring them
 - Maintain 2 storey massing
 - Support ground floor commercial
 - Support 2nd floor residential
 - Desire to include "not only pretty" include the town's economic history/why it grew = the mills
 - is there a way to make property owners change buildings to look better?
 - Lack of accountability
 - Tools through HCD plans to keep character
 - Main street, shops – needs regulation, there's no consistency/quality
 - Things that need regulation
 - Flashing lights
 - Paint colours
 - Should be regulated all the way up to Britannia rd

- Extend to Eglinton Cherry trees
- Should have (or do have) street lighting and signage unique to Streetsville
- Development should fit in with landscape, not a condo
- Development should maintain the look of the area
- Building heights should maintain the look of the area
- Native/culturally significant tree varieties should be protected/maintained/replaced.
- Currently native/culturally significant trees are being replaced with small fruit trees instead of the previous varieties of trees that grew to large scale
- Stricter tree bylaws for developers to save the larger trees (especially native/culturally significant trees)
- Tools to increase pedestrian safety (Streetsville is very walkable, but cars speed into the area)

2.3 Erindale Village:

- 1) What elements in the area do you consider to be cultural heritage?
 - a. Cultural Heritage Elements
 - Wildlife patterns
 - Trails of naturalized area
 - Views in and out from village to Dundas and from Dundas/Erindale Park
 - Existing house to lot coverage
 - Community may have interest in HCD
 - Dundas Street frontage would be priority for managing change
 - Scenic corridor? Dundas St. West (Credit Woodlands – Heritage Mississauga)
 - Unique signage with in community up in 2018 “Erindale Village est. 1830”
 - CVC has identified unique fauna in the forested area at the southwest corner of Dundas St W and the river
 - St Peter’s Anglican Erindale
 - Erindale Community Hall
 - Piatto restaurant
 - 2581 Mindemoya Road
 - 2595 Jarvis St (predates confederation) (not sure correct home was given?)
 - Ultimate Academy 1555 Dundas St W
 - Erindale Presbyterian Church 1560 Dundas St W
 - Erindale United Church 1444 Dundas Crescent
 - 1484 Adamson St
 - Home to the west of 1520 Adamson St is heritage (address won’t come up on google maps)
 - 2505 Jarvis St

- 2470 Jarvis St
- 2409-2431 Jarvis ST (crescent was marked)
- Log cabin on the property of 2552 Jarvis St
- Signage located at Dundas St W and Mississauga Rd
- Damn remnants + river rail
- Two (salmon ladders?) damns are located just north west of the Dundas St W bridge in the river

b. Undesirable

c. Requested

- Vision/Goal: public pedestrian gateway access into valley from entrance to Erindale Park

2) Based on these elements is the boundary functional

- Map suggested extending the neighbourhood boundary to the include some of the park and the river to the north west
- Dundas St W has the following notes:
 - i. “To heritage Mississauga” NE entrance
 - ii. “Start at the credit Woodlands” SW entrance

3) What tools would you be interested in seeing used to protect cultural heritage elements?

What would you like tools to address?

- Interest in HCD?
 - a. To be discussed with resident’s association
 - b. Some concerns about limitation
 - c. Education would be key

2.4 Creditview Road Scenic Route:

1) What elements in the area do you consider to be cultural heritage?

a) Cultural Heritage Elements

- Farmland area located between Old Derry Rd, Hwy 401 E and Old Creditview Rd
- Homes on Velebit Court
- Homes on Spring Garden Ct
- Farm house located north of Old Creditview Rd and Hwy 401 E
- Homes on Rivergate Pl.
- Deer and beavers have been seen in Credit Meadows Park
- Trails were noted into Credit Meadows Park from the parking lot off Creditview Road, south of Kenninghall Crescent and, pedestrian path from Kenninghall Crescent and Steen Dr.

- Cul-de-sac should be included – landmark (Velebit Court) – views, access to credit river
- Harris farm – plans to make it a park
- Views and vistas – maintain
- Agricultural fields – keep
- Remnant of settler road
- Mature area
- Nice mix of housing
- Credit River interpretation
- Farmland/homes to the south of Hwy 1
- Views from Hwy 401 East bridge over Credit River
- Noted that there's a 19th century home located near 10 Steen Drive

b) Undesirable Elements

c) Requested Elements

2) Based on these elements is the boundary functional

- Extend to include:
 - i. Slightly further south down the river from Creditview Rd, to include the walking bridge that crosses the river
 - ii. Include cluster of residential development on Spring Garden Ct, just south of Old Creditview Rd

3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?

2.5 Mississauga Road Scenic Route:

1) What elements in the area do you consider to be cultural heritage?

a. Cultural Heritage Elements

- Mississauga Rd and Alpha Mills Rd noted
- Eglinton Ave W and Mississauga Rd noted
- Mississauga Rd and Reid Drive noted
- Section between Mississauga Rd and Reid Drive to Hwy 403 E and Mississauga Rd circled
- entry signage
- School and church near Dundas of value
- Large houses on small lots
- Trees between Eglinton and Melody

b. Undesirable Elements

- Unhealthy trees
- City doesn't really maintain trees

- Lots of development around Barber House

c. Requested Elements/Actions

- Concern with traffic in Streetsville
- More crosswalks and traffic lights in streetsville
- More trails, wider trails, picnic tables
- Close Queen St off to traffic
- Carve tree stumps in Streetsville
- Enlist UTM/students to assist with project, tree maintenance
- Enlist Law school students for OMP/LPAT hearings and planning students
- Interpretive signage by Mississauga Golf Club requires paving and more
- More parkland
- Balusters along roads in this area could help

2) Based on these elements is the boundary functional

3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?

- How to keep trees healthy
- Clear cut trees are a concern as well as short setback to street near Barber House

2.6 Trelawny Community:

1) What elements in the area do you consider to be cultural heritage?

a. Cultural Heritage Elements

- Small section of Lisgar
- White school house location perfect
- 16 Mile Creek should be protected – large tree used by first nations as a trail marker was cut down (noted as important generally for Mississauga’s cultural heritage, not located inside Trelawny)
- Agricultural fields (noted as important generally for Mississauga’s cultural heritage, not located inside Trelawny)
- Small section of Lisgar including 9th line
- Kindree Cemetery
- Flood plain, lots of floods (Catholic swamp) settled by Irish – (Ninth Line and Britannia Road)
- Attracts a lot of wildlife – native flora Carolinian forest (Hale Oak, Hickory)
- St Peter’s mission church – oldest church in Mississauga , predates confederation
- Signage – Lisgar Village (lost village heritage Mississauga)
- Osprey march extends to 9th line corridor

- b. Undesirable Elements
 - Snow removal, parking (no parking) only street parking is an issue
 - The circle doesn't work
 - c. Requested Elements
 - Bike lanes
- 2) Based on these elements is the boundary functional
- 3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?
- Protect flood plane

2.7 Credit River Scenic Route

- 1) What elements in the area do you consider to be cultural heritage?
- a. Cultural Heritage Elements
 - Trails leading to Credit River are of major interest. Long history of trail use amongst residents
 - Indigenous history abounds where Credit meets Lake Ontario
 - Lighthouse
 - Indian Rd and St John St – there's a skating rink and a walking path lined with the provinces flags. There used to be totem pole
 - Veteran's association near Korean War museum Assets extend from it
 - Raised board walks
 - Malauglin Rd – major farm house
 - Falukner and Old Creditview River – used to fish and get crawfish there
 - Pet cemetery – very picturesque
 - There are 2 lakes 1) Aquitaine 2) Lake Wabukayne
 - There are numerous paths/trails hidden and obvious that people use to access the Credit throughout Mississauga
 - b. Undesirable Elements
 - d. Requested Elements
- 2) Based on these elements is the boundary functional
- 3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?

2.8 Mineola

- 1) What elements in the area do you consider to be cultural heritage?
 - a) Cultural Heritage Elements
 - Scenic road along Stavebank and, along Mineola Rd W between Stavebank and Hurontario St
 - Cannoli Lots promised each lot with 25 trees. (Carmine Dr). “a forest is a gynassium of the soul”
 - Developers gave rebate for trees during development of Mineola
 - Wildlife
 - Mix – hybrid of landscape and trees/no fences (like Rockcliff, Ottawa) + scenic rd Stavebank
 - Spacing b/w homes is an important aspect to the landscape
 - Water level/table importance on the overall landscape
 - The landscape benefits the community as a whole – people who don’t live there come to walk/run/cycle
 - b) Undesirable Elements
 - Traffic issues from Hurontario St along Mineola St W to Glenburnie Rd, along Glenburnie Rd to Pinetree Way to Hurontario St.
 - Clarify new pedestrian overpass (from Gordon Woods and Hospital)
 - Don’t want bridge Indian Rd
 - Traffic calming – need stop signs
 - Don’t change cross -section of street profile
 - Hurontario st. will widen with the LRT
 - c) Requested Elements
- 2) Based on these elements is the boundary functional
 - Connect to Credit River
- 3) What tools would you be interested in seeing used to protect cultural heritage elements?
What would you like tools to address?
 - Question change in downgrading CHL
 - Issue with monster home
 - Water issues – flooding needs to be addressed
 - Trees are a big loss (need by-law)
 - Pools and basements are an issue because of water table and flooding
 - Protection of trees during construction is needed
 - Make heritage tree inventory as part of the heritage process or a metric to allow owners to buy into the mixed hybrid HCD

2.9 General comments provided

Comments made:

- Bike trail needed along 9th line
- Development on both sides of the tracks in Streetsville impacts all of Streetsville
- All along credit river should be connected
- What about archaeological assessment?
- One of the original peace pipes used between Indigenous and settlers is from Mississauga – now at Downsview
- Suburban development outside Streetsville depends on Streetsville and vice versa
- Trails are a major connector (salmon runs, hiking, biking)
- There was interest in protecting mid-century modern architecture within Mississauga
 - Lornewoods has some concentrated areas of mid-century homes/buildings and there are sections in Mineola
 - Mid century auto shop from the 50/60s was torn down b/w Port Credit and Lakeshore, - the service station across the road from the same era is being considered for designation in January 2019
 - Feels mid century architecture (post war up to 1990s) is representative of Mississauga's growth
 - There is a designated service station which is the only one designated in GTA
 - George Carlson is co-chair of heritage committee
 - Getting post war onto heritage is difficult
 - There's a misconception that there's a lot of it out there
 - Provincial guidelines 1st criteria for heritage is 40 + yrs old
 - Next yr new landscapes will be considered, places like Lornewoods would be good candidates – it all depends on how the heritage committee/general public feel about it

Section 3: Summary of Responses to the Conserving Cultural Heritage Landscapes Survey

Location: Surveys were filled out online and during the project's three November Public Information Centres

Fifteen people responded to printed surveys handed out and collected during the Public Consultation Sessions held in Mississauga on November 15th, 19th and 26th 2018. An additional twenty people responded to the same survey online via the project website.

The survey results are largely in line with the responses heard throughout the Public Consultation Processes held in November. Key Cultural Heritage Landscape elements that were noted included large trees and tree canopy, wildlife, the Credit River and its tributaries, trails, unique architecture, historic buildings and strong feelings of community.

The majority of respondents filled out one to two sections of the survey. To address the fluctuating number of respondents to each question the survey results include the number of respondents to each question, allowing percentages to be calculated.

The survey asked what makes Mississauga's Cultural Heritage Landscapes unique in each of the following ten study areas:

1. Streetsville Village Core
2. Sheridan Research Park
3. Credit River Corridor
4. Malton Neighbourhood
5. Mineola Neighbourhood
6. Lorne Park Estates
7. Trelawny Community
8. Erindale Village
9. Creditview Road Scenic Route
10. Mississauga Road Scenic Route

Additional areas of interest were noted by some respondents on the hand written survey:

- Port Credit HCD
- Etobicoke CK corridor (Dundas to Lake Ont.)
- Lakeview
- Lorne Woods (north of Lakeshore)

1. Streetsville Village Core

1.1 Streetsville was described in the 2005 Cultural Landscape Inventory Study as having heritage buildings of a consistent scale and portraying a period landscape of a small village.

Do you think these factors still contribute to Streetsville's sense of 'place'?

- 22 out of 23 respondents felt that Streetsville's heritage buildings being of a consistent scale and portraying a period landscape of a small village contribute to Streetsville's sense of 'place', 1 respondent did not.
- Reasons for this being the case included:
 - The village/small town feeling that still remains due to the charm and character of the village core area and the streetscape still fundamentally reading as an established older village
 - The history of place that the heritage buildings provide
 - Sensitive infill that respects height and massing
 - Numerous "mom and pop" shops
 - Walkability to shops, coffee, restaurants
 - Narrow streets
- Undesirable elements that were noted include:
 - Infill that is not sensitive to the existing built character
 - Signs and lighting that are not sensitive to the existing built character
 - Lack of density provided by existing buildings to support local coffee shops and restaurants which is resulting in more dental offices, insurance and wealth management offices that don't make the area feel vibrant
 - The Main Street Square being too modern
 - Christmas trees decorated by the school do not weather well

1.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Streetsville's character.

Please check the elements you agree with:

- ☐ the village's local road and Main Street streetscape treatment such as street paving material, furniture, lights, signage and street landscaping; **Count: 22/22**
- ☐ heritage buildings and features like cemeteries; **Count: 22/22**
- ☐ street lighting and signage; **Count: 20/22**
- ☐ main street business/retail signs; **Count: 19/22**
- ☐ Streetsville square; and **Count: 22/22**
- ☐ War Memorial Cenotaph **Count: 20/22**

Additional comments on 1.2:

- The house on the corner of Main and church is disgusting

- Streetsville square is lacking in taste, especially the seasonal lighting re-street lighting and signage
- Dislike neon street signs. Like Streetsville Memorial Park. Recommend extending Colham Trail south of Memorial Park.

1.3 What else makes Streetsville important to you?

- Small Town Environment
- Walkability to a variety of small businesses
- Trail network: Culham Trail
- Credit River
- Lack of billboards or big neon signs and the consistent signage and style of building's façades
- Community Events: bread and honey parade, the small town feel, pedestrian spaces, small businesses, historical walking tours
- Vibrant BIA
- Narrow roadway that increases walkability
- The history provided by the built form
 - The railway station on William Street
 - Odd Fellows Hall
 - Robson Bray Tea Room
 - Churches
- Lack of condominiums in the village core
- Existing historical signage and plaques
- Floral decorations

Respondents also used this space to highlight further concerns including:

- Desire for building materials to be more architectural
- Need for protection of mature trees
- A participant noted a dislike for the white modern structure in the middle of the pedestrianized area near Goodfellas
- Desire for the Cagney's/LCBO plaza to be updated and brought to the street front
- Additional seasonal decorations on main street

2. Sheridan Research Park

2.1 Sheridan Research Park is described in the 2005 Cultural Landscape Inventory Study as an early private campus for commercial research designed using comprehensive planning guidelines that guided the development of grand corporate headquarters.

Do you think these qualities still contribute to Sheridan Research Park's unique character?

- ☐ Yes **Count: 2/2**
- ☐ No **Count:**
- ☐ Why or why not:
 - The large greenspace area around the industries make the area attractive
 - Branding/overall plan gives it a feel like "Silicon Valley"

2.2 As part of the current study, the following features have emerged as important or unique elements that contribute to the character of the Sheridan Research Park:

Please check the elements you agree with:

- ☐ the Xerox building and other exceptional corporate office architecture and landscape features, and **Count: 1/2**
- ☐ the grand research park entrance landscaping features and signage off North Sheridan Way **Count: 2/2**

1.4 What else makes Sheridan Research Park important to you?

- The overall plan and strategy is good but it also makes it feel dated and needs to be revitalized to stay current.
- It needs to be updated to have enhanced transit.

3. Credit River Corridor

3.1 The Credit River Corridor is described in the 2005 Cultural Landscape Inventory Study as the largest natural heritage feature in Mississauga: as the focus of settlement in the area for thousands of years, it has shaped the city into its modern form, and is central to many natural, traditional, recreational and commercial activities.

Do you think these qualities contribute to the Credit River Corridor as a place?

- ☐ Yes **Count: 20/20**
- ☐ No **Count:**
- ☐ Why
 - Historical impact Credit River has on the creation of Mississauga
 - Distinctive natural heritage of the river
 - Recreational activities
 - Commercial activities
 - Desire to preserve natural area amongst development
 - The river as a connector to the whole city
 - Wildlife

- Natural beauty provides an oasis

3.2 As part of the current study, the following features have emerged as important or unique elements that contribute to the character of the Credit River Corridor:

Please check the elements you agree with:

- ☐ Trees; **Count: 20/29**
- ☐ parks and recreational uses along riverbanks; **Count: 19/20**
- ☐ pedestrian bridges; **Count: 20/20**
- ☐ ecological features; **Count: 20/20**
- ☐ remaining mills; **Count: 15/20**
- ☐ scenic views / vistas; **Count: 20/20**
- ☐ unique plants and animals; **Count: 18/20**
- ☐ trails **Count: 20/20**
 - additional responses to 3.2:
 - Mills should be protected before they disappear
 - Importance of Culham Trail

3.3 What else makes the Credit River Corridor important to you?

- Desirable Qualities
 - Nature
 - Wildlife both aquatic and terrestrial
 - Trails
 - Gathering spaces: picnic tables, parks
 - Riverwood Conservation area's programs and gardens
 - Free, unrestricted access to the River
 - History
 - Flour Mill
 - Historical movement of people and goods
 - Connection to farmland
 - Connectivity provided by the Credit River
- Things that could be Improved
 - Bike trails
 - The area south of 401/East of Creditview Rd is not accessible to public, one respondent wants to know why
 - Improved parking near trails
 - Desire for conservation
 - Lack of clarity over water quality

4. Malton Neighbourhood

4.1 The Malton Neighbourhood is described in the 2005 Cultural Landscape Inventory Study as retaining a number of post-World War II houses, known as Victory houses, which represent some of the first mass produced housing in the Greater Toronto Area.

Do you think these features contribute to Malton's sense of 'place'?

- ☐ Yes – **Count: 5/5**
- ☐ No – **Count:**

Responses to 4.1:

- Positives
 - History of WWI
 - Uniqueness of housing type provides historical reference and sense of place
- Concerns
 - Concern of homes being relatively small for what people are wanting today
 - Do not need to protect all of the war time houses, just some

4.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Malton's character.

Please check the elements you agree with:

- ☐ the neighbourhood's unique one or one and a half storey war time housing; **Count: 5/5**
- ☐ the location of home's garage entrances and driveways; **Count: 4/5**
- ☐ front setbacks and front lawn treatment/landscaping; **Count: 4/5**
- ☐ street design and trees. **Count: 5/5**

4.3 What else makes the Malton Neighbourhood important to you?

- The original homes
- Set back of homes
- 4 corners
- Multicultural
- People maintaining street up keep
- Large trees
- Elementary schools leaving trees to grow
- Historical buildings/spaces
 - Victory Hall
 - CF-100 Airplane
 - War Memorial Cenotaph
 - Victory Park

5. Mineola Neighbourhood

5.1 The 2005 Cultural Landscape Inventory Study describes Mineola as one of the most visually interesting and memorable neighbourhoods in Mississauga because it retains natural topography and vegetation. Roads wind around natural topography and houses often sit at odd angles to take advantage of slopes and locations of large trees.

Do you think these elements still contribute to Mineola's sense of 'place'?

- ☐ Yes: **Count: 23/15**
- ☐ No: **Count: 2/15**
- ☐ Why
 - The country setting in the city feel
 - Remaining CHL attributes
 - Concern over redevelopment pressure destroying what is left of built cultural heritage
 - Walkability and use by wider community
 - A city that is "walkable" requires areas of interest to be walked to. Mineola is an area you walk to/through, not drive through. The residential woodlot of Mineola under the NAS makes up for 0.7% of the 11% NAS IDs over Mississauga's entire area
 - Wide lots
 - Large old trees creating a forest like canopy
 - Watercourses
 - Distinct settlement pattern
 - Mid-century modern housing styles
 - Architecturally interesting neighbourhood
- ☐ Why Not:
 - Concern over tree health and protection
 - Concern over intensification
 - "There are many places like Mineola, Lorne Park is an example"

5.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Mineola's character.

Please check the elements you agree with:

- ☐ the neighbourhood's rural and winding streetscapes; **Count: 13/14**
- ☐ the change in slope; **Count: 11/14**
- ☐ the natural drainage system that runs towards the lake and runs through properties across the entire community; **Count: 10/14**
- ☐ front lawn setbacks and landscaping; **Count: 11/14**
- ☐ garage and driveway location; **Count: 9/14**
- ☐ mature street trees; **Count: 13/14**
- ☐ mix of formal and natural landscaping treatments **Count: 10/14**

5.3 What else makes the Mineola Neighbourhood important to you?

- Low Density
- No High Rises
- Mix of architectural styles including
- Wildlife
- Traffic calm streets
- No sidewalks
- Mix of smaller and larger single detached homes
- Lack of fences
- Stavebank Rd scenic drive
- Sense of peace coming off of Hurontario into Mineola
- Midcentury modern architecture
- Rural feel
- Lack of access to the river due to private homes was also mentioned

5.4 Do you have documents or images about unique or important elements in the Mineola Neighbourhood? Would you like to submit more detailed comments on the neighbourhood? Please email your ideas or documents to

Heritage.planning@mississauga.ca

- Somewhere in the Peel archives for properties on Kenollie Ave in the area of 199/215 you might find a reference to a promise of 25 mature trees on every lot sold

6. Lorne Park Estates

6.1 Lorne Park Estates is identified in the 2005 Cultural Landscape Inventory Study as a unique shoreline community that combines low density residential development with the protection and management of a forested community representative in many ways of the pre-settlement shoreline of Lake Ontario.

Do you think these qualities still contribute to Lorne Park's sense of 'place'?

- ☐ Yes **Count: 2/4**
- ☐ No **Count: 1**
- ☐ Why:
 - Strong private home owner association protects the area
 - Very unique to the GTA
- ☐ Why Not:
 - There are many neighbourhoods like Lorne Park Estates

6.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Lorne Park's character.

Please check the elements you agree with:

- ☐ low-density residential; **Count: 3/3**
- ☐ forested community (white pines, red oaks); **Count: 3/3**
- ☐ residential development within mature forest; **Count: 2/3**
- ☐ remnant historical cottages; and **Count: 3/3**
- ☐ street's rural cross section with natural drainage road shoulders and no curbs **Count: 2/3**

6.3 What else makes Lorne Park Estates important to you?

- Positives
 - The open spaces between residential buildings
 - Minimal privacy fencing
 - Rolling topography
 - Mid-century modern style homes
- Concerns
 - Developments should be limited – no overbuilding

7. Trelawny Community

7.1 The 2005 Cultural Landscape Inventory Study describes the Trelawny Community as an experimental residential neighbourhood. Its unique organization of street patterns created by arterials and hammer-headed housing clusters increases housing density while retaining the single detached residential form and minimizes the impact of cars by reducing typical road standards and integrating vehicular access more compactly.

Do you think these characteristics still contribute to Trelawny's sense of 'place'?

- ☐ Yes **Count: 2/3**
- ☐ No **Count: 1/3**
- ☐ Why
 - Great place to live, quiet and safe for kids
- ☐ Why Not
 - "Never build a community like this again"

7.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Trelawny's character.

Please check the elements you agree with:

- ☐ the community's distinctive layout; **Count: 13/4**
- ☐ the homes' angled siting; **Count: 3 /4**
- ☐ garage and driveway treatments; **Count: ¾**

- ☐ the Trelawny Public School, Our Lady of Mount Carmel Secondary School and Trelawny Woods park, which are in the core of the community; **Count: 2 /4**
- ☐ Entry pavilions on either end of Trelawny Circle **Count: 3 /4**

7.3 What else makes the Trelawny Community important to you?

- It is a unique development within the city, possibly within the GTA?
- Lots of mature trees

7.4 Do you have documents or images about unique or important elements in the Trelawny Community? Would you like to submit more detailed comments on the community? Please email your ideas or documents to Heritage.planning@mississauga.ca

8. Erindale Village

8.1 Erindale Village is described as having heritage buildings of a common scale, mature trees, and former agricultural fields in the 2005 Cultural Landscape Inventory Study, all of which are remnants of this nineteenth-century village.

Do you think these elements still contribute to Erindale's sense of 'place'?

- ☐ Yes **Count: 4**
- ☐ No **Count:**
- ☐ Why
 - The proximity to the Credit River, the flora and fauna, the space between homes, lack of concrete, including sidewalks and curbs, and unique street signs, a strong home owners association supports this.
- ☐ Concern noted:
 - Like Mineola there is a lot of development pressure on the area. Unlike Mineloa, it is geographically a much smaller area and as such unsympathetic infill has greater negative impact on the area.

8.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Erindale's character.

Please check the elements you agree with:

- ☐ the rural streetscape, with no concrete curbs or sidewalks; **Count: 5/5**
- ☐ mature street trees; **Count: 5/5**
- ☐ views of the Credit River valley; **Count: 4/5**
- ☐ front yard setback and treatment; **Count: 3/5**
- ☐ street signs posts and light posts **Count:3/5**

6.4 What else makes Erindale Village important to you?

- Variety of architectural eras and styles
- The community hall is a focal point
- Historical elements:
 - The remnant of Old Dundas Rd and the contemporary buildings (to the road's construction) that remain
 - Erindale Park with leftover bridge
 - The history shown in pictures inside the Anglican Church on the hill;
 - That there used to be a lake
 - The Scout building is simply beautiful
- Natural greens spots that inspire photography and creative acts
- Sense of community
- The village association

9. Creditview Road Scenic Route

9.1 The 2005 Cultural Landscape Inventory Study describes the Creditview Road Scenic Route as offering a scenic view of select areas of significant historical, horticultural, and scenic interest in Mississauga, available from nearby recently established commercial and residential neighbourhoods.

Do you think these qualities still contribute to the Creditview Road's sense of 'place'?

- ☐ Yes **Count: 10/10**
- ☐ No **Count: 0**
- ☐ Why
 - For the nature view, we need more green spaces in the city
 - The trees
 - The historic buildings that remain
 - It provides an escape from rows of housing while on a drive
 - It's unique and keeps us connected to our past
- ☐ Why Not:
 - There is too much traffic
 - "The roads have been redirected to benefit corporations but it is not as easy to access the Credit View Scenic Drive"

9.2 As part of the current study, the following features have emerged as important or unique elements that contribute to the Creditview Road Scenic Route character.

Please check the elements you agree with:

- ☐ nature framing the scenic route; **Count: 10/10**
- ☐ views of the Credit River Valley; **Count: 9/10**

9.3 What else makes the Creditview Road Scenic Route important to you?

- The houses on route
- It's a rare, remnant of historically rural roadways which serve to remind users of the City's origins and history
- Only one lane of traffic in each direction which keeps the speed of vehicles at a manageable pace and keeps you connected to the natural surroundings.
- There is a different feeling that you get once you get north of Bancroft. It kind of opens up a new part of Mississauga that isn't the same as everywhere else in the city and I love that it is still unique. It has character which makes the city something special.

10. Mississauga Road Scenic Route

10.1 The Mississauga Road Scenic Route is identified in the 2005 Cultural Landscape Inventory Study as one of the oldest roads in Mississauga, largely following the Credit River along its western bluffs south of Eglinton, where it aligns with the concession surveys. The road offers scenic views as it traverses a variety of topography and varying land uses from old established residential neighbourhoods to new industrial and commercial areas.

Do you think these qualities still contribute to Mississauga Road's sense of 'place'?

- ☐ Yes **Count: 14**
- ☐ No **Count:**
- ☐ Why
 - Trees
 - Mature gardens
 - Access to natural beauty
 - Peacefulness
 - Homes and buildings make it feel like you're out of the big city
 - The Catholic retreat centre
 - Historic churches
 - House set backs
 - Mid-century homes
- ☐ Why Not:
 - Dislike of new industrial areas and "split dual houses"

10.2 As part of the current study, the following features have emerged as important or unique elements that contribute to Mississauga Road's character.

Please check the elements you agree with:

- ☐ the winding road alignment; **Count: 15/15**
- ☐ the building's setbacks from the street; **Count: 13/15**
- ☐ front lawns landscaping; **Count: 8/15**
- ☐ property fencing; **Count: 6/15**

- ☐ mature street trees; Count: 14/15
- ☐ views of the Credit River Valley. Count: 11/15

Additional comments given for 10.2:

- Single family residences
- Single-lane width

10.3 What else makes the Mississauga Road Scenic Route important to you?

- ☐ other elements - Mississauga Scenic Route North: Erin Mills Parkway to Hwy 403
 - It's nonlinear alignment, it's tow lane width
 - Streetsville – maintaining Queen Street as is; not having too tall buildings (condos) destroying the safe place to walk/run/cycle; scenic views along Mississauga Road; Maintaining heritage buildings – Barber House, Timothy Street House etc.
 - There should be no commercial development from the 403 north to the tracks in South Streetsville
- ☐ other elements - Mississauga Scenic Route Central: Hwy 403 to Queen Elizabeth Way
 - Zoning consistency – single detached homes; keeping views on credit river; reducing traffic to increase safety for pedestrians/cyclists
 - University of Toronto campus
 - No commercial development
- ☐ other elements - Mississauga Scenic Route North: Queen Elizabeth Way to Lakeshore Boulevard
 - Maintain historical buildings in Port Credit/Lorne Park area; not allowing condo development; keeping height of buildings to current standards; keep area safe for pedestrian traffic
 - Mid-century modern architecture
 - No commercial development

City of Mississauga

Corporate Report



Date: 5/14/2019

To: Chair and Members of Heritage Advisory Committee

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

Originator's files:

Meeting date:
6/4/2019

Subject

Request to Alter a Heritage Designated Property: 44 Peter Street South (Ward 1)

Recommendation

That the request to alter the heritage designated property at 44 Peter Street South, as per the Corporate Report from the Commissioner of Community Services, dated May 14, 2019 be approved.

Background

The City designated the Old Port Credit Village Heritage Conservation District (HCD) under Part V of the Ontario Heritage Act in 2004. The 2004 plan remains in effect due to a Local Planning Appeal Tribunal (LPAT) appeal. The subject property is included in the district and identified as a “complementary” building in the plan. As such, the property is subject to the heritage permitting requirements outlined in the plan for this classification. The owner of the property proposes a front porch, as outlined in the Heritage Impact Assessment attached as Appendix 1.

Comments

A portico flanked by shallow roofs on either side comprises the proposal. The proposed built form is simple and a product of its time, as required by the 2004 Port Credit HCD Plan. It does not detract from the contextual value of the property. As such, it should be approved.

Financial Impact

There is no financial impact resulting from the recommendation in this report.

Conclusion

The owner of the subject property proposes a front porch with an additional roofline feature. The proposal does not detract from the character of the HCD and should therefore be approved.

Heritage Advisory Committee	2019/05/14	2
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Attachments

Appendix 1: Heritage Impact Assessment



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

Prepared by: P. Wubbenhorst, Heritage Planner

HERITAGE IMPACT ASSESSMENT



44 PETER STREET SOUTH, Mississauga
Old Port Credit Village HCD

FINAL REPORT
26 APRIL 2019

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APPENDIX A: DESIGN GUIDELINES FOR ADDITIONS TO COMPLEMENTARY BUILDINGS ATTACHED

APPENDIX B: DRAWINGS OF THE PROPOSED ADDITION (LUCID HOMES) ATTACHED

APPENDIX C: LETTER FROM THE APPLICANT ATTACHED

1.0 BACKGROUND & METHODOLOGY

The subject property is located in the Old Port Credit Village Heritage Conservation District and is identified in the District Plan as a 'complementary' property. The owner proposes to construct a porch on the main elevation facing Peter Street South. There is currently no porch or covered entry on this elevation.

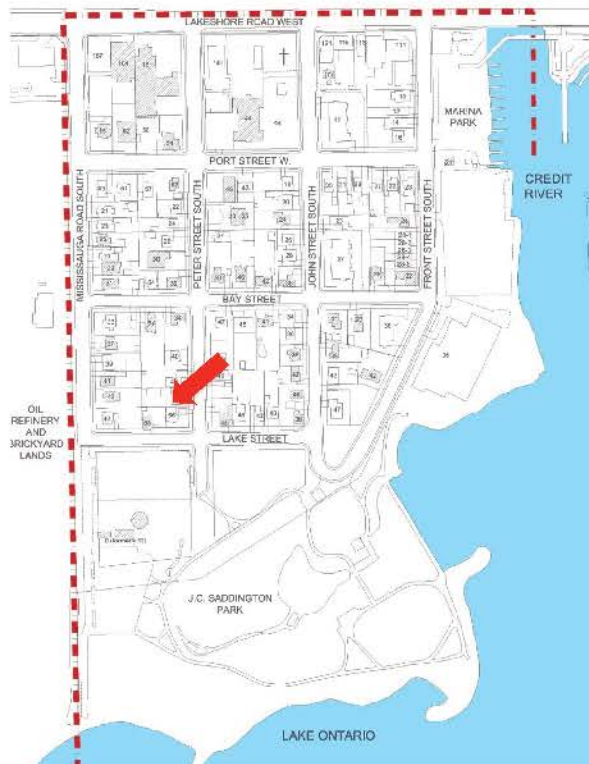
Heritage staff has permitted a *scoped Heritage Impact Assessment* because the proposed alterations are fairly minor in nature and because this is not an historic building.

2.0 HERITAGE PLANNING CONTEXT

- See Appendix A: Design Guidelines for Additions to Complementary Buildings

Old Port Credit Village Heritage Conservation District

The area defined as the Old Port Credit Heritage Conservation District generally conforms to a portion of the government-planned village plot of 1835. Areas north of Lakeshore Road West were excluded because they had been subject to extensive redevelopment. The northern boundary of the district is Lakeshore Road West, the southern boundary is Lake Ontario. The boundary to the west is Mississauga Road South and to the east, the Credit River. The District contains 42 historically significant properties and 48 complementary properties. The area contains a mix of uses including residential, institutional, commercial and open space.



Old Port Credit Village HCD - 44 Peter Street South.

Old Port Credit Village Heritage Conservation District Plan

The subject property is identified in the *Old Port Credit Heritage Conservation District Plan* (2004) as a 'complementary' building. There are 48 complementary buildings in the District. Complementary buildings are defined as:

Buildings that in terms of their height and size complement the buildings of historic interest (HCD Plan, p. 11)

The subject property contains a 2-storey single-detached dwelling that was built in the 1981. The subject dwelling contributes to the District through its built form in the following ways:

- Dwelling typology (single-detached)
- Height, scale, roof type is complementary to the District
- Lot configuration and building orientation
- Use of traditional materials (brick) and modern materials that imitate traditional materials (horizontal siding)
- Use of traditional proportions and design elements

There are no 'historic' buildings located directly adjacent to the subject property. The closest historic building is located at 34 Peter Street South. That property contains a modest 2-storey frame bungalow that has a metal canopy over the main entrance on Peter Street South.



34 Peter Street South – the closest historic property

The District Plan does not include specific design guidelines for the construction of 'front porches'. There are general design guidelines for 'additions to complementary buildings' including the following:

- Make additions that are in keeping with the building height and size that exist typically among houses in the district (HCD Plan, p. 22)

Section 5.0 of the District Plan has 15 design guidelines for 'additions to complementary buildings'. Most of these are for making large additions and are not relevant for the proposed

undertaking. The consultant has determined that the following guidelines may be relevant to the proposed undertaking for the purposes of determining impacts:

- 5.4 Identify features of your building that are worth keeping
- 5.11 Choose a gable or hip roof of medium pitch that complements your building
- 5.12 Make your addition a product of its own time
- 5.13 Keep the addition simple

3.0 LOCATION & SITE DESCRIPTION

The subject property is located on the west side of Peter Street South. It has a side driveway and a large front lawn.



44 Peter Street South, aerial view

The subject property contains a 2-storey detached residential building that was built in the 1981. It is a common suburban vernacular style that has features of the 'Colonial Revival' style, sometimes called 'Garrison Colonial' because of the overhanging 2nd floor. The Garrison style was a popular style for small suburban homes in the 1920s and 1930s. The subject property is an example of a renewed interest in that style in the 1960s-80s in a simplified form. In this period it was combined with elements associated with the 'Raised-Ranch' style of house in terms of modern cladding materials such as aluminum siding and concrete brick, open-plan split level interior and attached garage.

Elements of the subject property that are associated with this house type include the following:

- Symmetrical façade with the front door in the centre
- A rectangular plan with a low-sloped side gable roof
- An overhanging 2nd floor (a very slight overhang)

- The use of different cladding materials on the front elevation for the 1st and 2nd floors
- A pseudo 'neoclassical' treatment of the door (there are sidelights but no transom)
- Paired windows with 'faux' mullions and 'faux' wood shutters



44 Peter Street South – a common suburban vernacular that has 'Colonial Revival' and 'Raised Ranch' features.

4.0 HISTORICAL CONTEXT & HERITAGE VALUE

The historic village of Port Credit is located on land that was originally part of Range I of the Credit Indian Reserve. When the Mississaugas relocated this land was re-distributed for development. In 1835 the Government laid out a grid of streets and the Port Credit Harbour Company was formed to build a harbor at the mouth of the Credit. The earliest records in Peel County for the subject property date from 1888, likely because this land was held by the Harbour Company between 1835 and 1888.

In the 1850s, the port declined, partly due to competition from the railways and partly due to a fire that destroyed buildings in the west part of the harbour. The practice of extracting stone from the lakebed called *stonehooking* brought economic activity back to the harbor briefly, reaching its peak in the 1880s, but the supply of stone was exhausted shortly after. Industrial development near the harbor in the late 19th century had a further impact on the area.



Historic buildings in the Old Port Credit Village HCD

The Old Port Credit Heritage Conservation District has heritage value as an example of a government planned town that was laid out in a traditional grid form. It is associated with the European settlers who lived and worked here and the Mississauga First Nations who had lived at the mouth of the Credit River for over a century prior to that. Both groups had interests in the Credit Harbour Company, a joint stock company established to construct a harbor at the mouth of the Credit River. The district retains the original grid layout of 1835 and has a mix of residential, commercial and institutional buildings associated with its evolution

The subject property is an example of later 20th century residential redevelopment within the historic village. It therefore has no historical or contextual value. It has been identified as having limited architectural value as a complementary building. The modest scale, simple design and traditional materials are complementary to the scale and character of historic residential buildings in the district dating from the mid 19th to early 20th century.

5.0 PROPOSED ALTERATIONS

See Appendix B: Drawings for the Proposed Addition

See Appendix C: Letter from the Applicant

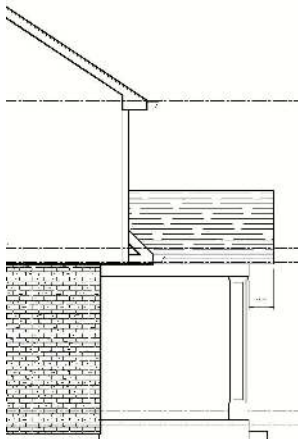
The applicant would like to add a one-storey porch to the front of their house. The purpose of the porch is to provide a covered entry and to update the look of the house. The owners feel that the main elevation is very plain and lacks architectural character and that the porch addition will improve the appearance of the house.

The owner has specific requirements that are outlined in a letter that is included as an Appendix to this report. One of the challenges of adding a porch to this type of house is the 2nd floor overhang. The most typical solutions are to build a small portico over the main entrance or to build a long porch across the whole façade.

The applicant does not want to have a deep porch that extends across the whole façade because it will block natural light entering the two windows on the main elevation. The design of the porch includes a portico in the centre with shallow roofs on either side. The purpose of this is to create a unified look across the front of the house without blocking natural light. This will reduce the visual impact of the overhang and create a more modern updated look for the house.



Front view of the proposed front porch additions [Lucid Homes] – new construction shaded in red



Side view of the proposed front porch additions [Lucid Homes]

6.0 IMPACT ON HERITAGE VALUE

The subject property is a complementary property within the District. The *District Plan* contains guidelines for additions to complementary buildings in Section 5.0. Potential conflicts with these Guidelines are identified in the chart below:

SECTION 5.0: ADDITIONS TO COMPLEMENTARY BUILDINGS	DISTRICT GUIDELINE	POTENTIAL CONFLICT
5.4	Identify features of your building that are worth keeping.	<u>NO CONFLICT</u> <ul style="list-style-type: none"> The features of the building that contribute to the character of the district are its height and scale. The proposed addition will have no impact on these features because it is a small one-storey front porch addition.
5.11	Choose a gable, hip or truncated hip roof of medium pitch that complements your building.	<u>NO CONFLICT</u> <ul style="list-style-type: none"> The proposed combination of a low-sloped roof and a medium pitch front-facing gable is similar to other front porches in the district and they complement the low-sloped side gable roof of the subject building.
5.12	Make your addition a product of its own time.	<u>NO CONFLICT</u> <ul style="list-style-type: none"> The proposed front porch will have a timber detail that reflects a contemporary trend in suburban house design
5.13	Keep the design of your addition simple.	<u>NO CONFLICT</u> <ul style="list-style-type: none"> The proposed addition is small in scale and does not have a complex form The material proposed are typical materials found elsewhere in the district The architectural detailing is limited to a timber frame detail in the gable and two square columns that support the gable

7.0 ALTERNATIVE OPTIONS

No negative impacts have been identified. Therefore no alternative options are required.

8.0 CONCLUSIONS & RECOMMENDATIONS

The subject property is identified as a complementary building within the District because of its modest height and scale. The proposed one-storey front porch addition will have no negative impact on these values. The subject dwelling is an example of later 20th century redevelopment within the District and therefore has no historical or contextual value. It has very limited architectural value because it was built in the 1981 in an outdated and derivative style that was mass-produced by builders using a standardized house plan. This modern house type did not include a front porch, a feature that is typical of historic dwellings in Ontario. Therefore, due to the fact that front porches are a common feature of historic dwellings in the District, the proposed addition will enhance the residential character of the District. It is therefore recommended that this application be approved.

9.0 QUALIFICATIONS OF THE AUTHOR

The author of this report is a member in good standing of the Canadian Association of Heritage Professionals. Formal education includes a Master of Arts in Architectural History from the University of Toronto and a diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Professional experience includes an internship at the Ontario Heritage Trust, three years as Architectural Historian and Conservation Specialist at Taylor Hazell Architects in Toronto, and 7 years in private practice in Ontario as a heritage consultant. Other relevant experience includes teaching art history at the University of Toronto and McMaster University and teaching Research Methods and Conservation Planning at the Willowbank School for Restoration Arts in Queenston. In addition to numerous heritage reports, the author has published work in academic journals such as the *Journal of the Society of Architectural Historians* and the *Canadian Historical Review*.

10.0 SOURCES

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Heritage Mississauga, "Old Port Credit Heritage Conservation District", walking tour brochure

Heritage Mississauga, "Port Credit" webpage

Hicks, K. *Port Credit; past to present* (2007)

Ontario Ministry of Tourism & Culture, *Heritage Resources in the Land Use Planning Process, Ontario Heritage Tool Kit* (2006)

Weeks, V. *Port Credit; A Glimpse of Other Days*. (1995)

APPLICABLE GUIDELINES IDENTIFIED BY THE CONSULTANT

Old Port Credit Village
Heritage Conservation District Plan

48

George Robb Architect

5.0 Design Guidelines for Additions to Complementary Buildings

5.1 How to Use the Guidelines

Forty-eight buildings have been identified as complementary to the district's buildings of historic interest. Most of the 48 complementary buildings are houses – one, one-and-a-half or two storeys tall and modest in size.

Owners of houses defined as complementary buildings may wish at some time to add floor area to their houses. The guidelines will help the owner expand the house's floor area while maintaining or improving the house's complementary contribution to the district's character.

N/A Owners are further directed to the plan's landscape conservation guidelines (Section 7.0).

APPLICABLE 5.2 Guideline: Consult City staff early.

You can benefit from staff's advice at the conceptual stage of your project, before time and expense are put into detailed plans.

N/A 5.3 Guideline: Know your building's physical condition before commencing any work.

A "conditions assessment" by a qualified professional will identify any problems with the structure or fabric of your building.

APPLICABLE 5.4 Guideline: Identify features of your building that are worth keeping.

Many of the district's complementary buildings are well-maintained. In addition to their low height and modest size, some complement the district's buildings of historic interest in terms of wall material, roof shape and pitch, or a front porch. Value the architectural features that already contribute to the district's historical character.

N/A 5.5 Guideline: Keep the height at two storeys or less.

Adding space of the same height as the existing building on the ground is easier and usually more successful than altering the existing roof line and adding another storey. Whether your addition extends your house on the ground or up in the air, the height of the house after the erection of the addition cannot exceed two storeys.

- N/A** 5.6 Guideline: Ensure that the size of the addition maintains ample open space around the house.

A characteristic of the district – one that is valued by the residents – is the landscaped open space that typically exists in front, side and rear yards. The ample private open space not only contributes significantly to the character of the village but also offers privacy to one's neighbours.

- N/A** 5.7 Guideline: Save significant trees when siting and building your addition.

Mature trees take many years to grow. They provide shade in summer, release oxygen, filter pollutants in the air, offer habitat for birds, and create a beautiful canopy. The footprint of your addition should be located away from any significant tree on your property if at all possible, and measures should be taken to protect significant trees during construction of your addition. Contact an arborist for advice.

- N/A** 5.8 Guideline: Favour rear additions over front additions.

Many lots in the district have a modest front yard setback and a deeper backyard. It may be easier to add onto the back of your house.

- N/A** 5.9 Guideline: Choose a wall material that complements buildings of historic interest but does not clash with your building.

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. The wall material you choose should be the same across the wall, not a mix of materials. It should not clash with your existing wall material if you decide to keep it, and there are perfectly sound wall materials on complementary buildings that are neither made of wood nor red brick. Pre-coloured wood siding or synthetic siding are options, and should be properly installed.

- N/A** 5.10 Guideline: Choose stock windows that are flat-headed and taller than they are wide.

The proportions of windows in the district's buildings of historic interest are taller than they are wide. They are flat-headed or with a very shallow arch. Avoid multi-paned sashes, especially the ones with snap-in muntin bars. Place any large, full-length, two-storey or picture window away from street view.

APPLICABLE 5.11 Guideline: Choose a gable, hip or truncated hip roof of medium pitch that complements your building.

Almost all of the district's buildings have gable, hip or truncated hip roofs of medium pitch. Choose one of these shapes that complements your existing roof. Asphalt shingle is the typical roof covering in the district, and should be used.

APPLICABLE 5.12 Guideline: Make your addition a product of its own time.

Your addition 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.

APPLICABLE 5.13 Guideline: Keep the design of your addition simple.

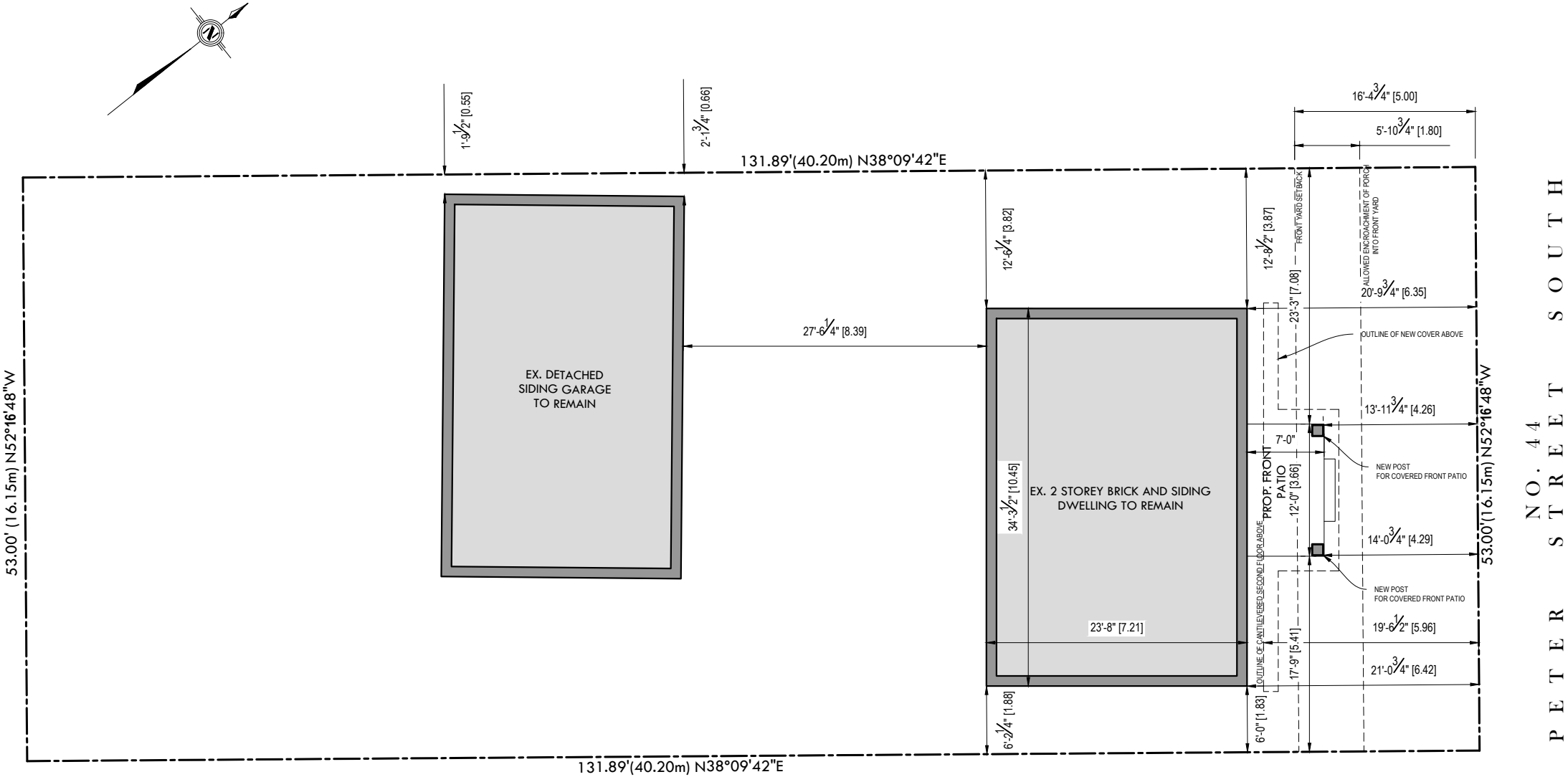
The mariners, sailors, fishermen, wharfingers, tradesmen and labourers who built the district's houses of historic interest used decoration sparingly. Ornamentation on your addition should be restrained. Avoid dramatic statements.

N/A 5.14 Guideline: Install new chimneys, vents, skylights and mechanical or electrical equipment away from street view.

Modern services are best placed where they cannot be seen by passersby on the sidewalk.

N/A 5.15 Guideline: Site your garage behind the front wall of the house.

Outbuildings 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. Access to the street from the garage is by means of a single-car driveway situated to one side of the lot. If this traditional form and placement of the garage is not feasible, an attached garage or carport should be set back from the house's front wall as far as possible.



1:100

SITE PLAN



LUCID HOMES

LUCID HOMES INC.

CUSTOM HOME AND RENOVATION DESIGN

33 HEAVEN CRES. MILTON, ON L9E 1C1

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GENERAL NOTES

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2	-	MM.DD.YYYY
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4	-	MM.DD.YYYY
5	-	MM.DD.YYYY

ISSUE LIST		
1	-	MM.DD.YYYY
2	-	MM.DD.YYYY
3	-	MM.DD.YYYY
4	-	MM.DD.YYYY
5	-	MM.DD.YYYY



DRAWING TITLE:

PARTIAL SITE PLAN

DRAWN BY: PR

CHECKED BY: -

ADDRESS: 44 PETER STREET S, MISSISSAUGA

PROJECT NO: 2019-006

SCALE: 1:100

SHEET NO.

SP

ALL CODE REFERENCES ARE REFERENCED FROM PART 9 OF THE 2012 O.B.C.

CONSTRUCTION NOTE SCHEDULE

1. WEEPER TILE

100 MM (4”) DIA. WEEPER TILE W/ 150 MM (6”) MIN. CRUSHED GRANULAR.

2. POURED CONCRETE BASEMENT SLAB

100 MM (4”) 25 MPa (3600 psi) POURED CONCRETE SLAB C/W 6 MIL. POLY. VAPOUR BARRIER OVER 2” RIGID INSULATION ON 150 MM (6”) CRUSHED GRANULAR FILL.

3.POURED CONCRETE GARAGE SLAB

100 MM (4”) 32 MPa (4640 psi) POURED CONCRETE SLAB W/ 5-8% AIR ENTRAINMENT ON 100MM (4”) COARSE GRANULAR FILL W/ COMPACTED SUB-BASE OR COMPACTED NATIVE FILL. SLOPE TO FRONT OF GARAGE MIN. 1%.

4. COLD STORAGE PORCH SLAB- FOR A MAX. 2500 MM (8'-3") PORCH DEPTH

130 MM (5”) 32 MPa (4640 psi) CONCRETE SLAB W/ 5-8% AIR ENTRAINMENT. REINFORCE W/ 10M BARS @ 200MM (8”) O.C. EACH WAY IN BOTTOM THIRD OF SLAB, 610MM x 610MM (24” x 24”) DOWELS @ 600MM (24”) O.C. ANCHORED IN PERIMETER FOUNDATION WALLS. SLOPE SLAB MIN. 1% FROM DOOR.

5. SILL PLATE

38MM x 89MM (2” x 4”) SILL PLATE W/ 13MM (1/2”) DIA. 200MM (8”) LONG ANCHOR BOLTS EMBEDDED MIN. 100MM (4”) INTO CONCRETE FOUNDATION WALL @ 2400MM (7'-10”) O.C. PROVIDE CAULKING OR 25MM (1”) MIN. MINERAL WOOL B/W SILL PLATE AND TOP OF CONCRETE FOUNDATION WALL. USE NON-SHRINK GROUT TO LEVEL SILL PLATE WHERE REQUIRED.

6. WOOD IN CONTACT WITH CONCRETE

WOOD FRAMING MEMBERS THAT ARE NOT PRESSURE TREATED AND IN CONTACT WITH CONCRETE THAT IS LESS THAN 150 MM (6”) ABOVE GRADE OR CONCRETE SLAB SHALL BE PROTECTED WITH 6 MIL. POLYETHYLENE FILM OR 45 LB (NO. 50) ROLL ROOFING DAMPPROOFING BETWEEN WOOD AND CONCRETE.

7. BEAM BEARING

PROVIDE BEAM POCKET OR 200MM x 250MM (8” x 10”) POURED CONCRETE NIB WALL. MIN. BEARING TO BE 90MM (3-1/2”).

8. FOUNDATION WALL REDUCTION/ REVERSE CHECK

WHERE THE TOP OF A FOUNDATION WALL IS REDUCED IN THICKNESS TO PERMIT THE INSTALLATION OF FLOOR JOISTS, THE REDUCED SECTION SHALL BE NOT MORE THAN 350MM (14”) AND NOT LESS THAN 90MM (3-1/2”) THICK.

9. FLOOR EXPOSED TO EXTERIOR

PROVIDE RSI 5.46 (R31) INSULATION, 6 MIL. POLY. VAPOUR BARRIER AND CONT. TYVEK AIR BARRIER W/ PREF. SOFFIT.

10. FLOOR CONSTRUCTION

PROVIDE 7/8” SUBFLOOR SHEATHING SCREWED AND GLUED TO FLOOR JOISTS. ALL FLOOR IN RESIDENTIAL OCCUPANCIES TO BE FINISHED AND OR WATER RESISTANT AS PER 9.30.1.1 AND 9.30.1.2. REFER TO 9.30.6 FOR CERAMIC TILE APPLICATION. PROVIDE 38MM x 38MM (2” x 2”) CROSS BRACING OR SOLID BLOCKING @ 2100MM (6'-11”) O.C. MAX. ALL JOISTS TO BE STRAPPED W/ 19MM x 64MM (1” x 3”) @ 2100MM (6'-11”) O.C. UNLESS A PANEL TYPE CEILING FINISH IS APPLIED.

11. EXTERIOR/INTERIOR STAIRS

AT LEAST ONE STAIR BETWEEN EACH FLOOR LEVEL WITHIN A DWELLING UNIT, AND EXTERIOR STAIRS AND REQUIRED EXIT STAIRS SERVING A SINGLE DWELLING UNIT, SHALL HAVE A WIDTH OF NOT LESS THAN 860MM (2'-0”). MINIMUM HEIGHT OVER STAIRS AND LANDING WITHIN DWELLING UNITS SHALL BE 1950MM (6'-5”). THE VERTICAL HEIGHT BETWEEN ANY LANDINGS SHALL NOT EXCEED 3700 MM (12'-2”).

MAX. RISE: 200MM (7-7/8”)
MIN. RISE: 125MM (4-7/8”)
MAX. RUN: 355MM (14”)
MIN. RUN: 210M (8-1/4”)
MAX. TREAD: 355MM (14”)
MIN. TREAD; 235 (9-1/4”)

ANGLED STAIRS SHALL HAVE AN AVERAGE RUN OF NOT LESS THAN 200MM (7-7/8”) AND A MIN. RUN OF 150MM (5-7/8”).

12. PRECAST STEPS

PRECAST CONCRETE STEP NOT MORE THAN 2 RISERS SHALL BE INSTALLED ON GRADE.

13. EXTERIOR/INTERIOR GUARDS

INTERIOR GUARDS: 900MM (2'-11”) MIN.
EXTERIOR GUARDS: 900MM (2'-11”) MIN. FOR A GRADE DIFFERENCE LESS THAN 1800 MM (6'-0”). 1070MM (3'-6”) MIN. FOR A GRADE DIFFERENCE MORE THAN 1800 MM (6'-0”)

HANDRAILS AT LANDING TO HAVE A MIN. HEIGHT OF 900MM (2'-11”). HANDRAILS AT STAIRS TO HAVE A MIN. HEIGHT OF 800MM (2'-7”). MIN. ONE HANDRAIL SHALL BE PROVIDED WITH STAIRS HAVING A WIDTH LESS THAN 1100MM (3'-7”). TWO HANDRAILS SHALL BE PROVIDED WITH STAIRS HAVING A WIDTH GREATER THAN 1100MM (3'-7”).

14. TWO STOREY VOLUME SPACES

PROVIDE 2-38MM x140MM (2-2” x 6”) SPRUCE NO. 2 CONTINUOUS STUDS @ 300MM (1'-0”) O.C. FOR BRICK AND 400MM (1'-4”) O.C. FOR SIDING C/W 9.6MM (3/8”) EXTERIOR GRADE PLYWOOD SHEATHING. PROVIDE SOLID WOOD BLOCKING BETWEEN WOOD STUDS @ 1220MM (4'-0”) O.C. VERTICALLY.

FOR HORIZONTAL DISTANCES NOT EXCEEDING 2900MM (9'-6”), PROVIDE 38MM x 140MM (2” x 6”) WOOD STUDS @ 400MM (1'-4”) O.C. C/W 3-38MM x 184MM (3-2” x 8”) CONT. HEADER AT GROUND FLOOR CEILING LEVEL TOE NAILED & GLUED AT TOP PLATES, BOTTOM PLATES AND HEADERS.

15. INTERIOR GARAGE PARTITION

13MM (1/2”) GYPSUM WALL BOARD ON INTERIOR PARTITION AND CEILING BETWEEN HOUSE AND GARAGE. PROVIDE RSI 3.34 (R22) IN WALLS AND RSI 5.46 (R31) IN CEILING. TAPE, SEAL AND STRUCTURALLY SUPPORT ALL JOINTS IN ORDER TO BE GAS TIGHT.

16. INTERIOR GARAGE MAN DOOR

DOOR AND FRAME TO BE GAS-PROOFED. DOOR TO BE EQUIPPED W/ SELF CLOSING DEVICE AND WEATHER STRIPPING.

17. DRYER EXHAUST

CAPPED DRYER EXHAUST VENTED TO EXTERIOR. DUCTS SHALL CONFORM TO PART 6 OF THE O.B.C.

18. MECHANICAL EXHAUST FAN

MECHANICAL EXHAUST FAN VENTED TO EXTERIOR TO PROVIDE AT LEAST ONE AIR CHANGE PER HOUR. PROVIDE DUCT SCREEN AS PER 9.32.3.12.

19. DIRECT VENT FURNACE TERMINAL

DIRECT VENT FURNACE TERMINAL MIN. 900 MM (2'-11”) FROM A GAS REGULATOR, MIN. 300MM (1'-0”) ABOVE FINISHED GRADE, AWAY FROM ALL OPENINGS AND AWAY FROM EXHAUST AND INTAKE VENTS. HRV INTAKE TO BE MIN. 1830MM (6'-0”) FROM ALL EXHAUST TERMINALS. REFER TO LOCAL GAS UTILIZATION CODE.

20. DIRECT VENT GAS FIREPLACE

DIRECT VENT GAS FIREPLACE VENT TO BE A MIN. OF 300MM (1'-0”) ABOVE FINISHED GRADE, AWAY FROM ALL OPENINGS AND AWAY FROM EXHAUST AND INTAKE VENTS. REFER TO LOCAL GAS UTILIZATION CODE. FIREPLACE TO COMPLY WITH CAN/ULC-S610-M “FACTORY BUILT FIREPLACES” INSTALLED WITH EXHAUST AS PER MANUFACTURER'S SPECIFICATIONS.

21. ATTIC ACCESS HATCH

500MM x 700MM (1'-8” x 2'-4”) ATTIC ACCESS HATCH W/ WEATHERSTRIPPING AND RSI 10.56 (R60) RIGID INSULATION BAKING.

22. FIRE RESISTANCE FOR EXPOSING BUILDING FACE

EXTERIOR WALLS TO HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 45 MIN WHERE LIMITING DISTANCES ARE LESS THAN 1200MM (3'-11”). WHERE THE LIMITING DISTANCE IS LESS THAN 600MM (1'-11”), THE EXPOSING BUILDING FACE SHALL BE CLAD IN NON-COMBUSTIBLE MATERIAL. INSTALL MIN 15.9MM TYPE X GYPSUM BOARD INSIDE.

23. STUD WALL REINFORCEMENT

PROVIDE WOOD BLOCKING REINFORCEMENT TO STUD WALLS FOR FUTURE GRAB BAR INSTALLATION IN MAIN BATHROOM AS PER OBC 9.5.2.3. GRAB BAR TO BE 840MM - 920MM (2'-9” - 3'-0”) A.F.F. BEHIND TOILET AND 840MM (2'-9”) A.F.F. ON THE WALL OPPOSITE TO THE ENTRANCE TO THE BATHTUB OR SHOWER.

24. CONSTRUCTION JOINT

PROVIDE ONE ROW OF 10M DOWELS SPACED 16” O.C. VERTICALLY. SET DOWELS 8” IN 5/8” DRILLED HOLES FILLED WITH EPOXY RESIN IN EXISTING FOUNDATION WALL. ALLOW FOR 16” DOWEL PROJECTION INTO PROPOSED WALL. WATERPROOF AND SEAL JOINT ON EXTERIOR FACE OF CONCRETE FOUNDATION WALL.

25.ROOF CONSTRUCTION

210 (10.25KG/SQ. M.) 40 YEAR OLD ASPHALT SHINGLES, 13MM (1/2”) PLYWOOD SHEATHING WITH “H” CLIPS ON APPROVED PRE-ENGINEERED WOOD TRUSSES OR CONVENTIONAL FRAMING AS PER PLAN. PROVIDE APPROVED EAVES PROTECTION EXTENDING 900MM (3'-0”) FROM EDGE OF ROOF AND MIN. 300MM (1'-0”) BEYOND INNER FACE OF EXTERIOR WALL. PROVIDE 38MM x 89MM (2” x 4”) TRUSS BRACING @ 1830MM (6'-0”) O.C. @ BOTTOM CHORD

26. ROOF INSULATION

RSI 10.56 (R60) [RSI 5.46 (R31) FOR CEILING WITHOUT ATTIC SPACE] ROOF INSULATION AND APPROVED 6 MIL. POLY. VAPOUR BARRIER, 16MM (5/8”) INTERIOR DRYWALL FINISH OR APPROVED EQUAL.

27. STEP FOOTINGS

POURED CONCRETE STEP FOOTINGS TO HAVE A MIN. HORIZONTAL STEP OF 600MM (1'-11 5/8”). VERTICAL STEP TO HAVE MAX. 600MM ((1'-11 5/8) STEP ON FIRM SOIL.

28. ROOF VENTILATION

ROOF VENTILATION AS PER 9.19.1.
VENT AREA SHALL BE NO LESS THAN 1/300 OF THE INSULATED CEILING AREA.
WHERE THE ROOF SLOPE IS LESS THAN 1 IN 6 OR IN ROOFS THAT ARE CONSTRUCTED WITH ROOF JOISTS, THE UNOBSTRUCTED VENT AREA SHALL BE NO LESS THAN 1/150 W/ NO LESS THAN 25% OF THE REQUIRED OPENINGS LOCATED AT THE TOP OF SPACE AND NO LESS THAN 25% LOCATED AT THE BOTTOM OF THE SPACE.
NO LESS THAN 63MM OF SPACE SHALL BE PROVIDED BETWEEN TOP OF INSULATION AND UNDERSIDE OF ROOF SHEATHING.
FULL 60 SQ IN OF NET FREE VENTILATING AREA (NFA) PER VENT.

29. FLAT ROOFS

CONFORMING TO C.G.S.B. 37-GP-56M
"MEMBRANE, MODIFIED, BITUMINOUS, PREFABRICATED, AND REINFORCED FOR ROOFING", 19MM (3/4") PLYWOOD SHEATHING WITH "H" CLIPS, ROOF FRAMING AS PER PLAN W/ PREF. ALUM. R.W.L.

30. SLAB THICKENING

SLAB UNDER LOAD BEARING WALLS SUPPORTING STAIR LANDINGS TO BE THICKENED TO 12" WITH 16" BOTTOM AND ANGELED MAX 45" TO HORIZONTAL SLAB.

GENERAL NOTES

TRUSSES

FOR RENOVATION PROJECTS WHERE PROPOSED ROOF TRUSSES ARE INTENDED TO ALIGN WITH EXISTING ROOF OWNER/BUILDER TO CONFIRM ALL DIMENSIONS WITH REGARDS TO TRUSS DESIGN.

WINDOWS

ALL WINDOW SIZES ON DRAWINGS REFER TO FINISHED DIMENSIONS. PLEASE REFER TO WINDOW MANUFACTURER'S SPECIFICATIONS FOR ALL REQUIRED ROUGH OPENING SIZES.

MINIMUM BEDROOM WINDOW (O.B.C. 9.7.1.3.)

AT LEAST ONE BEDROOM WINDOW ON A GIVEN FLOOR IS TO HAVE MIN. 0.35 SQ. M. UNOBSTRUCTED GLAZED OR OPENABLE AREA WITH MIN. CLEAR WIDTH OF 380 MM (1'-3").

BEDROOMS SHALL HAVE A MINIMUM UNOBSTRUCTED GLASS AREA OF 5% OF AREA SERVED AS PER TABLE 9.7.2.3.

WINDOW GUARDS (O.B.C. 9.7.1.6.)

A GUARD IS REQUIRED WHERE THE TOP OF THE WINDOW SILL IS LOCATED LESS THAN 480 MM (1'-7”) ABOVE FINISHED FLOOR AND THE DISTANCE FROM THE FINISHED FLOOR TO THE ADJACENT GRADE IS GREATER THAN 1800 MM (5'-11")

WINDOW OVER STAIRS AND LANDINGS (9.7.5.3.)

A GUARD IS REQUIRED WHERE THE TOP OF THE WINDOW SILL IS LOCATED LESS THAN 900MM (2'-11”) ABOVE THE SURFACE OF THE TREAD, RAMP OR LANDING.

LUMBER

ALL LUMBER SHALL BE SPRUCE NO. 2 GRADE, UNLESS NOTED OTHERWISE

STUDS SHALL BE STUD GRADE SPRUCE, UNLESS NOTED OTHERWISE

LUMBER EXPOSED TO THE EXTERIOR TO BE SPRUCE NO. 2 GRADE PRESSURE TREATED OR CEDAR, UNLESS NOTED OTHERWISE

ALL LAMINATED VENEER LUMBER (LVL) BEAMS, GIRDER TRUSSES, AND METAL HANGER CONNECTIONS SUPPORTING ROOF FRAMING TO BE DESIGNED AND CERTIFIED BY TRUSS MANUFACTURER.

LVL BEAMS SHALL BE 3.0E WS MICRO-LAM LVL (FB=2800 PSI MIN.) OR EQUIVALENT. NAIL EACH PLY OF LVL WITH 89 MM (3-1/2”) LONG COMMON WIRE NAILS @ 300 MM (1'-0”) O.C. STAGGERED IN 3 ROWS FOR GREATER DEPTHS AND FOR 4 PLY MEMBERS ADD 13 MM (1/2”) DIA. GALVANIZED BOLTS BOLTED AT MID-DEPTH OF BEAM @ 915 MM (3'-0”) O.C.

PROVIDE TOP MOUNT BEAM HANGERS TYPE "SCL" MANUFACTURED BY MGA CONNECTOR LTD. OR EQUAL FOR ALL LVL BEAM TO BEAM CONNECTIONS UNLESS NOTED OTHERWISE.

JOIST HANGERS: PROVIDE METAL HANGERS FOR ALL JOISTS AND BUILT-UP WOOD MEMBERS INTERSECTING FLUSH BUILT-UP WOOD MEMBERS.

WOOD FRAMING NOT TREATED WITH WOOD PRESERVATIVE, OR IN CONTACT WITH CONCRETE SHALL BE SEPARATED FROM THE CONC. BY AT LEAST 2 MIL. POLYETHYLENE FILM NO.50 (45 LBS) ROLL FORMING OR OTHER DAMPPROOFING MATERIAL, EXCEPT WHERE THE WOOD MEMBER IS AT LEAST 150 MM (6") ABOVE THE GROUND.

TERMITE AND DECAY PROTECTION

IN LOCATIONS WHERE TERMITES ARE KNOWN TO OCCUR, CLEARANCE BETWEEN STRUCTURAL WOOD ELEMENTS AND THE FINISHED GROUND LEVEL DIRECTLY BELOW THEM SHALL BE NOT LESS THAN 450MM (17-3/4") AND ALL SIDES OF SUPPORTING ELEMENTS SHALL BE VISIBLE TO INSPECTION.

STRUCTURAL WOOD ELEMENTS SUPPORTED BY WOOD ELEMENTS IN CONTACT WITH THE GROUND OR OVER EXPOSED BARE SOIL SHALL BE PRESSURE TREATED WITH CHEMICAL THAT IS TOXIC TO TERMITES.

STEEL

STRUCTURAL STEEL SHALL CONFORM TO CAN/CSA-G40-21 GRADE 300W. HOLLOW STRUCTURAL SECTIONS SHALL CONFORM TO CAN/CSA-G40-21 GRADE 350W CLASS "H".

REINFORCING STEEL SHALL CONFORM TO CSA-G30-18M GRADE 400R

SMOKE ALARM (REFER O.B.C. 9.10.19.) ■ S.A.

SMOKE ALARMS CONFORMING TO CAN/ULC-S531, "SMOKE ALARMS", SHALL BE INSTALLED IN EACH DWELLING UNIT AND IN EACH SLEEPING ROOM NOT WITHIN A DWELLING UNIT (9.10.19.1.).

THE SOUND PATTERNS OF SMOKE ALARMS SHALL MEET THE TEMPORAL PATTERN OF ALARM SIGNALS, OR BE A COMBINATION OF TEMPORAL PATTERN AND VOICE RELAY (9.10.19.2.).

SMOKE ALARMS INSTALLED SHALL BE INSTALLED SO THAT THERE IS AT LEAST ONE SMOKE ALARM INSTALLED ON EACH STOREY, INCLUDING BASEMENTS. THEY SHALL BE INSTALLED IN EACH SLEEPING ROOM, AND IN A LOCATION BETWEEN THE SLEEPING ROOMS AND THE REMAINDER OF THE STOREY, A SMOKE ALARM SHALL BE INSTALLED IN THE HALLWAY.

WHERE MORE THAN ONE ONE SMOKE ALARM IS REQUIRED IN A DWELLING UNIT, THE SMOKE ALARMS SHALL BE WIRED SO THAT THE ACTIVATION OF ONE ALARM WILL CAUSE ALL ALARMS WITHIN THE DWELLING UNIT TO SOUND (9.10.19.5.).

SMOKE ALARM SHALL HAVE A VISUAL COMPONENT AS REQUIRED BY OBC 9.10.19.1.(2).

CARBON MONOXIDE ALARMS (REFER TO O.B.C. 9.33.4.) ♦ C.M.

WHERE A FUEL BURNING APPLIANCE IS INSTALLED IN A SUITE OF A RESIDENTIAL OCCUPANCY, A CARBON MONOXIDE ALARM SHALL BE INSTALLED ADJACENT TO EACH SLEEPING AREA IN THE SUITE. AN ALARM SHALL BE INSTALLED ADJACENT TO EACH SLEEPING REA IN EVERY SUITE OF RESIDENTIAL OCCUPANCY THAT IS ADJACENT TO THE SERVICE ROOM OR STORAGE GARAGE.

INSTALL ALARMS AT MANUFACTURER'S RECOMMENDED HEIGHT, OR IN THE ABSENCE OF SPECIFIC, ON OR NEAR THE CEILING.

A CARBON MONOXIDE ALARM SHALL BE PERMANENTLY CONNECTED TO AN ELECTRICAL CIRCUIT AND SHALL HAVE NO DISCONNECT SWITCH BETWEEN THE OVERCURRENT DEVICE AND THE CARBON MONOXIDE ALARM. ALL CARBON MONOXIDE ALARMS ARE TO BE INTERCONNECTED SO THAT ITS ACTIVATION WILL ACTIVATE ALL ALARMS WITHIN THE SUITE.

ALARMS SHALL BE EQUIPPED SO THAT IT IS AUDIBLE WITHIN BEDROOMS WHEN THE INTERVENING DOORS ARE CLOSED AND CONFORM TO CAN/CSA-6.19, "RESIDENTIAL CARBON MONOXIDE ALARMING DEVICES", OR UL 2034, "SINGLE AND MULTIPLE STATION CARBON MONOXIDE ALARMS".

9.20.2 MASONRY UNITS

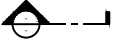




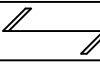





9.20.2.1 MASONRY UNIT STANDARDS

MASONRY UNITS SHALL COMPLY WITH,

ASTM C73, “CALCIUM SILICATE BRICK (SAND-LIME BRICK)”, ASTM C126, “CERAMIC GLAZED STRUCTURAL CLAY FACING TILE, FACING BRICK, AND SOLID MASONRY UNITS”, ASTM C212, “STRUCTURAL CLAY FACING TILE”, CAN/CSA-A82.1-M, “BURNED CLAY BRICK (SOLID MASONRY UNITS MADE FROM CLAY OR SHALE)”, CSA A82.4-M, “STRUCTURAL CLAY LOAD-BEARING WALL TILE”, CSA A82.5-M, “STRUCTURAL CLAY NON-LOAD-BEARING TILE”, CAN3-A82.8-M, “HOLLOW CLAY BRICK”, CAN/CSA-A165.1, “CONCRETE BLOCK MASONRY UNITS”, CAN/CSA-A165.2, “CONCRETE BRICK MASONRY UNITS”, CAN/CSA-A165.3, “PREFACED CONCRETE MASONRY UNITS”, OR CAN3-A165.4-M, “AUTOCLATED CELLULAR UNITS”.

ABBREVIATIONS

AB.	AIR BARRIER	MIN.	MINIMUM
ALUM.	ALUMINUM	O.C.	ON CENTER
B/W	BETWEEN	PLFA	POINT LOAD FROM
C.J.	CEILING JOIST	ABOVE	
C.L.	CENTERLINE	PREF.	PREFINISHED
CONC.	CONCRETE	PREP.	PREPARATION
DIA.	DIAMETER	P.T.	PRESSURE TREATED
D.J.	DOUBLE JOIST	R.J.	ROOF JOIST
E.G.	EXTERIOR GRADE	R.R.	ROOF RAFTERS
E.T.	EAVESTROUGH	R.V.	ROOF VENT
E.V.	EXHAST FAN	T.J.	TRIPLE JOIST
F.J.	FLOOR JOIST	TYP.	TYPICAL
F.R.	FIRE RATING	U.S.	UNDERSIDE
F.R.R.	FIRE RESITANCE	V.B.	VAPOUR BARRIER
G.T.	GIRDER TRUSS	W/	WITH
LDG.	LEDGER		
MAX.	MAXIMUM		

DRAWING LEGEND	 SECTION CALL OUT
 POINT LOAD FROM ABOVE	 C.M. CARBON MONOXIDE ALARM
 BEAM LOCATION	 S.A. SMOKE ALARM
 FRAMING CALL OUT	 BEAM X BEAM CALL OUT
 STEEL COLUMN	 X WALL TAG
 I-JOIST SECTION	 CONSTRUCTION NOTE




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DRAWING TITLE: GENERAL NOTES

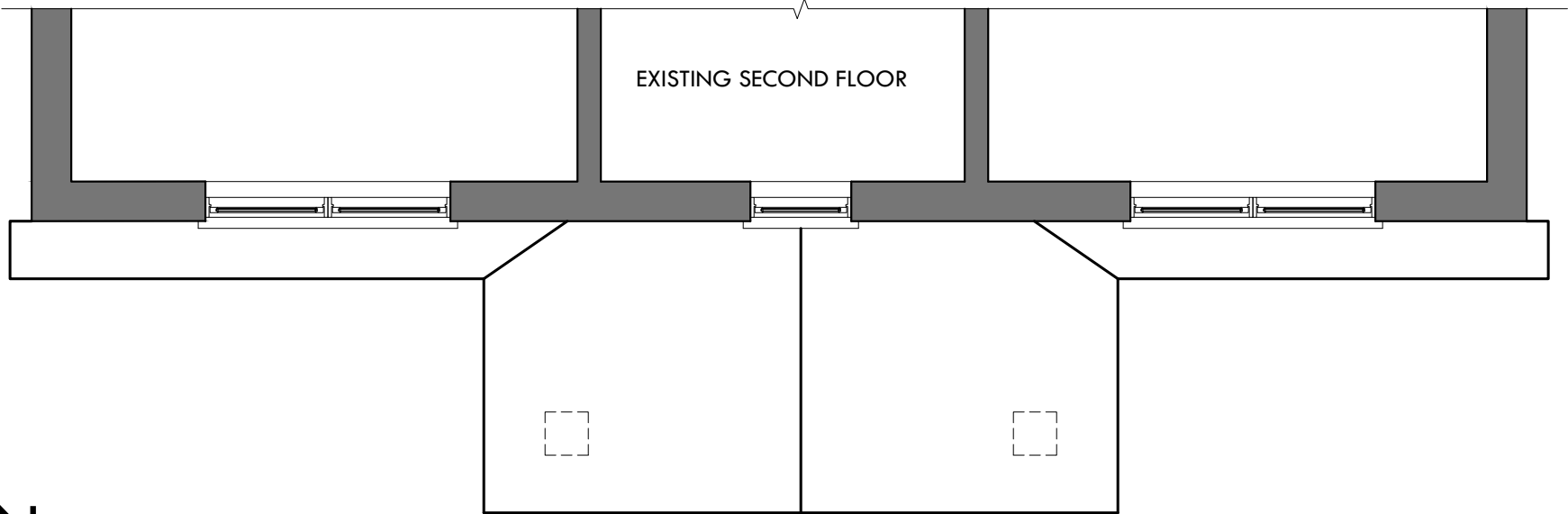
DRAWN BY: PR CHECKED BY: -

ADDRESS: 44 PETER STREET S, MISSISSAUGA

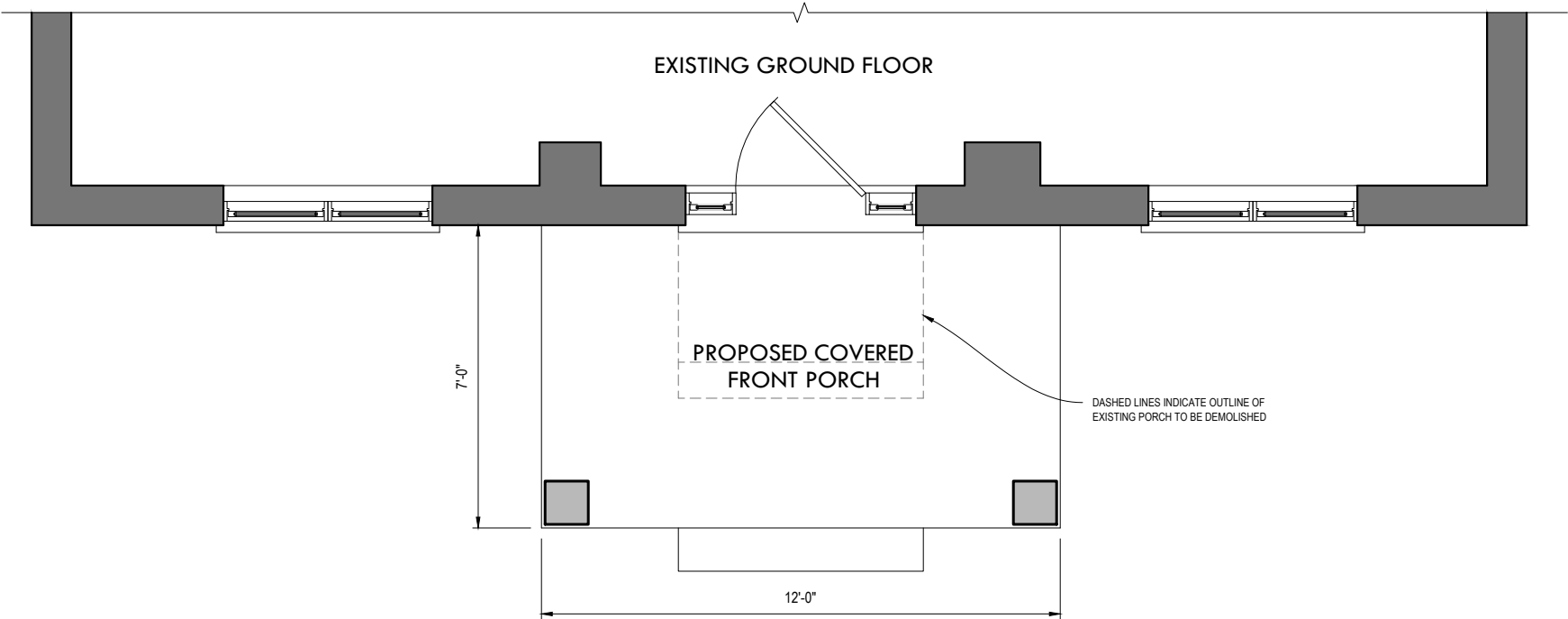
PROJECT NO: 2019-006 SCALE: -

SHEET NO. A001

1/4"=1'-0"
SECOND FLOOR PLAN



1/4"=1'-0"
GROUND FLOOR PLAN



SOIL
FOUNDATIONS TO BEAR ON NATURAL
UNDISTURBED SOIL. BEARING SOIL CAPACITY
OF 75 kPA MIN. TO BE VERIFIED BY
CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/8" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/ 1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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DRAWING TITLE: FLOOR PLANS
DRAWN BY: PR **CHECKED BY:** -
ADDRESS: 44 PETER STREET S, MISSISSAUGA
PROJECT NO: 2019-006 **SCALE:** 1/4" : 1'-0"
SHEET NO.

A100



1/4"=1'-0"
FRONT ELEVATION

SOIL

FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/8" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/ 1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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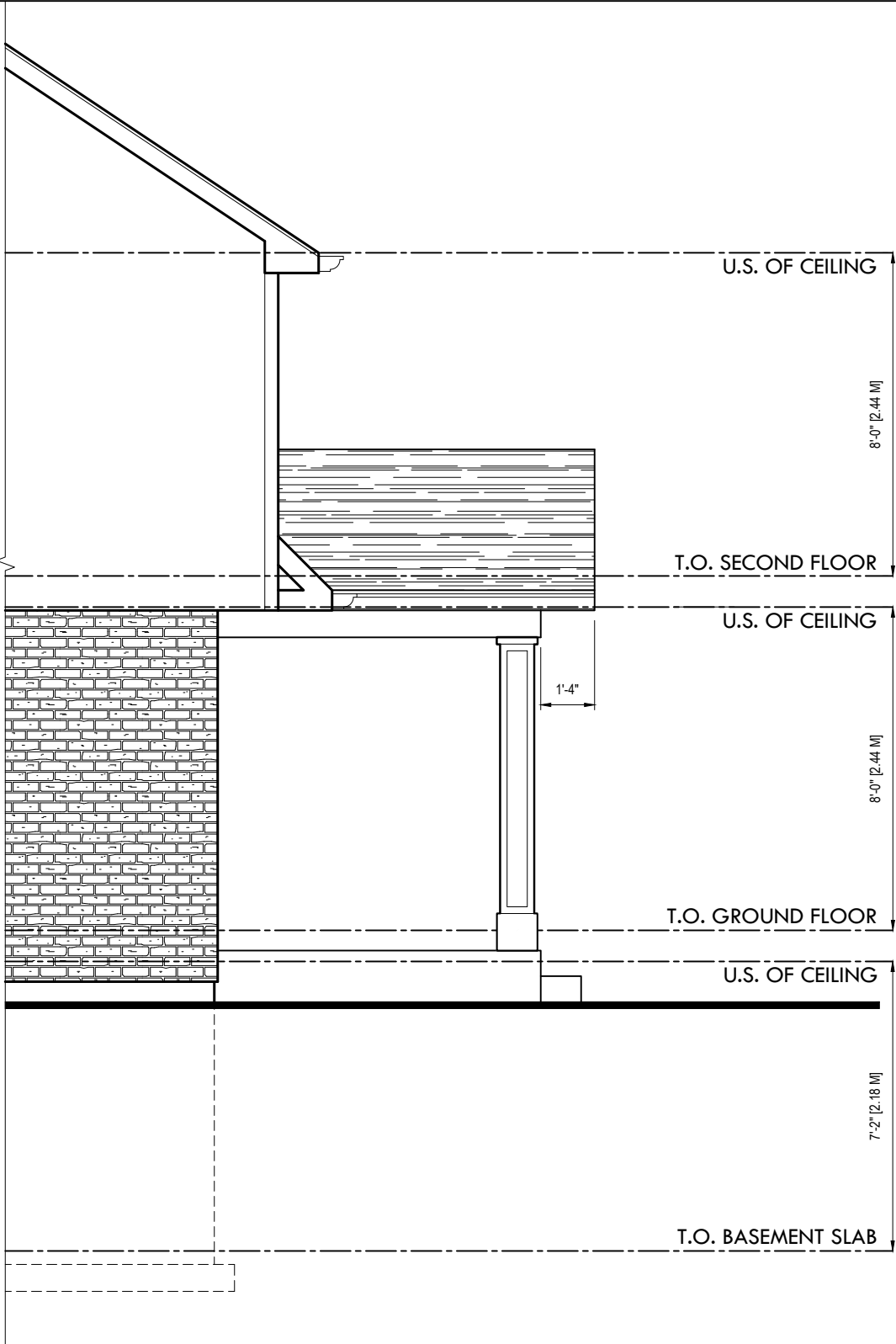
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DRAWING TITLE: FRONT ELEVATION
DRAWN BY: PR **CHECKED BY:** -
ADDRESS: 44 PETER STREET S, MISSISSAUGA
PROJECT NO: 2019-006 **SCALE:** 1/4" : 1'-0"
SHEET NO.

A200



1/4"=1'-0"

SIDE ELEVATION

SOIL		STEEL LINTEL		POST SCHEDULE		LEDGER SCHEDULE	
FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION		SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL	P1	2-2" x 4" BUILT-UP WOOD POST	LDG	PROVIDE 2-2" x 6" W/ 1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
BEAM SCHEDULE		SL2	4" x 3 1/2" x 1/4" STEEL LINTEL	P2	3-2" x 4" BUILT-UP WOOD POST		
		SL3	5" x 3 1/2" x 3/8" STEEL LINTEL	P3	4-2" x 4" BUILT-UP WOOD POST		
		SL4	5" x 3 1/2" x 3/8" STEEL LINTEL	P4	2-2" x 6" BUILT-UP WOOD POST		
		SL5	6" x 4 x 3/8" STEEL LINTEL	P5	3-2" x 6" BUILT-UP WOOD POST		
		SL6	7" x 4" x 1/2" STEEL LINTEL	P6	4-2" x 6" BUILT-UP WOOD POST		
				P7	2-2" x 8" BUILT-UP WOOD POST		
B1	3-2" x 6" WOOD BEAM			P8	3-2" x 8" BUILT-UP WOOD POST		
B2	4-2" x 6" WOOD BEAM			P9	4-2" x 8" BUILT-UP WOOD POST		
B3	3-2" x 8" WOOD BEAM						
B4	4-2" x 8" WOOD BEAM						
B5	3-2" x 10" WOOD BEAM						
B6	4-2" x 10" WOOD BEAM						
B7	3-2" x 12" WOOD BEAM						
B8	4-2" x 12" WOOD BEAM						



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DRAWING TITLE: SIDE ELEVATION AND SECTION
DRAWN BY: PR **CHECKED BY:** -
ADDRESS: 44 PETER STREET S, MISSISSAUGA
PROJECT NO: 2019-006 **SCALE:** 1/4" : 1'-0"
SHEET NO. **A201**

To: The Heritage Advisory Committee

Request to construct a front porch with overhangs on either side of the porch at:

44 Peter St. S. (Ward 1) (Private Dwelling)

My husband and I live in the Old Port Credit Heritage District. While we live in an historical neighbourhood, our home is not historical, but described by the city as contributing or complementary. We have lived in the neighbourhood for 43 years and have lived in our current home for 35 years. I might add that I was very much involved and supportive of the heritage designation of our community attending many meetings.

When we moved into our home 35 years ago we always felt that the front of the house was lacking in detail and looked more like the front of an apartment building. Our goal was always to add some sort of porch to the front of the house. The developer that built our house also built our neighbour's house and we were told that he was running out of money when it came to finishing our house, which was quite apparent. Hence a 2' by 3' cement stoop is our front porch.

After raising two children in our home and making the decision to stay here for our retirement years we are now ready to make a more appealing façade a reality. We would like to put a porch on the front of our house approx. 12' across with two overhangs on either side to tie in with the new porch. The overhangs would also help to make the second story jut out (cantilever) at the front of the house tie in better with the design and tidy up that part of the facade. In warmer weather this area seems to attract

cobwebs and bugs which are not very attractive and an awful chore to keep cleaning. We opted for not putting a porch all the way across the front, as it would make the inside of our home much darker. We also chose a vaulted ceiling on the porch open at the front to allow as much light as possible to enter the porch area.

We have chosen a contractor who has worked in our neighbourhood and he referred us to an architect who designed exactly what we wanted. We hope the Heritage Advisory Committee will consider our enclosed plans for approval. A Heritage Impact Assessment has also been included to support our planned project.

Regards,

[REDACTED]

44 Peter St. S.

Mississauga (Ward 1)

[REDACTED]

[REDACTED]

City of Mississauga

Corporate Report



Date: 5/14/2019

To: Chair and Members of Heritage Advisory Committee

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

Originator's files:

Meeting date:
6/4/2019

Subject

Request to Alter a Heritage Designated Property: 43 Mississauga Road South (Ward 1)

Recommendation

That the request to alter the heritage designated property at 43 Mississauga Road South, as per the Corporate Report from the Commissioner of Community Services, dated May 14, 2019 be approved.

Background

The City designated the Old Port Credit Village Heritage Conservation District (HCD) under Part V of the Ontario Heritage Act in 2004. The 2004 plan remains in effect due to a Local Planning Appeal Tribunal (LPAT) appeal. The subject property is included in the district and identified as a "building of historic interest" however in 2012 an application to replace the single detached dwelling with a detached garage was approved. The owner of the property proposes to demolish the existing balcony and construct a patio cover above an existing patio area, as outlined in the drawings attached as Appendix 1.

Comments

The proposed patio cover will be located in the rear of the property, it will not be seen from the road nor will it negatively impact any heritage feature of the "historic interest" of the property. As such, it should be approved.

Financial Impact

There is no financial impact resulting from the recommendation in this report.

Conclusion

The proposed patio cover will be located in the rear of the property and will not detract from the historic value of the property. As such, it should be approved.

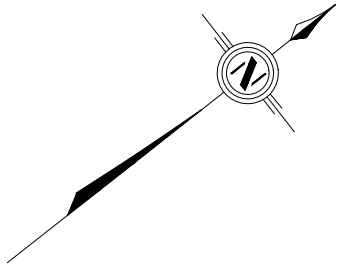
Attachments

Appendix 1: Drawings

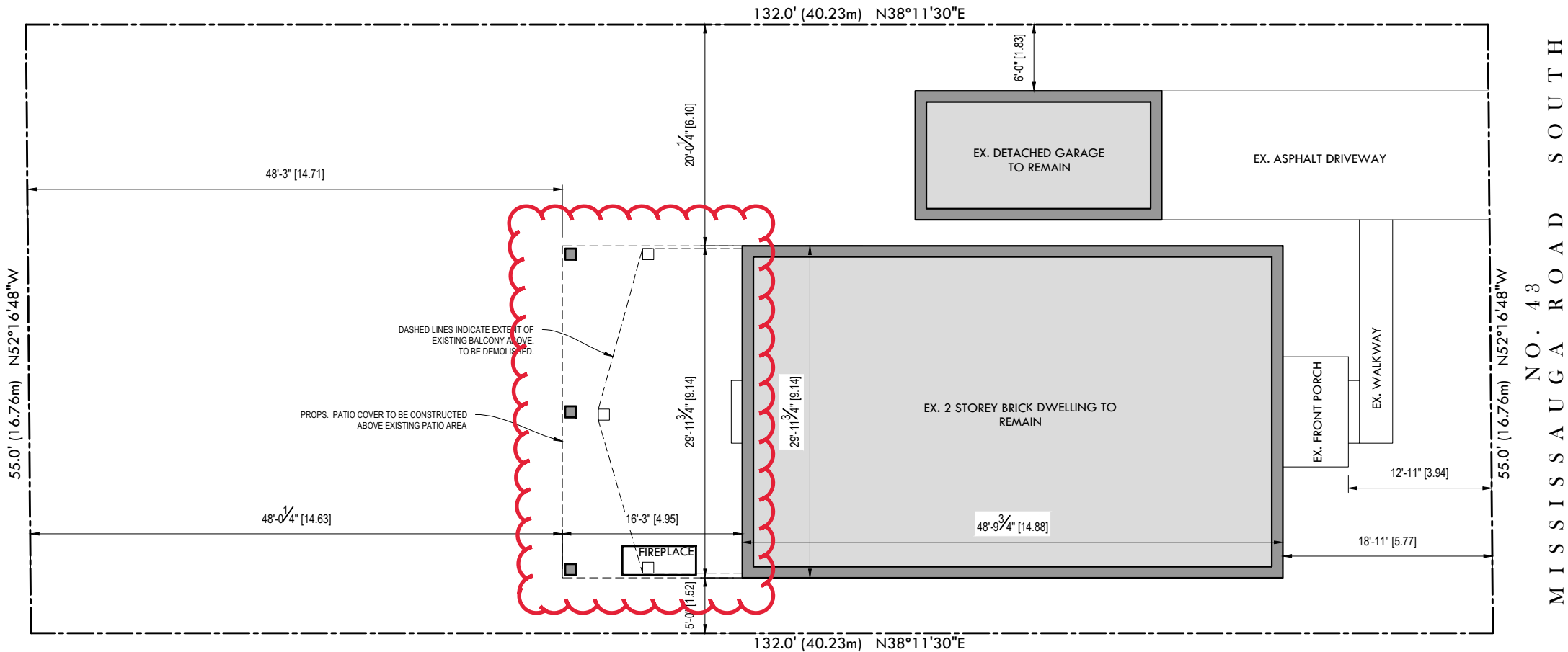


Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Brooke Herczeg, Heritage Analyst



SITE STATISTICS	
LOT AREA:	673.80 SQM
<u>LOT COVERAGE</u>	
EXISTING BALCONY: (TO BE REMOVED)	37.70 SQM
EXISTING DWELLING:	138.88 SQM
EXISTING DETACHED GARAGE:	23.78 SQM
EXISTING PORCH:	37.70 SQM
PROPOSED COVER FOR EX. PATIO:	45.27 SQM
TOTAL:	245.63 SQM (36.45%)



1:150
SITE PLAN



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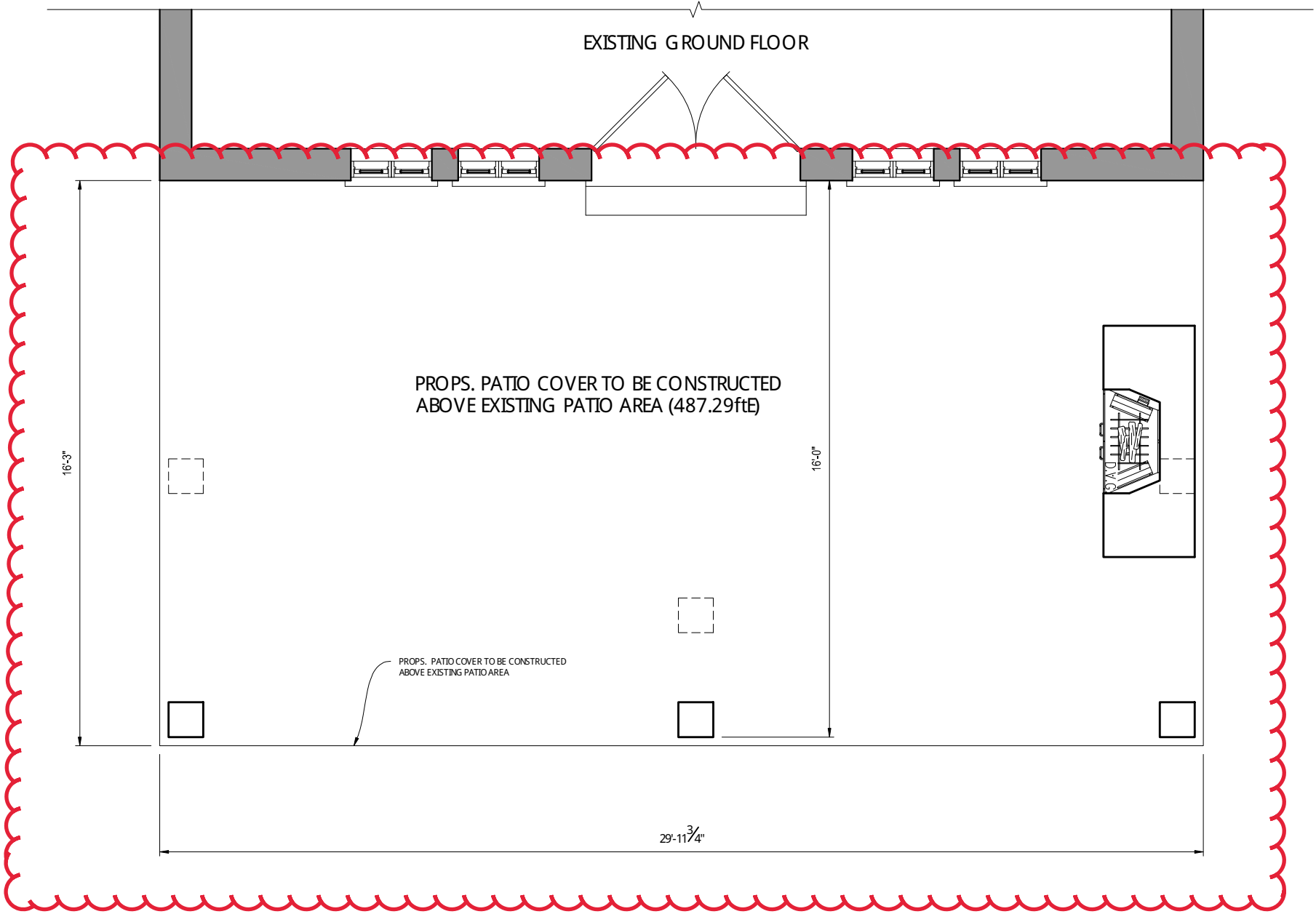
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DRAWING TITLE: PARTIAL SITE PLAN
DRAWN BY: MA **CHECKED BY:** PR
ADDRESS: 43 MISSISSAUGA ST S, MISSISSAUGA
PROJECT NO: 2019-007 **SCALE:** 1:150
SHEET NO.

SP



1/4"=1'-0"

GROUND FLOOR PLAN

SOIL

FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/16" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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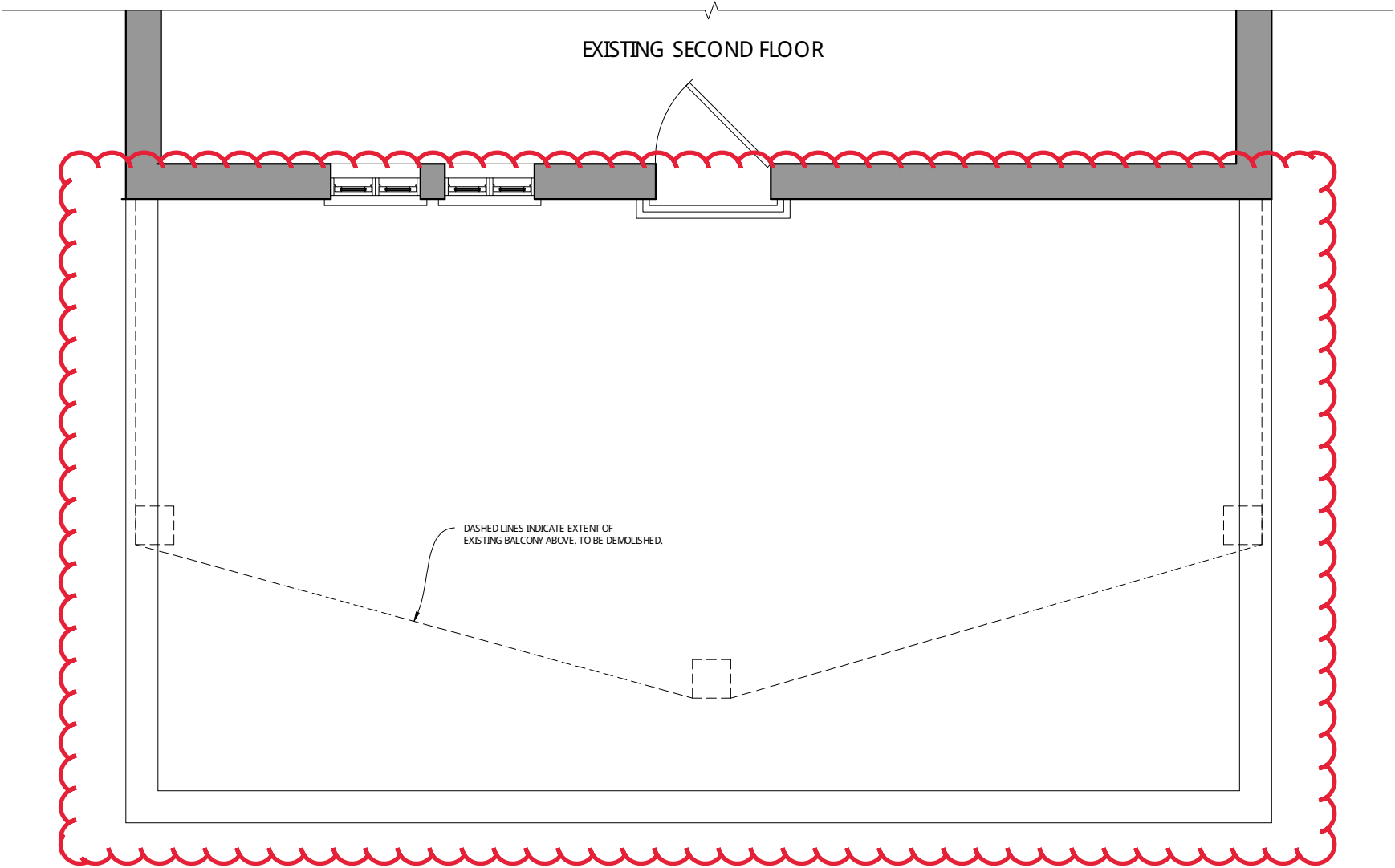
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DRAWING TITLE: FLOOR PLANS
DRAWN BY: PR CHECKED BY: -
ADDRESS: 43 MISSISSAUGA ST S, MISSISSAUGA
PROJECT NO: 2019-007 SCALE: 1/4" = 1'-0"
SHEET NO. A101



1/4"=1'-0"

SECOND FLOOR PLAN

SOIL

FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/16" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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LUCID HOMES

LUCID HOMES INC.
CUSTOM HOME AND RENOVATION DESIGN
33 HEAVEN CRES. MILTON, ON L9E 1C1
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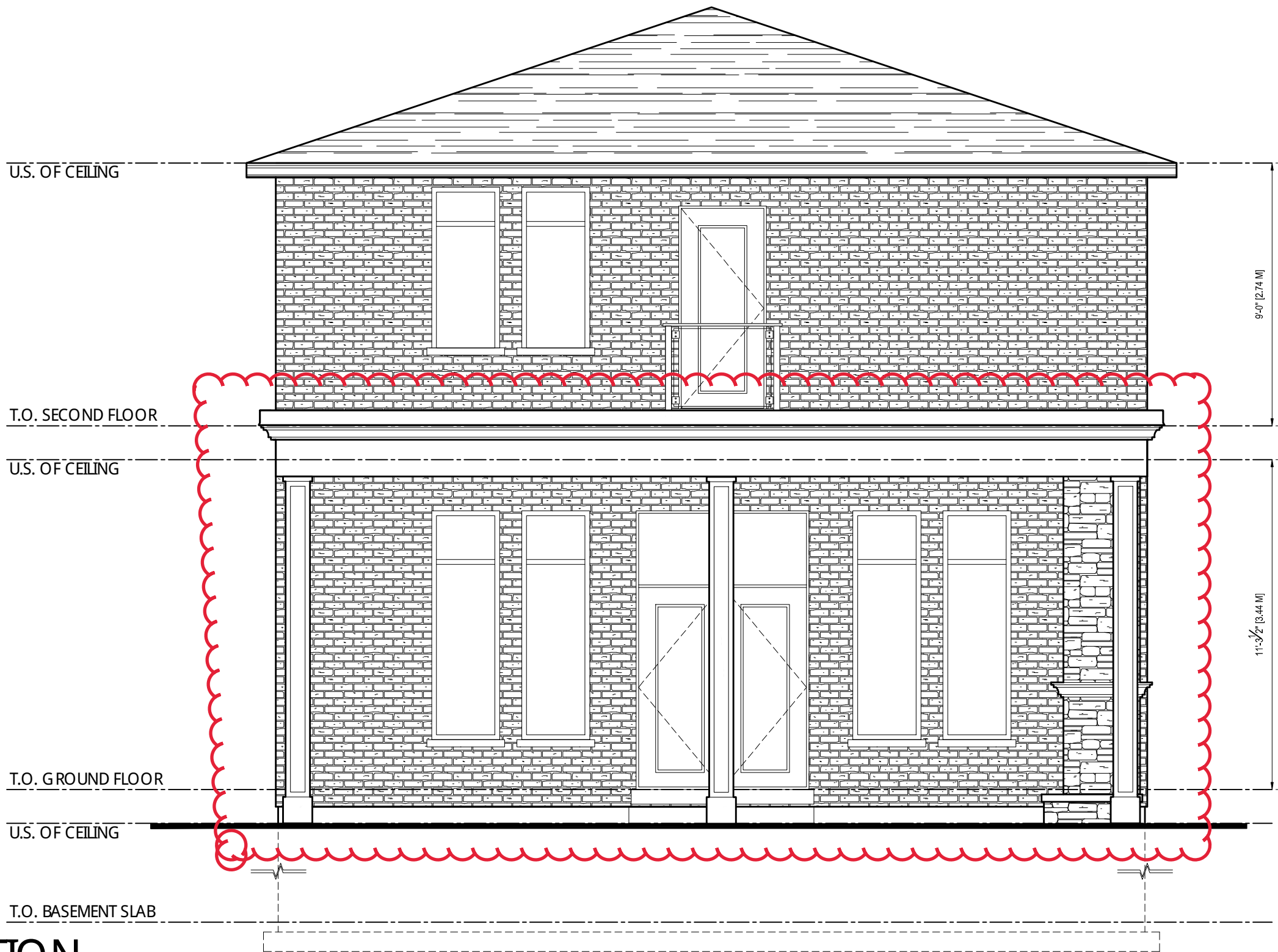
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DRAWING TITLE: FLOOR PLANS
DRAWN BY: PR CHECKED BY: -
ADDRESS: 43 MISSISSAUGA ST S, MISSISSAUGA
PROJECT NO: 2019-007 SCALE: 1/4" = 1'-0"
SHEET NO. A102



FRONT ELEVATION

SOIL

FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/8" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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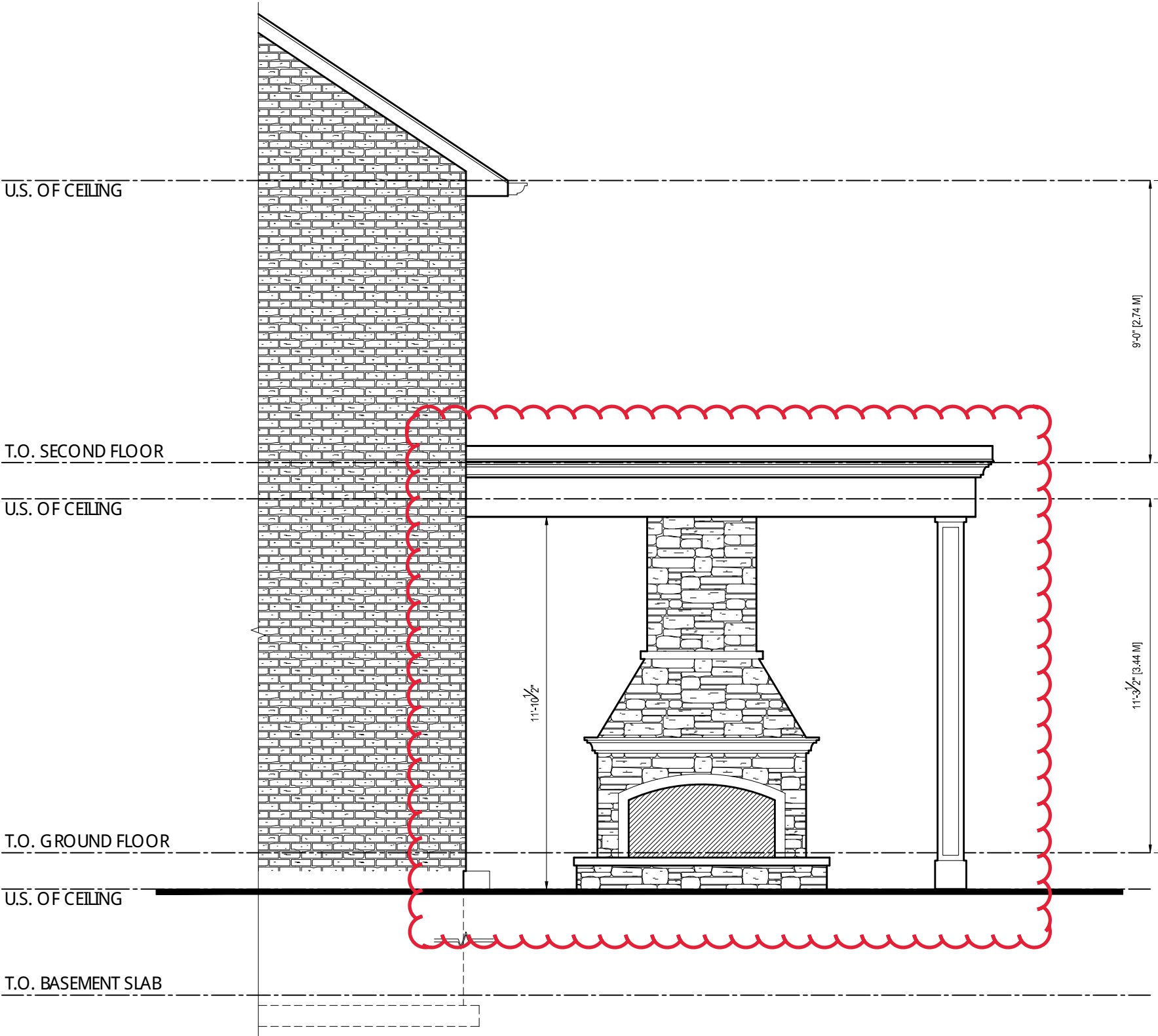
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DRAWING TITLE: FRONT ELEVATION
DRAWN BY: PR CHECKED BY: -
ADDRESS: 43 MISSISSAUGA ST S, MISSISSAUGA
PROJECT NO: 2019-007 SCALE: 1/4" = 1'-0"
SHEET NO. A200



1/4"=1'-0"
SIDE ELEVATION

SOIL

FOUNDATIONS TO BEAR ON NATURAL UNDISTURBED SOIL. BEARING SOIL CAPACITY OF 75 kPA MIN. TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

BEAM SCHEDULE

B1	3-2" x 6" WOOD BEAM
B2	4-2" x 6" WOOD BEAM
B3	3-2" x 8" WOOD BEAM
B4	4-2" x 8" WOOD BEAM
B5	3-2" x 10" WOOD BEAM
B6	4-2" x 10" WOOD BEAM
B7	3-2" x 12" WOOD BEAM
B8	4-2" x 12" WOOD BEAM

STEEL LINTEL

SL1	3 1/2" x 3 1/2" x 1/4" STEEL LINTEL
SL2	4" x 3 1/2" x 1/4" STEEL LINTEL
SL3	5" x 3 1/2" x 3/16" STEEL LINTEL
SL4	5" x 3 1/2" x 3/8" STEEL LINTEL
SL5	6" x 4 x 3/8" STEEL LINTEL
SL6	7" x 4" x 1/2" STEEL LINTEL

POST SCHEDULE

P1	2-2" x 4" BUILT-UP WOOD POST
P2	3-2" x 4" BUILT-UP WOOD POST
P3	4-2" x 4" BUILT-UP WOOD POST
P4	2-2" x 6" BUILT-UP WOOD POST
P5	3-2" x 6" BUILT-UP WOOD POST
P6	4-2" x 6" BUILT-UP WOOD POST
P7	2-2" x 8" BUILT-UP WOOD POST
P8	3-2" x 8" BUILT-UP WOOD POST
P9	4-2" x 8" BUILT-UP WOOD POST

LEDGER SCHEDULE

LDG	PROVIDE 2-2" x 6" W/1/2" LAG BOLTS ANCHORED TO TOP OF CONCRETE FOUNDATION WALL @ 2'-0" O.C.
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DRAWING TITLE: SIDE ELEVATION AND SECTION
DRAWN BY: PR CHECKED BY: -
ADDRESS: 43 MISSISSAUGA ST S, MISSISSAUGA
PROJECT NO: 2019-007 SCALE: 1/4" = 1'-0"
SHEET NO. A201