

HERITAGE IMPACT ASSESSMENT

&

CULTURAL LANDSCAPE HERITAGE IMPACT ASSESSMENT

70 Mississauga Road South & 181 Lakeshore Road West

Project # 16-206-01
Prepared by MM / JT / EM

ERA

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Issued: 2018-11-02

Cover Image: Aerial rendering of the Subject Site.
(Source: Port Credit West Village Master Plan, Urban Design
Study & Planning Justification Report)

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EXECUTIVE SUMMARY

This combined Heritage Impact Assessment (HIA) and Cultural Landscape Heritage Impact Assessment (CLHIA) revises earlier combined submissions prepared by ERA Architects dated August 25, 2017 and March 1, 2018. This report has been prepared on behalf of the Port Credit West Village Partners for the property municipally known as 70 Mississauga Road South & 181 Lakeshore Road West (the 'Subject Site' or 'the Property') to assess the impact of a proposed new development on the Mississauga Road Scenic Route Cultural Landscape and adjacent recognized heritage properties.

The Subject Site is listed on the City of Mississauga Heritage Register as it forms part of the Mississauga Road Scenic Route Cultural Landscape (70 Mississauga Road South & 181 Lakeshore Road West) and for its historical/associative value (70 Mississauga Road South). The Subject Site is considered adjacent, as defined in the Provincial Policy Statement, 2014, to two properties designated under Part IV of the Ontario Heritage Act (OHA) at 305 Lakeshore Road West & 37 Mississauga Road South. The Subject Site is also adjacent to the western boundary of the Old Port Credit Village Heritage Conservation District ('the HCD').

The proposed development, as indicated in the revised conceptual Master Plan, produced by Giannone Petricone Architects dated November 2, 2018 alters the Subject Site and its relationship to recognized heritage resources by adding a road network, a series of residential and mixed-use buildings, and new public parkland to the property.

This report finds that the built-form proposed within the Subject Site responds to the scale of the adjacent Old Port Credit Village HCD (including the Part IV designated property at 37 Mississauga Road South) and the Part IV designated property at 305 Lakeshore Road West. The proposed road alignment and block pattern within the Subject Site also creates continuity with the existing road network east of Mississauga Road South. Further, contemplated improvements to the public realm along the eastern perimeter of the Subject Site (the west side of Mississauga Road South) enhances the landscape design and scenic and visual quality of the Mississauga Road Scenic Route Cultural Landscape, while responding to the historic character of the Old Port Credit Village HCD.

As such, the proposed development plan does not adversely impact the Old Port Credit Village HCD, the Mississauga Scenic Route Cultural Landscape, or the designated properties at 305 Lakeshore Road West & 37 Mississauga Road South.

1 INTRODUCTION

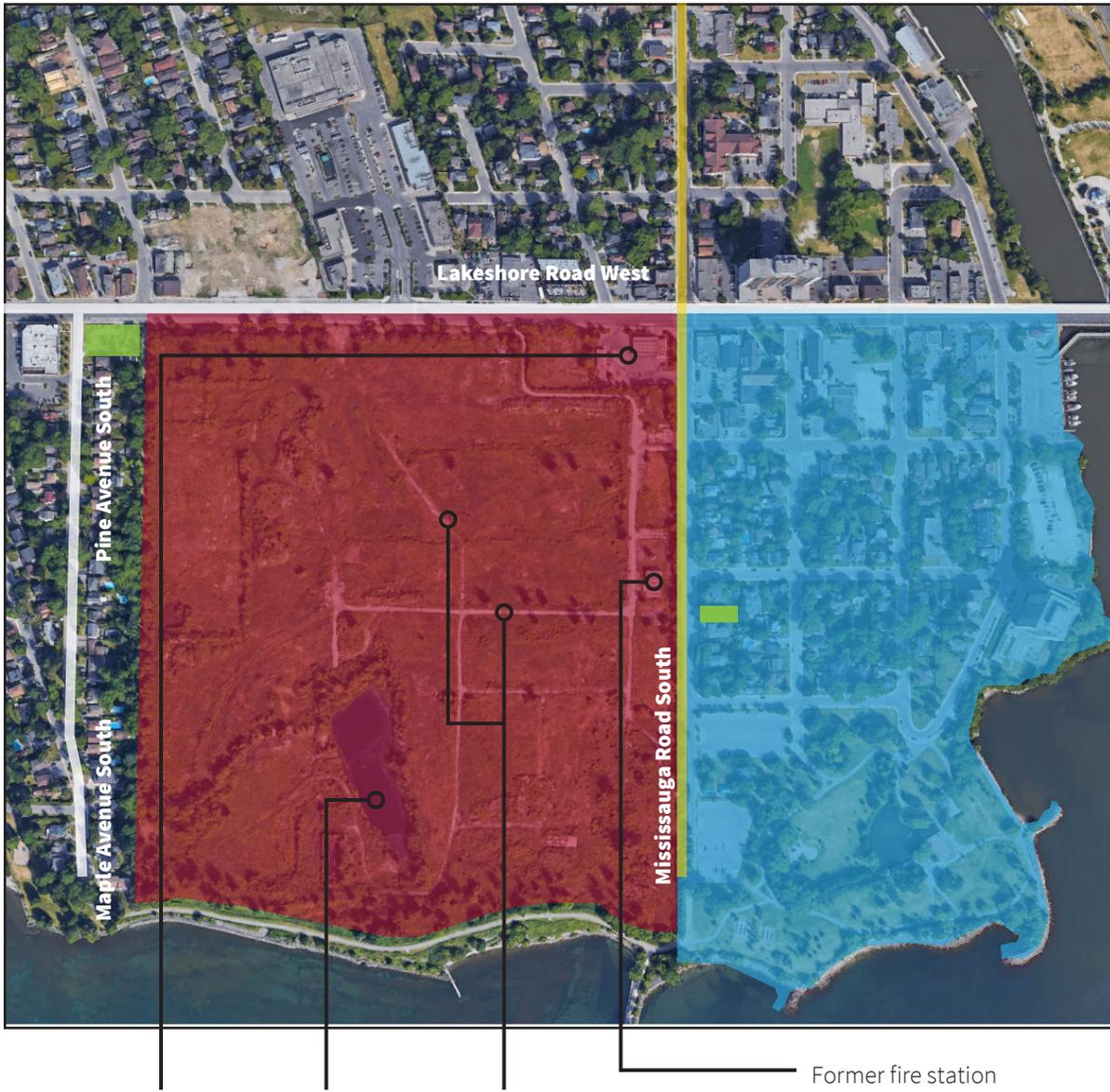
1.1 Scope of the Report

This revised combined HIA and CLHIA has been prepared by ERA Architects Inc. to assess the impacts of a development plan proposed for 70 Mississauga Road South & 181 Lakeshore Road West on the Mississauga Road Scenic Route Cultural Landscape and adjacent recognized heritage properties.

The purpose of both an HIA and a CLHIA, according to both documents' terms of reference is to 1) determine the impacts to known and potential heritage resources within a defined area proposed for future development, and 2) to make recommendations toward mitigation measures that would minimize negative impacts to those resources.

1.2 Present Client Contact

Port Credit West Village Partners
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Vacant one-storey service station and commercial car wash at 181 Lakeshore Road West

Shale pit

Remnants of the privately-owned internal road network

Former fire station

1. Aerial Map showing the Subject Site in red (prior to remediation), the adjacent Part IV designated properties at 305 Lakeshore Road West and 37 Mississauga Road South in green, the Old Port Credit Village HCD in blue & the Mississauga Scenic Route Cultural Landscape in yellow (Source: Google Maps, annotated by ERA Architects)

1.3 Site Location and Description

The Subject Site is rectangular in shape and consists two properties municipally known as 70 Mississauga Road South and 181 Lakeshore Road West. The Subject Site is bound to the south by a strip of waterfront land not subject to this application, to the east by Mississauga Road South, to the north by Lakeshore Road West and a series of low-rise residential properties to the west that front Maple Avenue South & Pine Avenue South.

70 Mississauga Road South

All structures on 70 Mississauga Road South associated with its former use as an oil refinery and petrochemical storage facility were demolished following the decommissioning of the property in 1985 with the exception of a former privately-owned fire station located along the eastern perimeter of 70 Mississauga Road South. The building is rectangular in plan with a large, metal garage door found along both the east and west elevations.

The 70 Mississauga Road South property contains remnants of a privately owned asphalt road network with two points of access along Mississauga Road South and one point of access along Lakeshore Road West. In addition to the privately-owned road network and former fire station, the property contains a shale pit associated with the former Port Credit Brick Company. The shale pit is currently filled with water and contains a collapsed metal framework associated with the former oil refinery and petrochemical storage facility. The entirety of the property is fenced-off and secured. In late 2017, site preparation commenced involving tree removal, clearing and grubbing. A remediation program began in early 2018.

181 Lakeshore Road West

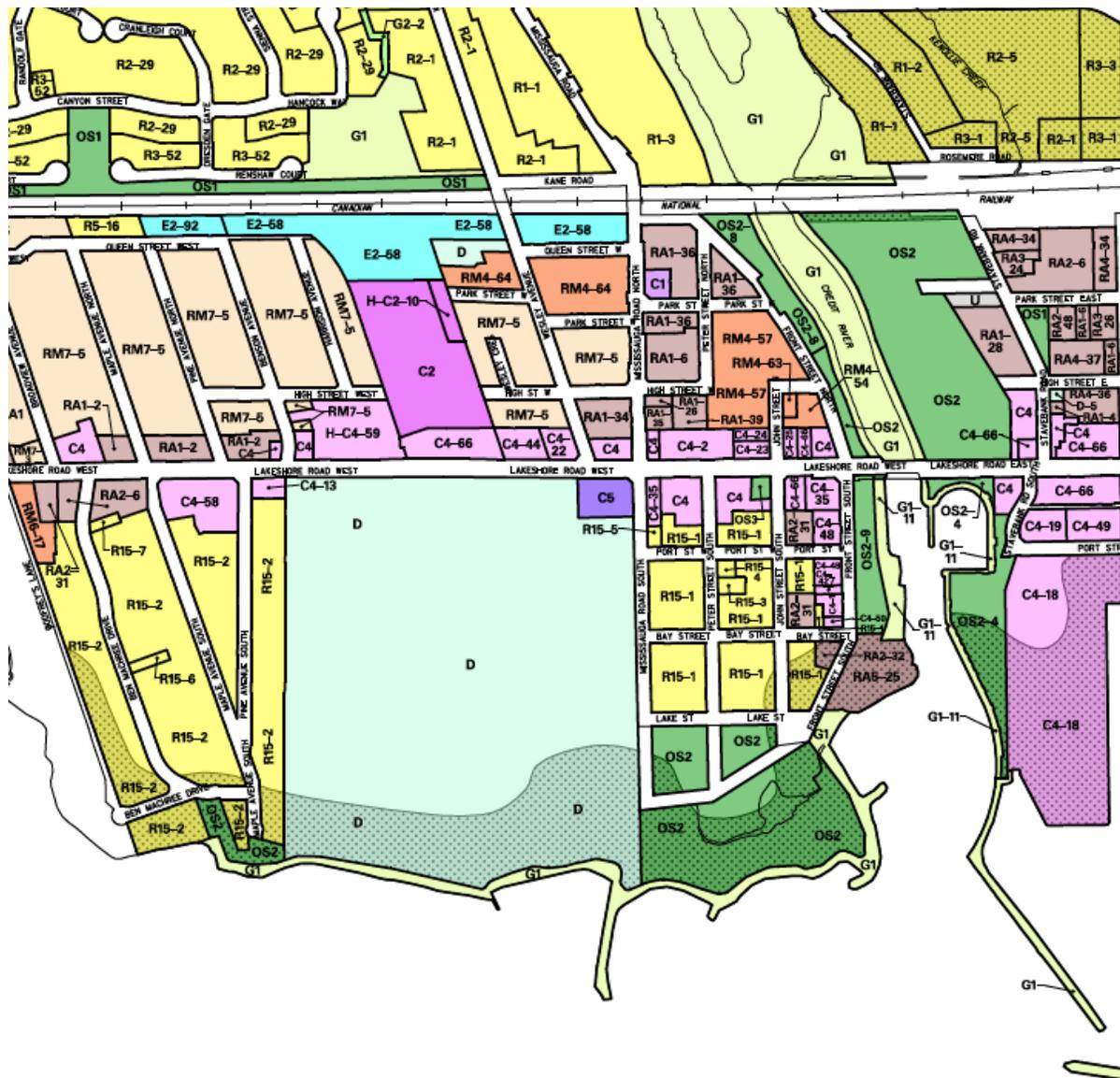
A vacant one-storey service station and commercial car wash are currently located at 181 Lakeshore Road West. Access to the property is achieved from Lakeshore Road West and Mississauga Road South. The the property is fenced-off and secured.

Built-form Context

The surrounding built form context includes a mixture of building types and uses including low-rise residential properties fronting Pine Avenue South & Maple Avenue South to the west as well as Mississauga Road South to the west. Multi-storey residential properties and low-rise mixed-use properties front Lakeshore Road West.

See Section 1.4 for photo-documentation of the Subject Site.

City of Mississauga Zoning Map



LAKE ONTARIO

2. Colour Zoning Map (Map 08 - Schedule 'B' by By-law No. 0225-2007). The Subject Site, indicated in red, is zoned 'Development' (70 Mississauga Road South) and C5 'Motor Vehicle Commercial' (181 Lakeshore Road West). Adjacent properties are zoned for a variety of land-uses (see figure 3 for a legend) (Source: City of Mississauga, annotated by ERA Architects)

ZONING BY-LAW 0225-2007

ZONING CATEGORIES	ZONES	ZONING DESCRIPTIONS
Residential	R1 – R16	Detached Dwellings
	RM1, RM2, RM3	Semi-Detached Dwellings
	RM7	Detached, Semi-Detached, Duplex, Triplex Dwellings
	RM4, RM5, RM6	Townhouse Dwellings
	RM8, RM9	Horizontal Multiple Dwellings
	RA1, RA2, RA3, RA4, RA5	Apartment, Long Term Care, Retirement Dwellings
Office	O	Office
Commercial	C1	Convenience Commercial
	C2	Neighbourhood Commercial
	C3	General Commercial
	C4	Mainstreet Commercial
	C5	Motor Vehicle Commercial
City Centre	CC1	Retail Core Commercial
	CC2	Mixed Use
	CC3	Mixed Use – Transition Area
	CC4	Mixed Use /Mixed Use – Transition Area
	CCOS	City Centre Open Space
Employment	E1	Business Employment in Nodes
	E2	Business Employment
	E3	Industrial
Open Space	OS1	Community Park
	OS2	City Park
	OS3	Cemetery
Greenlands	G1	Natural Hazards
	G2	Natural Features
		Greenlands Overlay
Parkway Belt	PB1, PB2	Parkway Belt
Utility	U	Utility
Institutional	I	Hospital and University /College
Development	D	Existing Use
Buffer	B	Buffer /Berm /Fence
Airport	AP	Lester B. Pearson International Airport

3. Legend for the Colour Zoning map (see figure 2) (Source: City of Mississauga)

1.4 Site and Context Photographs

70 Mississauga Road South - Perimeter Conditions



4. A partial view of the Subject Site as seen from the north side of Lakeshore Road West. The fence seen in the image above runs along the entire perimeter of the Subject Site. The conditions seen in the image above are typical of the northern perimeter of the Subject Site, 2017 (Source: ERA Architects)



5. Looking south along Mississauga Road South. The Subject Site is visible to the right. The conditions seen in the image above are typical of the eastern perimeter of the Subject Site, 2017 (Source: ERA Architects)



6. A partial view of the Subject Site as seen from the trail that runs along its southern edge (the trail is not part of the OPA/ZBA submission) . The fence seen in the image above runs along the entire perimeter of the Subject Site. The conditions seen in the image above are typical of the southern perimeter of the Subject Site, 2017 (Source: ERA Architects)

70 Mississauga Road South - Interior Conditions



TheCanningtonGroup
UAV Services

Mississauga Site Map
July 08, 2018

7. Aerial image of the Subject Site following the extent of remediation work as of July 2018. (Source: Diamond Corp)



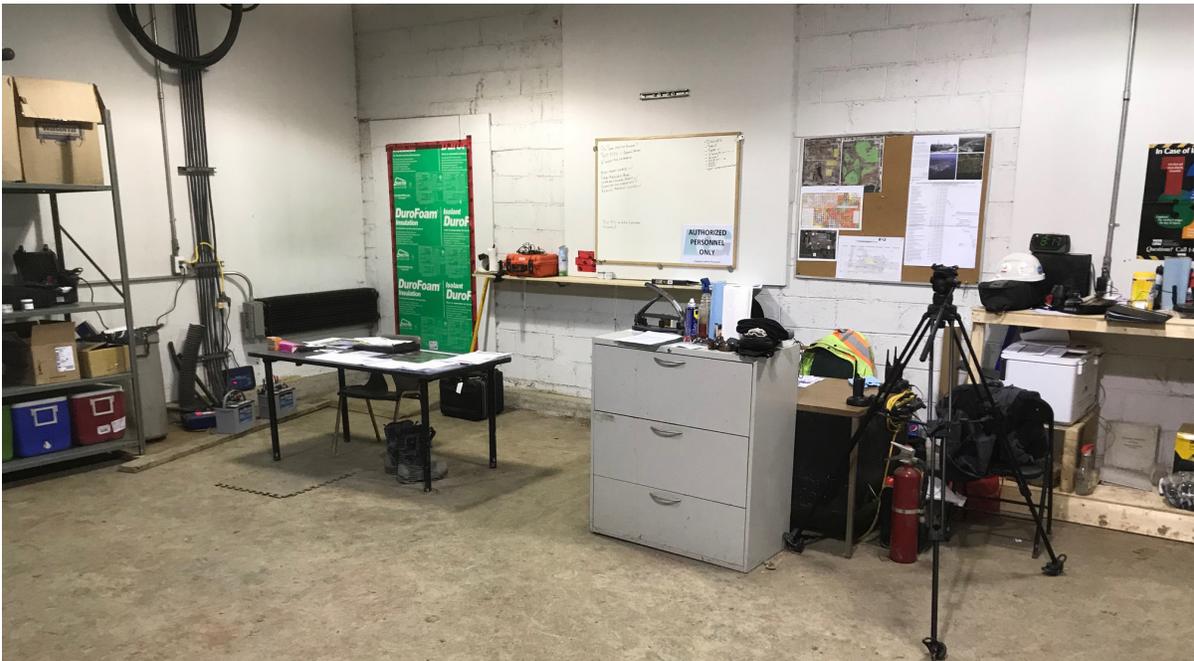
8. The north and west elevations of the former fire station located near the eastern edge of 70 Mississauga Road South, 2017 (Source: West Village Partners)



9. The east elevation of the former fire station located near the eastern edge of 70 Mississauga Road South, 2017 (Source: West Village Partners)



10. The south and west elevations of the former fire station located near the eastern edge of 70 Mississauga Road South, 2017 (Source: West Village Partners)



11. The interior of the former fire station, 2017 (Source: West Village Partners)

181 Lakeshore Road West



12. The former one-storey service station (partially visible to the right) and the commercial car wash (left) as seen from Mississauga Road South, 2017 (Source: ERA Architects)



13. The former one-storey service station as seen from Lakeshore Road West, 2017 (Source: ERA Architects)

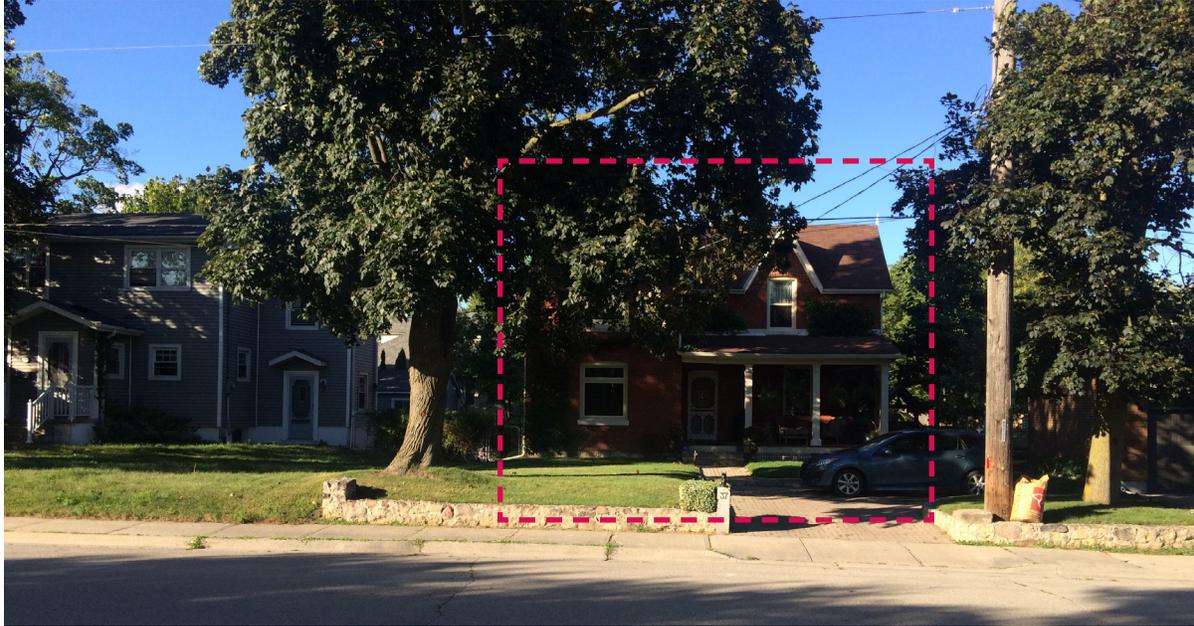
Old Port Credit Village HCD



14. The east side of Mississauga Road South as seen from the Subject Site. The intersection of Bay Street and Mississauga Road South is visible to the right. The scale of the homes visible in the image above are typical of the Old Port Credit Village HCD, 2017 (Source ERA Architects)



15. The east side of Mississauga Road South as seen from the Subject Site. The scale of the homes visible in the image above are typical of the Old Port Credit Village HCD, 2017 (Source ERA Architects)



16. The east side of Mississauga Road South as seen from the Subject Site. The scale of the homes visible in the image above, including Part IV designated property at 37 Mississauga Road South (indicated in red) are typical of the Old Port Credit Village HCD, 2017 (Source ERA Architects)



17. The east side of Mississauga Road South as viewed from immediately east of the Subject Site. Although typified by 1-2 story residential properties, some properties within the Old Port Credit Village HCD such as 15 Mississauga Road South (centre) rise above two storeys, 2017 (Source: ERA Architects)



18. Looking southeast towards J.C. Saddington Park from the eastern perimeter of the Subject Site. Surface parking lots characterize the interface between the Subject Site and the nearby park, 2017 (Source: ERA Architects)



19. Looking northeast towards J.C. Saddington Park from the eastern perimeter of the Subject Site. Surface parking lots characterize the interface between the Subject Site and the nearby park, 2017 (Source: ERA Architects)



20. Looking south along Mississauga Road South showing existing landscape conditions on both sides of the street. The Subject Site is visible to the right, 2017 (Source: ERA Architects)



21. Looking north along Mississauga Road South showing existing landscape conditions on both sides of the street. The Subject Site is visible to the left, 2017 (Source: ERA Architects)

Built-Form Context



22. Looking east toward the intersection of Lakeshore Road West & Mississauga Road South (centre) The Subject Site is immediately to the right of this image, 2017 (Source: ERA Architects)



23. Looking east along Lakeshore Road West. The Subject Site is visible to the right, 2017 (Source: ERA Architects)



24. Looking west towards the intersection of Lakeshore Road West & Pine Avenue South, 2017 (Source: ERA Architects)



25. The north and partial west elevations of 305 Lakeshore Road West (designated under Part IV of the OHA). The Subject Site is visible to the left of the house-form building, 2017 (Source: ERA Architects)

1.5 Heritage Context

The Subject Site is listed on the City of Mississauga Heritage Register. 70 Mississauga Road South & 181 Lakeshore Road West are both listed as they form part of the Mississauga Road Scenic Route Cultural Landscape. 70 Mississauga Road South is also listed individually for its historical/associative value.

Provincial Policy Statement, 2014

The Subject Site does not contain any properties designated under Part IV or V of the Ontario Heritage Act (OHA).

Adjacent: for the purposes of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

The Subject Site is considered adjacent, as defined in the PPS, to the western boundary of the Old Port Credit Village Heritage Conservation District (HCD). Old Port Credit is also municipally recognized as a cultural landscape.

The Subject Site is also considered adjacent to two properties designated under Part IV of the OHA:

- **305 Lakeshore Road West** - The Hill Estate Gatehouse/Dudgeon Cottage - adopted by Mississauga City Council on October 11, 2012 (See Appendix C for By-law No. 260-2011)
- **37 Mississauga Road South** - The Parkinson King Residence - adopted by Mississauga City Council on June 13, 1988 (see Appendix D for By-law No. 374-88). *This property is also contained within the Old Port Credit HCD.*

1.6 Heritage Policy Context

1.6.1 Provincial Policy Statement (PPS) (2014)

Section 1.7.1 of the PPS addresses cultural heritage, stating that long-term economic prosperity should be supported by:

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 2.6 provides further direction regarding cultural heritage resources. Policy 2.6.1 states:

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

Further, policy 2.6.3 states:

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

1.6.2 Growth Plan for the Greater Golden Horseshoe (2017) (GPGGH)

Section 4.2.7 of the GPGGH addresses cultural heritage:

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

1.6.3 Region of Peel Official Plan

Chapter 3.6 of the Official Plan of the Region of Peel (consolidated October 2014) contains policies relating to development on or adjacent to heritage properties. Policy 3.6.2.8 states:

Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

1.6.4 City of Mississauga Official Plan

Cultural Heritage Properties/Resources

Chapter 7.4.2 of the City of Mississauga Official Plan (OP) (consolidated March 13, 2017) contains policies related to cultural heritage properties. Policy 7.4.2.3 addresses development adjacent to recognized heritage properties:

Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.

Chapter 9.2.4 of the City of Mississauga OP addresses cultural heritage resources and their relationship to built form and urban design.

Accordingly, policy 9.2.4.2 provides further direction on development on and adjacent to cultural heritage resources:

Development and open spaces adjacent to significant cultural heritage resources will:

- a. contribute to the conservation of the heritage attributes of the resource and the heritage character of the area;*
- b. emphasize the visual prominence of cultural heritage resources; and*
- c. provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.*

Further, Policy 9.2.4.3 states:

Streetscape components such as signage, furniture and lighting, within areas with cultural heritage resources should be sympathetic to the character of the heritage area.

The City of Mississauga OP defines ‘streetscape’ as follows:

The character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a streetscape is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

The City of Mississauga OP does not define ‘significant’ within the context of cultural heritage resources. As such, the definition of ‘significant’ within the PPS applies.

Public Realm and Scenic Route Policies

Chapter 9.3.3 of the City of Mississauga OP addresses Gateways, Routes Landmarks and Views . Policy 9.3.3.10 provides direction on development along scenic routes:

Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.

The City of Mississauga OP defines ‘scenic routes’ as follows:

Routes designed to preserve existing woodlands and Greenlands along roadways. Scenic routes are also designated to maintain or restore historic scenic nature of roadways.

Provincial Policy Statement, 2014

Significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

1.6.5 Old Port Credit Village HCD

In-force HCD Plan

The Subject Site is considered adjacent to the western boundary of the Old Port Credit Village HCD. Mississauga City Council designated the area identified in figures 26-27 under Part V of the OHA on June 23, 2004.

For a copy of the ‘Statement Defining the District’s General Character’, see Appendix E of this report.

Sixteen properties within the Old Port Credit Village HCD front Mississauga Road South and are considered adjacent to the Subject Site. Eight of those properties are identified within the Old Port Credit Village HCD Plan (‘the HCD Plan’) as ‘Buildings of Historic Interest’ defined as ‘buildings whose age, history or architecture is significant in the district’. The remaining eight properties are identified as ‘Complementary Buildings’ defined as ‘buildings that in terms of height and size complement the buildings of historic interest’ (See Section 1.7 of the HCD Plan for a list of both categories of properties).

Section 2.2.8 of the HCD Plan addresses potential future development on the Subject Site, identified as the ‘Oil Refinery/Brickyard Lands’,. This policy mandates that any future development on the west side of Mississauga Road South to respect the district’s character. Further, Policy 2.2.8.1.1 states:

Any new built form on the oil refinery/brickyard lands abutting Mississauga Road South will not rise above two-storeys.

The current HCD Plan does not contain further policies concerning massing or materiality with respect to development on adjacent properties.

Proposed HCD Plan

The City of Mississauga engaged George Robb Architect; MHBC Planners, Urban Design & Landscape Architecture; Wendy Shearer Landscape Architect; and Historic Horizon Inc. to update the HCD Plan. This update was prompted, in part, by changes to the Ontario Heritage Act enacted in 2005.

For a copy of the updated ‘Statement Defining the District’s General Character’, see Appendix F of this report.

The draft HCD Plan was released for public review on November 9, 2017 and a revised version of the HCD Plan was adopted by Mississauga City Council in Spring 2018.

By-Law No. 0109-2018, to designate the Old Port Credit Village Heritage Conservation District and adopt the Old Port Credit Village Heritage Conservation District Plan, and to repeal By-Law Nos. 0272-2004 and 0273-2004, was enacted by the Mississauga City Council in June 2018. The enacting by-law was subsequently appealed and is not currently in-force.

Sections 3.4 & 16.0 of the proposed HCD Plan contain direction concerning lands adjacent to the HCD. Concerning the redevelopment of the 'Oil Refinery/Brickyard lands' (the Development Site), the HCD plan states instructs applicants to:

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

Section 3.3 of the proposed HCD plan provides a list of heritage attributes for the District. The following are the relevant heritage attributes as they relate to development adjacent to the HCD:

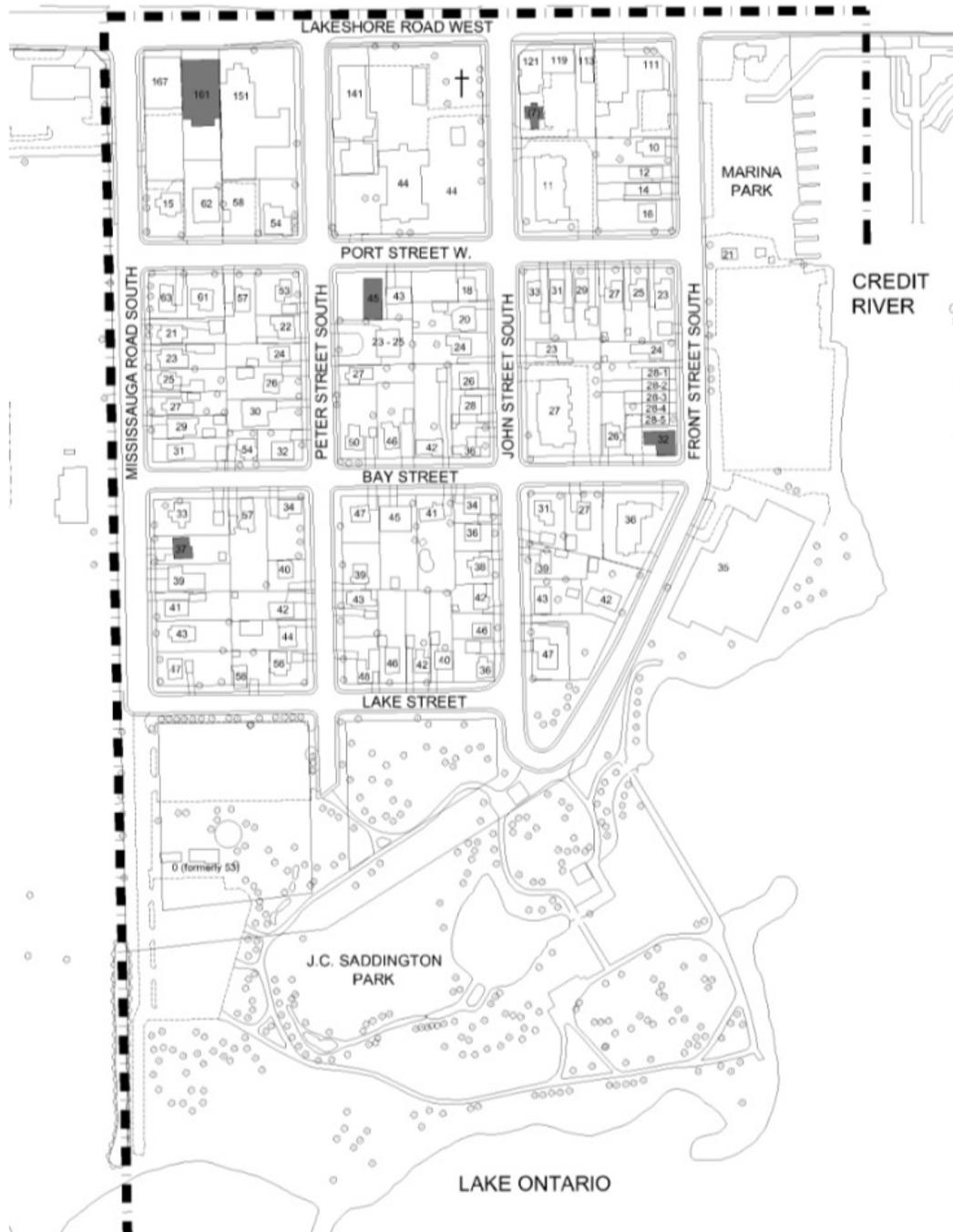
- d) The urban fabric is primarily composed of a low-rise built form;*
- h) Front yards consist of maintained landscaping of lawns and ornamental gardens with a variety of deciduous and coniferous specimen trees. Parking is generally provided in a single car width driveway often leading to a rear yard garage.*

The proposed HCD Plan does not contain further policies concerning massing or materiality with respect to development on adjacent properties.

1.6.6 Mississauga Scenic Route (1997)

The 'Mississauga Road Scenic Study' was completed in 1997 and adopted by Mississauga City Council on October 15, 1997 through Resolution 286-97. The study established the aforementioned boundaries of the Mississauga Road Scenic Route and identified four categories that define the scenic value of Mississauga Road.

More recently, City staff conducted a review of the policies contained within the Mississauga Scenic Route Study including its current boundaries. On June 29, 2017, the updated Mississauga Road Scenic



26. Map showing the boundaries of the Old Port Credit Village HCD as defined in the in-force HCD Plan. The shaded properties are designated under Part IV of the OHA (Source: City of Mississauga)



27. Map showing the boundaries of the Old Port Credit Village HCD as defined in the in-force HCD Plan. The shaded properties are identified as 'Buildings of Historic Interest' within the HCD Plan (Source: City of Mississauga)

Route Official Plan policies stemming from this review were appealed to the Ontario Municipal Board by City Park (Old Barber) Home Inc. A hearing date has not been scheduled yet by the Board.

1.6.7 Mississauga Scenic Route Cultural Landscape (2005) (Currently under-review)

In 2005, the Landplan Collaborative Ltd. produced a Cultural Landscape Inventory for the City of Mississauga that identified cultural landscapes within the municipality, including the Mississauga Scenic Route Cultural Landscape. The report, adopted by City Council on February 22, 2005 through Resolution GC-0133-2005, also described a series of qualities assigned to each landscape. They are as follows:

- Landscape Environment
- Built Environment
- Historical Associations
- Other

Under the ‘Landscape Environment’ heading, the ‘scenic and visual quality’, ‘horticultural interest’, and ‘landscape design, type and technological interest’ were identified as attributes of the Mississauga Road Scenic Route Cultural Landscape. Section 4.0 of the Cultural Landscape Inventory (‘Criteria Used for Identification of Cultural Landscapes and Features’) defines these attributes as follows:

Scenic and Visual Quality:

This quality may be both positive (resulting from such factors as a healthy environment or having recognized scenic value) or negative (having been degraded through some former use, such as a quarry or an abandoned, polluted or ruinous manufacturing plant). The identification is based on the consistent character of positive or negative aesthetic and visual quality. Landscapes can be visually attractive because of a special spatial organization, spatial definition, scale or visual integrity.

Horticultural Interest:

Landscapes with horticultural interest include all features of landscapes which may be unique or distinct to a specific location. It can include isolated specimen trees, hedge rows, wind rows or other compositions of trees, and specialized landscaped features. Tree plantations would also fall into this category.

Landscape Design, Type and Technological Interest:

This includes complete landscapes that were designed for a specific use or single purpose. These landscapes are characterized by their design intent or urban function i.e. stormwater management. These landscapes are valued in the community by association of use and/or contribution to the visual quality of the community.

Under the ‘Historical Association’ heading, ‘illustrates style, trend or pattern’ and ‘illustrates important phase in Mississauga’s social or physical development’ were identified as attributes of the Mississauga Road Scenic Route Cultural Landscape. Section 4.0 of the Cultural Landscape Inventory (‘Criteria Used for Identification of Cultural Landscapes and Features’) defines these attributes as follows:

Illustrates Style, Trend or Pattern:

Landscapes and buildings, as well as transportation and industrial features in any community, do not develop in isolation from the same forces elsewhere in the world. For each feature, whether a university campus, residential landscape, railway or highway bridge, building type or an industrial complex, each has a rich story. The degree to which a specific site is a representative example of a specific style, trend or pattern will require careful consideration in determining its relevance to the inventory.

Illustrates important phase in Mississauga’s social or physical development:

A site may be evocative or representative of a phase or epoch in the development of the City. Such remnants provide context for an on-going understanding of the development of the community.

Under the ‘Other’ category, the ‘historical or archeological interest’ was identified as an attribute of the Mississauga Road Scenic Route Cultural Landscape. Section 4.0 of the Cultural Landscape Inventory (‘Criteria Used for Identification of Cultural Landscapes and Features’) defines this as follows:

Historical or Archaeological Interest:

Cultural heritage resources associated with pre-historical and historical events.

The portion of Mississauga Road running south from the St. Lawrence & Hudson Railway (CP Rail) to the road's southern terminus at Lake Ontario was identified as a cultural landscape within the Cultural Landscape Inventory. Old Port Credit was also identified as a cultural landscape within the same document.

Under the 'Built Environment' heading the 'consistent scale of built-features' was identified as an attribute of the Mississauga Road Scenic Route Cultural Landscape. Section 4.0 of the Cultural Landscape Inventory ('Criteria Used for Identification of Cultural Landscapes and Features') defines this attribute as follows:

Consistent Scale of Built Features:

Pleasing design usually is associated with a consistent scale of buildings and landscapes which complement each other visually. Other zones, although not visually pleasing, may have a consistent size and shape of structures due to use or planning constraints. Such groupings may include housing, commercial and industrial collections of buildings with the key criteria being similarity of scale.

Note that the City of Mississauga does not provide specific landscape guidelines for development along the Mississauga Scenic Route Cultural Landscape. The only direction is contained in the general descriptions reproduced above.

The boundaries of the Mississauga Scenic Route Cultural Landscape (CL) partially overlap with the municipally identified Mississauga Road Scenic Route (all of Mississauga Road is included in the Scenic Route Cultural Landscape). Whereas the southern extent of the Mississauga Scenic Route terminates at Lakeshore Road West, the Mississauga Scenic Route CL continues south to Lake Ontario. The boundaries of the Old Port Credit Cultural Landscape were not defined within the Cultural Landscape Inventory.

1.6.8 Port Credit Built Form Guide (2013)

The Port Credit Built Form Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development, and public realm. The guide is intended to ensure development is appropriate and reflects the unique characteristics of the Port Credit area.

The Subject Site is within the boundaries of the Port Credit Built Form Guide and is identified as a Neighborhood Character Area - the 'Vacant Former Refinery Precinct'.

Section 3.3.5 addresses future development on the Subject Site, stating:

This precinct should ultimately be developed in a manner which is compatible with the surrounding lands and which does not detract from the planned function of the Community Node.

Further, Clause A states:

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

1.6.9 Port Credit Local Area Plan (2014)

The Port Credit Local Area Plan, part of the City of Mississauga Official Plan, provides policies for lands in south central Mississauga including the Subject Site.

Section 10.3.3 (Vacant Former Refinery Precinct) addresses future development on the Subject Site. Policy 10.3.3.1 states:

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

Further, Policy 10.3.3.3 states:

A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhood to the west.

1.6.10 Inspiration Port Credit: 70 Mississauga Road South Master Planning Framework (2015)

In 2015, the City of Mississauga released a planning framework for future development of 70 Mississauga Road South – Inspiration Port Credit (IPC). The culmination of a 4 stage process and largely informed by public

engagement, the IPC framework outlines the community’s vision for the Subject Site, recommended guiding principles, and key drivers which may influence the final design of the development. Within the listed drivers and directions of the report are several sections focused on the desired integration and retention of heritage features and character areas unique to the district:

Section 4.1 (Guiding Principles) outlines principles for future development on the Subject Site. One of the principles is titled “Celebrate the Waterfront Heritage and Cultural Footprint.” It states:

Recognition and integration of the Old Port Credit Village Heritage Conservation District, the village main street as well as traditional water-based activities are essential to guiding change and uniquely land-marking the site. The site presents an important opportunity for cultural celebration and development given their culturally rich and active context.

Section 4.5.5 (Framework Directions) addresses future development on the Subject Site:

iv. Built form and block structure should be compatible with the Old Port Credit Heritage Conservation District: Development should be sensitive to the Old Port Credit Village Heritage Conservation District. Any new development should respect Old Port Credit and provide the appropriate transitions in terms of building heights, density, landscaping, and block structure.

2 BACKGROUND RESEARCH AND ANALYSIS

The following summarizes supporting research and analysis of the Subject Site conducted in preparation for this report.

2.1 Site History & Context

Prior to European contact, the Credit River Valley was inhabited by the Iroquois, Algonquin and Ojibwa speaking peoples. On August 2, 1805 the Mississauga signed a treaty with the British Crown, maintaining a small one-mile strip of land on either side of the Credit River, including the Subject Site. This was followed by two further treaties in 1818 and 1820. Aboriginal presence within Port Credit, however, was short-lived after the signing of the treaties, with the Mississauga First Nation relocating to land granted to them by the Six Nations Confederacy in 1847.

The colonial government planned a village on the west bank of the Credit River in 1835, with construction beginning in 1837. The Subject Site, located to the west of the harbour, is composed of Lots 9, 10 & 11 (Broken Front Concession) running north from the shore of Lake Ontario to south of the current location of the Queen Elizabeth Way (QEW). By 1846 roughly 150 people inhabited the village of Port Credit, with the port shipping quantities of lumber, square oak and pine timber, wheat and flour. A fire in 1855 destroyed much of the village on the west bank of the Credit River and by 1865 the expansion of the Grand Trunk Railway led new industry to bypass Port Credit.

In 1889, Thomas Nightingale established the Nightingale Pressed Brick Company on land immediately west of Joseph Street (Mississauga Road South) and south of Toronto Street (Lakeshore Road West) on the present-day Subject Site. The brickyard continued after Nightingale's death in 1891 under the ownership of MJ Haney and his business partners Fred and Roy Miller (from 1894 to 1906, the property title was under Port Credit P.B. & T.C. Co., and from 1906 to 1931 it was under Port Credit Brick Company Limited). Haney, trained as a civil engineer, constructed a residence for himself at the northern edge of the property near the Lakeshore Highway (present-day Lakeshore Road West). The large residence featured landscaped grounds and woodlots that provided a buffer from the brickworks located to the south. The Haney Estate was among several residential properties located along the south side of Lakeshore Road West between Joseph Street in the east (present day Mississauga Road South) and Ben

Machree Drive in the west. In addition to Haney, residents at this time included A.M. Hobberlin (clothier), C.P. Hoyt (banker and Haney's son-in-law) and E.A. Hill (importer of fine housewares).

The shale used to produce the bricks was blasted from a pit located near the centre of the property and transported via rail car to pan mills and then transferred to a Berg press. This shale pit, now inundated with water and sediment, is the only visible remnant of the property's former use as a brick works. In order to transport the brick, a slip at the southeastern corner of the property provided access via ship, while a rail spur running into the site from the CN tracks to the north offered access via train.

The yard initially employed 15 men, but by 1909 it employed 250 full-time. Several landmark buildings in the area were constructed of the locally manufactured brick, including the new Methodist Church, which still stands today. When operations ceased in 1927 the yard contained a two-storey brick office, a frame workshop, six rectangular brick kilns, a five-storey frame pressed brick plant, a large brick and frame dryer and machine house, a two-and-a-half-storey brick house, a two-storey bunk house, outhouses, and a water slip leading to Lake Ontario. These structures were clustered in the southeastern portion of the Subject Site, immediately to the west of the Shale Pit. Aside from the Haney Estate near the Lakeshore Highway (present-day Lakeshore Road West) as well as a series of residential properties along the west side of Mississauga Road South, the remainder of the Subject Site was undeveloped (see figure 42).

Following the brick yard's sale in 1927, L.B. Lloyd of Lloyd's Tankers reutilized the Haney Estate and brickyard site in 1932, establishing Lloyd's Refineries Limited. Initially, 300 barrels of crude oil brought in by tanker to the water slip were processed each day; by 1935, output had increased to 3,000 barrels. After the Good Rich Refining Company purchased the refinery in 1937, production climbed to 4,000 barrels, eventually making it the largest independent refinery in Canada. Besides 17 grey steel storage tanks, a thermal cracking unit and boilers, the Good Rich refinery boasted an administration building in the converted Haney mansion, rose gardens and lawns and 15 acres of woodlands (see image 38).

Trinidad Leaseholds acquired the refinery in 1946, doubling storage capacity, adding a steam plant in 1947, a platforming unit in 1954, and a new crude stilling unit in 1955. Under the ownership of McColl-Frontenac, the Canadian subsidiary of Texaco, a fluid catalytic cracking

unit producing 7,500 barrels per day was put into operation in 1957. In the 1950s, brush and orchards were cleared out of the Subject Site and more ground was levelled for tanks. The Haney residence, converted earlier into the administrative building for the refinery, was vacated in 1958 when Texaco moved into a new building at 250 Lakeshore Road West. The residence and landscaped grounds were removed in 1961 to accommodate expansion of the refinery.

When Texaco Canada Limited built a new steam plant with four smokestacks close to Mississauga Road South in 1959-62, the refinery's visual prominence increased. The former shale pit, now used for storm water management and wastewater retention, was partially infilled in the early 1960s as was the ship channel as the southern edge of the Subject Site. In 1965, during a period of expansion, the refinery employed 250 people. The plant reached its peak production in the mid-1970s, processing 50,000 barrels a day. Hemmed in by surrounding residential and commercial development, Texaco decided to build a new facility at Nanticoke on Lake Erie.

When the Nanticoke plant opened in 1978, the Port Credit refinery closed, leaving the petrochemical unit to function alone until 1985. Dismantling of the process units, tanks, buildings and pipelines took place in 1987, leaving the site formally decommissioned and largely vacant. Imperial Oil purchased the brownfield site in 1990. No further industrial activity took place on the Subject Site after the sale.

Chain of title for 70 Mississauga Road South & 181 Lakeshore Road West

Adapted from the Phase One Environmental Site Assessment prepared by Stantec

Year	Name of Owner(s)	Location (Lot) and Notes
1850-1855	James R. Shaw	Lot 9
1855-1865	Frederick C. Capreol	Lots 9-11
1865-1870	William N. Alger	Lots 9-11
1870-1884	John Crickmore	Lots 9-11
1884-1889	Peel General Manufacturing Co.	Lots 9-11
1889-1893	Thomas Nightingale	Lots 9-11
1893-1894	Francis F. Stuart	Lots 9-10
1894-1896	Port Credit P.B. and T.C. Co.	Lots 9-10
1896-1900	Peel General Manufacturing Co. and Hestor M. Parker	Lots 9-11
1900-1903	William Leasing	Part of Lot 9
1903-1904	George W. Packham John D. Wright Russell J. Walker	Part of Lots 9 and 10
1904-1906	Constructions Ltd. Peter Ryan Port Credit Brick Co.	Part of Lots 9 and 10 Part of Lots 9-11
1906-1909	Port Credit Brick Co. Ltd. Rutherford Cummings, Alfred Gibson	Part of Lots 9 and 10 and Waterfront Lots 9 and 10 Part of Lots 9-11
1909-1911	Alfred Gibson Port Credit Brick Co. Ltd.	Part of Lots 9-11 A brick manufacturing facility was identified on-site via titlesearch documentation and on the 1910 and 1928 FIP.
1911-1916	Francis P. Meegan Port Credit Brick Co.	Part of Lot 9
1916-1920	Margaret Naish	Part of Lot 9
1920-1925	Harry Patchett	Part of Lot 9
1925-1926	Elizabeth B. Bower	Part of Lot 9
1926-1928	Violet A. and Nelson Tilbury Edith Marion and Chest P. Hoyt	Part of Lots 9 and 10
1928-1929	Margaret Naish	Part of Lot 9
1929-1931	Charles G. Greenshields Port Credit Brick Co. Ltd./Port Credit Brick Co. Ltd.	Part of Lots 9-11
1931-1932	M.J. Haney Realty Co.	Part of Lot 10

Year	Name of Owner(s)	Location (Lot) and Notes
1932-1933	Chester P. and Edith M. Hoyt Harry and Elsie M Patchett	Part of Lot 10 Part of Lot 9 Identified as a refinery in city directories, 1952 FIP, aerial photographs and historical reports
1933-1940	Lloyd Refineries Ltd.	Part of Lots 9 and 10 Sale from Port Credit Brick Ltd.
1940-1942	Corp. of the Village of Port Credit	Part of Lot 9
1942-1947	Good Rich Refining Co. Ltd. Andrew Blair	Part of Lots 9 to 11 Sale from Port Credit Brick Co. Ltd., Corp. of Village of Port Credit, and Margaret Naish
1947-1951	Good Rich Refining Co. Ltd. Trinidad Leaseholds (Canada) Ltd. Winnifred E. Phillips	Part of Lot 9 Part of Lots 9 and 10
1951-1956	Elsie E. Bowden	Part of Lot 9 Sale from Harry and Elsie M. Patchett
1956-1960	Kathleen and Leo Pickard Regent Refining (Canada) Ltd.	Part of Lot 9 Sales from Margaret Naish executors, Kathleen and Leo Pickard, and Elsie Bowden
1960-1980	Texaco Canada Limited	Part of Lot 9 Later amalgamated to McColl-Frontenac Inc.
1980-1990	Texaco Canada Inc.	Part of Lots 9-11 Later amalgamated to McColl-Frontenac Inc. Sale from Regent Refining (Canada) Ltd. Refinery operations on-site ceased in 1985
1990-2017	172965 Canada Limited	Minimal site activity Sale from McColl-Frontenac Inc.

Aerial Photography



28. Annotated aerial image from 1931 showing the location of key components of brickworks infrastructure. The location of the Haney Estate is outlined in red while house-form buildings along Mississauga Road are outlined in blue (Source: Stage 1 Archeological Assessment prepared by A.M. Archaeological Associates, annotated by ERA Architects)



29. Annotated aerial image from 1946 showing the conversion of the Subject Site to a refinery. The location of the Haney Estate is outlined in red while house-form buildings along Mississauga Road are outlined in blue (Source: Stage 1 Archeological Assessment prepared by A.M. Archaeological Associates, annotated by ERA Architects)



31. An aerial image of the Subject Site c1985 showing its former industrial use. All but one of the structures visible in the image (outlined in red) above would be demolished by 1990 (Source: City of Mississauga, annotated by ERA Architects)

Brickyards Era



32. Brickyard Administrative Office (centre) and boarding houses (left), 1916 (Source: Mississauga Library System)



33. Brickyard Administrative Office, 1907 (the building dates from 1880) (Source: Mississauga Library System)



34. The Roy K. Russel docked in the slip at the southern edge of the Subject Site, pre-1930 (Source: City of Mississauga Library System)



35. Looking west towards the main cluster of buildings at the brickworks, 1907 (Source: Mississauga Library System)



36. A product of the brickworks (date unknown) (Source: Mississauga Library System)



37. Employees of the Port Credit Brick Company, 1907 (Source: City of Mississauga Library System)

Refinery Era



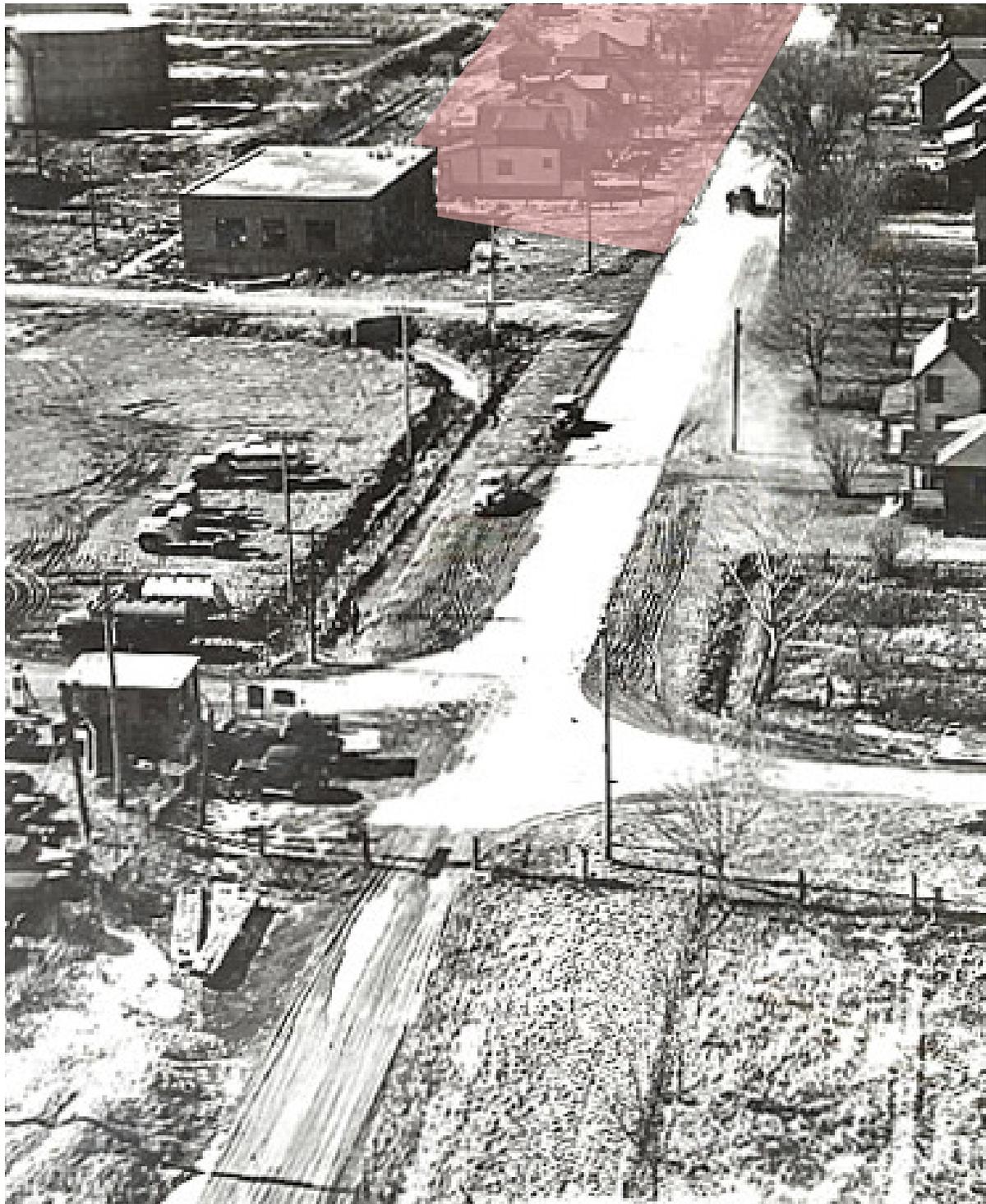
38. The Haney residence, 1937. The house was adapted to serve as office space for the refinery (Source: Mississauga Library System)



39. Croquet games on the grounds on the Haney Estate (Source: Mississauga Library System)



40. The Haney residence photographed during demolition c1960-61 (Source: Mississauga Library System)



41. Looking north along Mississauga Road South between Bay Street and Lake Street, 1950. Note the house-form buildings on the west side of Mississauga Road (shaded in red). The structures were later removed (Source: City of Mississauga Library System)



42. Brick structure associated with the refinery, 1985. A notation in the record from the Mississauga Library System states that the building was constructed in 1932 although it may have been built as early as the late 1890s. The building was removed in the late-1980s when the refinery was decommissioned (Source: Mississauga Library System)



43. Image of the refinery at night, 1972. The scale of the complex made it a local landmark (City of Mississauga Library System)

2.3 Design

The Subject Site contains three structures.

There is a one-story former fire station located along the eastern perimeter of 70 Mississauga Road South. The building was associated with the former refinery on the Subject Site. There is also a one-storey service station and commercial car wash located at 181 Lakeshore Road West. The three structures are utilitarian in design with a minimum of architectural detailing.

2.4 Architect

The architect of the structures is not currently known.

3 ASSESSMENT OF EXISTING CONDITION

The Subject Site contains three structures.

The structures are utilitarian in design with a minimum of architectural detailing. As none of the buildings are included in the official reasons for listing for 70 Mississauga Road South or 181 Lakeshore Road West, no condition assessment has been conducted.

4 STATEMENT OF SIGNIFICANCE

4.1 Municipally prepared Reasons for Listing

The Subject Site is listed on the City of Mississauga's Heritage Register. 70 Mississauga Road South and 181 Lakeshore Road West are listed as they form part of the Mississauga Road Scenic Route Cultural Landscape (see Appendix G a description of the Mississauga Scenic Route Cultural Landscape). 70 Mississauga Road South is also listed for its historical/associative value.

The official reasons for listing appear below:

Historical/Associative Value (70 Mississauga Road South):

This property was part of the brickyard which Thomas Nightingale opened in Port Credit in the 1880s. Some years later a stone crusher was installed which increased the output of bricks. After 1900, because of a scarcity of labour, European immigrants, many of them Italians, were encouraged to work in the Port Credit Brickyard where bunk houses were built to house them. After World War I the brickyard began to operate at a loss and was eventually closed down in the 1920s. An article in the Toronto Star of January 17, 1933 reported that the "property, buildings and equipment of the Port Credit brick works, along with the estate of the late W. J. Haney, owner of the property, were sold in 1929 to a group of Montreal financial interests represented by C. G. Greenshields, as part of the liquidation of the Home Bank assets, Mr. Haney having been a director of that institution." Fourteen acres of the property were sold in the early 1930s to the Lloyd Refining Company to erect "a modern refinery capable of handling 57,000 gallons of oil or 1,500 barrels daily." Lloyd Refineries Ltd. was built in 1932 on the site of the old Port Credit Brick Yard by L. B. Lloyd of Lloyd's Tankers. The operation consisted of a small crude Stilling Unit and nine storage tanks. The throughput, or amount of crude oil processed each day, was 300 barrels which was converted to gasoline and fuel oils. Mr. F. K. Davis from Texas was the plant manager. In 1935 a Dubbs Thermal cracking unit was built and the crude unit modified to increase the throughput to 3000 barrels a day. Construction work was done by refinery personnel under the direction of Universal Oil Products of Chicago. In 1937 the refinery was purchased by Good Rich Oil in East Toronto. In 1946 Good Rich sold the refinery to Trinidad Leaseholds, a subsidiary of Central Mining Company with headquarters in the United Kingdom. The refinery then became known as Trinidad Leaseholds Canada Ltd, and was later renamed Regent Refining Company, a subsidiary of Trinidad Leaseholds. In 1955 McColl-Frontenac, a Canadian subsidiary of Texaco, moved into the refinery and in 1959 the name was changed to Texaco Canada Ltd. In 1985 the decommissioning of the Texaco Refinery was begun with the removal of the tank storage area.

Mississauga Scenic Route Cultural Landscape (70 Mississauga Road South and 181 Lakeshore Road West):

Mississauga Road is recognized as a Cultural Landscape, as it is one of the City's oldest and most picturesque thoroughfares. Its alignment varies from being part of the normal road grid in the north to a curvilinear alignment in the south, following the top of bank of the Credit River. The scenic quality of the road is notable because it traverses a variety of topography and varying land use, from old established residential neighbourhoods to new industrial and commercial areas. From Streetsville south the boulevards and adjacent landscapes are home to some of the oldest and most spectacular trees in the City. The road also includes some of the city's most interesting architecture and landscape features, including low stone walls. The road's pioneer history and its function as a link between Mississauga's early communities, makes it an important part of the City's heritage.

4.2 Ontario Regulation 9/06 Evaluation

As per Section 4.0 of the City of Mississauga Heritage Impact Assessment Terms of References and Section 8.0 of the Cultural Landscape Heritage Impact Assessment Terms of Reference, an evaluation of the Subject Site under Ontario Regulation 9/06 is required. The following is an evaluation of the potential cultural heritage value or interest (CHVI) of the following:

- The one-storey former fire station and landscape (70 Mississauga Road South);
- The one-storey service station with commercial car wash (181 Lakeshore Road West);
- Landscape features, both designed and natural, of 70 Mississauga Road South (181 Lakeshore Road West is completely paved and as such, no landscape features remain to evaluate - see figure 44).

70 Mississauga Road South

9/06 Criteria

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

Built Form

The one-storey former fire station dates from the Subject Site's former use as a oil refinery and petrochemical storage facility. It is the only structure remaining on the property following decommissioning of the refinery in the mid-1980s.

Indicative of its function as a small service building, the design of the building prioritizes function over form. There is an absence of articulation, ornamentation or fine material detailing. The utilitarian structure is not rare, unique or representative of a style, type, expression, material or construction method. Similarly, the building does not display a high degree of craftsmanship or artistic merit nor does it demonstrate a high-degree of scientific or technical achievement.

Landscape

The landscape of 70 Mississauga Road South was altered to suit the needs of the former brickyard and refinery. The shale pit, formerly located near the centre of the property, provided material for brick production and is not a naturally occurring feature. After the closure of the brickyard, the shale pit was partially infilled and used by the refinery for storm water management and wastewater retention. Its construction does not demonstrate a high degree of scientific or technical achievement nor is it particularly rare.

Due to recent remediation work, the shale pit no longer exists.

A boat slip also constructed at the southeastern edge of the Subject Site to allow ships to transport material from the brickyard. The slip was gradually infilled following conversion of the property to a refinery with its full removal occurring in the 1980s. Fill was also added to the shoreline during the refinery period, extending the property southwards into Lake Ontario. Neither the original configuration of the shoreline or the former location of the slip is discernible within the property.

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

Built Form

The former fire station is linked to the former industrial activity on the Subject Site. The structure, however, is not a defining or easily recognizable part of the property's former infrastructure. As such, the building has limited associative or historical value. The building also has limited potential to yield information that contributes to an understanding of the Port Credit community. The architect is not currently known.

The internal, privately owned road network has been removed as part of the remediation process. The network was not part of a historically significant transportation system.

Landscape

The former boat slip and shale pit were designed elements of the Subject Site's landscape. They were revealing of methods of industrial production on the Subject Site as well as early transportation networks associated with that production. The former slip was infilled in the 1980s and the shale pit has been removed as part of the remediation process. Further, no indication of the original lots (i.e. tree lines or fences) remain within the Subject Site. Similarly, no remnants of the landscaped grounds associated with the Haney Estate remain.

Aside from modifications to the shoreline, no landscape elements consistent with agricultural, residential or industrial uses of the property remain. As such, the remaining landscape elements have limited historical value.

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

Built Form

The former fire station is physically and visually isolated from the Port Credit neighbourhood. The building has no public use or access and is separated from the adjacent neighbourhood by a chain link fence. The building does not define or reinforce the historic character of Port Credit nor is it a landmark for the community.

Landscape

The Subject Site is undergoing remediation and the majority of preexisting landscape features have been removed. Further, the Subject Site is physically and visually isolated from the Port Credit neighbourhood.

Summary Statement

Based on the above evaluation of 70 Mississauga Road South against Ontario Regulation 9/06, we find that the property contains minimal design, historical and contextual value. As such, it does not merit designation under Part IV of the Ontario Heritage Act.

181 Lakeshore Road West

9/06 Criteria

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

The former Esso service station has minimal design or physical value. As is typical for contemporary service stations, the design of the buildings are standardized and have been replicated in numerous locations across Ontario. As such, the buildings are not rare, unique or representative of a style, type, expression, material or construction method. Similarly, the buildings do not display a high degree or craftsmanship or artistic merit, nor do they demonstrate a high-degree of scientific or technical achievement.

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

The service station is a relatively recent addition to Port Credit. Further, it is generic and unremarkable in function. As such, the buildings have minimal historical or associative value.

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

The service station is not important in defining, maintaining or supporting the character of the Port Credit community nor does it feature a remarkable or valuable link to its surroundings. The service station is not a landmark.

Summary Statement

Based on the above evaluation of 181 Lakeshore Road West against Ontario Regulation 9/06, we find that the property contains minimal design, historical and contextual value. As such, it does not merit designation under Part IV of the Ontario Heritage Act.

Recommendations

Evaluation of the existing structures and landscape features on the Subject Site under Ontario Regulation 9/06 concludes that they have minimal design, historical and contextual value. As such, the properties do not merit designation under Part IV of the OHA.

The cultural heritage value of the Subject Site is intangible, found in its long-standing role as a site of industrial activity and for its linkage to the Mississauga Scenic Route Cultural Landscape. This is recognized by the City of Mississauga in the property’s official reasons for listing. Due to the absence of any historic built form on the Subject Site, a description of all relevant agency requirements have not been included.

As the Subject Site is listed on the City of Mississauga’s Heritage Register, and given the conclusion of the 9/06 evaluation contained within this report, no further municipal recognition of its cultural heritage value is recommended.

Landscape Features



TheCanningtonGroup
UAV Services

Mississauga Site Map
July 08, 2018

44. Historic landscape features/boundaries overlaid on a contemporary aerial image of the Subject Site. Note that the shale pit, ship channel and Haney Estate have been removed (Source: Diamond Corp, annotated by ERA Architects)

5 DESCRIPTION OF PROPOSED DEVELOPMENT

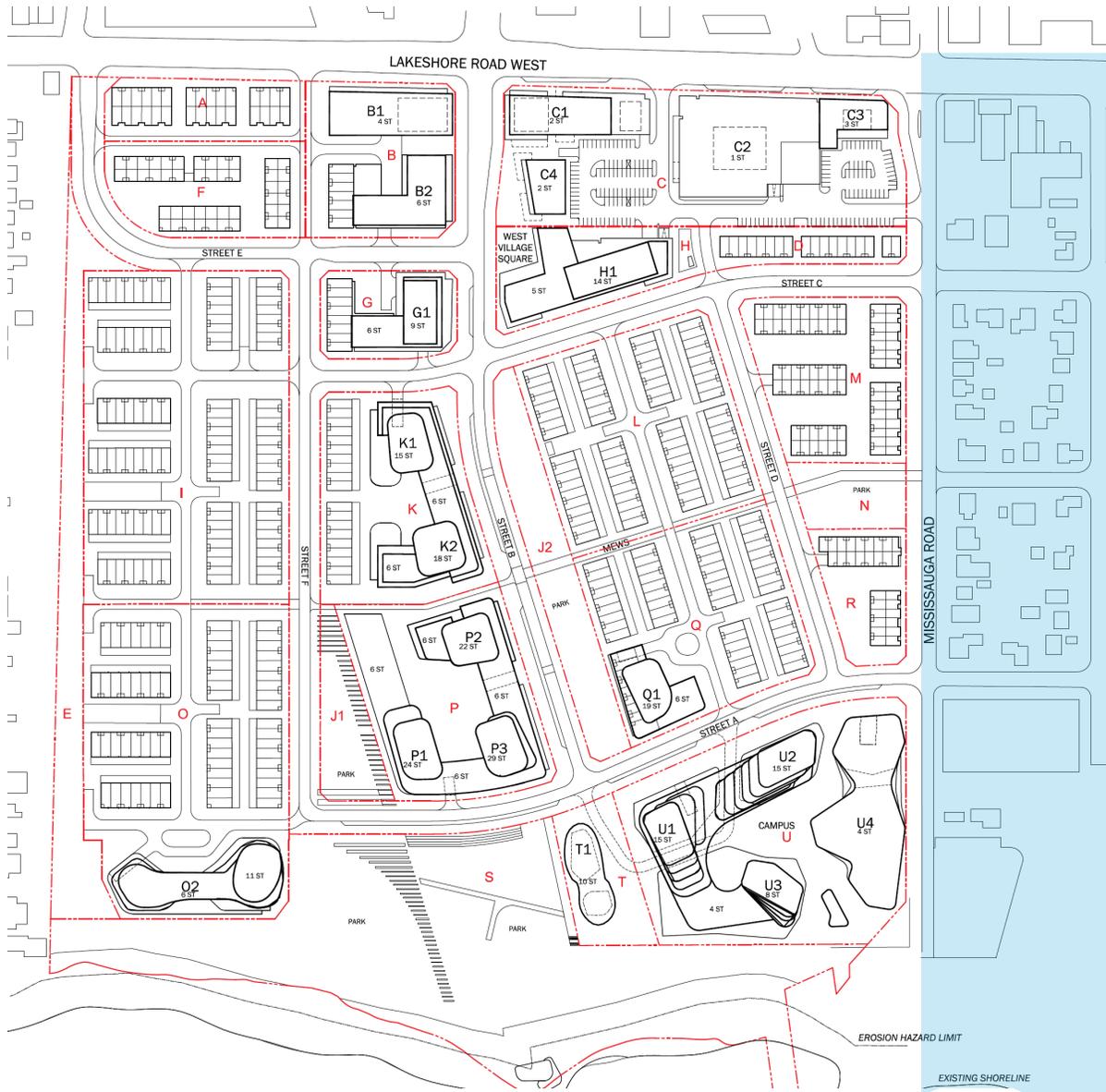
The proposed development, as indicated in the revised Master Plan produced by Giannone Petricone Architects (GPA) dated November 2, 2018, alters the composition of the Subject Site and its relationship to the Mississauga Road Scenic Route Cultural Landscape and adjacent recognized heritage properties by adding a road network, a series of residential and mixed-use buildings and new public parkland. Given the size of the proposed development, a phased approach to construction is anticipated. Upon completion of the proposed development, there is anticipated to be approximately 2,995 residential units and 36,937 square metres of non-residential space.

See the Port Credit West Village Master Plan, Urban Design Study & Planning Justification Report included as part of the submission package for a more detailed description of the proposed development plan.

Framework

As stated in the proposed Master Plan's Executive Summary, the proposed development is guided by five objectives:

1. Enhance the waterfront connection;
2. Establish green corridors that connect the Waterfront to Lakeshore Road West
3. Incorporate a fine-grain street and block pattern that mimics the surrounding context;
4. Establish a tandem of catalysts linked by a green boulevard; and
5. Create distinct sub-precincts to diversify the range of land-uses and built-forms.



45. A site plan of the proposed development. The adjacent Old Port Credit Village HCD is indicated in blue (Source: Giannone and Petricone Associates, annotated by ERA Architects)



46. A site plan of the proposed development annotated to show building heights. The adjacent Old Port Credit Village HCD is indicated in blue (Source: Giannone and Petricone Associates, annotated by ERA Architects)

LEGEND

- LOW RISE
1-4 STOREYS
- MID RISE
8-15 STOREYS
- HIGH RISE
16+ STOREYS

The categories below are used as sub-headings to describe the proposal:

Parks and Open Spaces

The contemplated landscape plan consists of a hierarchy of open spaces. The largest in scale is a proposed public park adjacent to a strip of waterfront land not subject to this application. This is followed in size by a series of four landscaped corridors running the full length of the Subject Site. Two of these corridors run along the eastern and western perimeters of the property, providing a green buffer and transitional space between residential uses contemplated in the proposed development plan and established residential areas on either side of the Subject Site. A series of courtyards, squares and smaller community parks are also proposed to be interspersed throughout the Subject Site including a park immediately to the west of the intersection of Mississauga Road South & Bay Street. More intimate in scale, this fine-grained network is intended to complement the larger open spaces proposed for the Subject Site.

A conceptual street section prepared by Public Work contemplates the introduction of a sidewalk, multi-use trail and planting beds with new trees along the west side of Mississauga Road South where little in the way of a landscaped public realm currently exists (see figure 54). As the street section and landscape plans remain conceptual, specific materials or plantings have yet to be selected.

Streets and Blocks

A new road network is proposed for the Subject Site, creating a series of distinct precincts in what is currently an internally undifferentiated property. The road network is contemplated to be partly curvilinear in nature with vehicular access achieved from multiple points along Lakeshore Road West and Mississauga Road South. Pedestrian movement through the Subject Site is contemplated alongside a fine-grained internal road network and via a landscaped central avenue running between Lakeshore Road West and a new public park to the south.

Land Uses and Built Form

The proposed development plan contemplates the addition of new commercial and residential typologies. These include townhouses, arranged primarily along the eastern and western perimeters of the Subject Site, mixed-use, high-rise and mid-rise buildings within the centre of the Subject Site and mid-rise and low-rise buildings in the southern portion of the Subject Site. In order to respond to the scale of the adjacent Old Port Credit Village HCD, back-to-back townhouses fronting Mississauga Road South are proposed at 2.5 storeys (primarily found within Blocks M & R of the proposed development plan).

The contemplated at-grade commercial space is proposed in a series of mid-rise buildings fronting a proposed street bisecting the Subject Site and within low-rise buildings fronting Lakeshore Road West. These low-rise buildings are intended to replicate the 'main street' retail character of Lakeshore Road West found on either side of the Subject Site.

The Campus, at the southeastern portion of the Subject Site, contains the aforementioned high-rise and mid-rise buildings, as well as low-rise built-form adjacent to the HCD. Programming for the Campus has yet to be determined and will be detailed at a subsequent stage of the approvals process.

As the proposed development plan is in the conceptual design stage, details relating to internal configuration, final massing, and material choice have yet to be finalized.

6 IMPACT OF DEVELOPMENT & MITIGATION STRATEGIES

The proposed development plan as described in Section 5.0 alters the composition of the Subject Site and its relationship to adjacent recognized heritage resources by adding a road network, a series of residential and mixed-use buildings and new public parkland within the former industrial site.

Impact & Mitigation Measures

The proposed development plan offers the opportunity to redevelop what is currently a brownfield site of considerable size (72 acres). The addition of new residential units and commercial space will help to better integrate the Old Port Credit Village HCD with the surrounding city, providing continuity with the existing park system and the retail corridor along Lakeshore Road West.

Note that information related to materials will be provided during the subsequent detailed design phase.

The following is a list of anticipated impacts and recommended mitigation measures associated with the proposed development plan:

6.1 *Old Port Credit Village HCD (including 37 Mississauga Road South)*

The massing and configuration of the proposed development responds to the scale of the adjacent Old Port Credit Village HCD (including 37 Mississauga Road South) in the following ways:

Mississauga Road South

- The positioning of 2.5 storey townhouses along the eastern perimeter of the Subject Site responds to the low-rise scale of existing properties within the HCD. As such, the low-rise townhouses conform to directions contained within the proposed Old Port Credit Village HCD plan (see section 1.6.3 of this report);
- The density profile of the proposed development places the largest multi-storey buildings and proposed institutional uses in areas of the Subject Site that are not adjacent to residential properties within the HCD;

- The proposed addition of a new public park immediately to the west of the intersection of Bay Street & Mississauga Road South (see Block N in the proposed master plan) serves to further reduce the visual prominence of the proposed development relative to the Old Port Credit Village HCD;
- The conceptual elevations of the townhouses along Mississauga Road South, as shown in figures 47-48, feature pitched roofs and an irregular fenestration pattern in response to the built-form character of the adjacent HCD. The proposed townhouses also respond to the historic condition of the street, reintroducing residential uses to the western side of Mississauga Road that were removed (post-1950) to accommodate expansion of the refinery (see image 41). Note that information related to materials will be provided during the subsequent detailed design phase;
- The primary elevations of the townhouses are proposed to front Mississauga Road South and feature front yards with walkway connections to the sidewalk. This responds to the built form character of the HCD and activates the west side of Mississauga Road South with pedestrian activity;
- The townhouses feature staggered setbacks from Mississauga Road South, breaking up the uniformity of the clustered units. The irregular setbacks respond to an established pattern within the HCD along the east side of Mississauga Road South; and,
- The conceptual street section for Mississauga Road South provides a generously sized public realm along the west side of Mississauga Road South while also offering a sizable landscaped buffer between the proposed development and the Old Port Credit Village HCD.

Campus

- The addition of parkland adjacent to Lake Ontario improves access to the waterfront trail while providing continuity with J.C. Saddington Park (contained within the Old Port Credit Village HCD). The addition of new parkland helps to activate the waterfront, reinforcing the historic connection between Port Credit and Lake Ontario;
- The Campus is proposed to be permeable, creating pedestrian connections between J.C. Saddington Park, the waterfront trail, and privately-owned publicly accessible spaces (POPS) within the proposed development. The approximately 2.8 acres of POPS within the Campus occupies all of the land at-grade that is not occupied

by the four buildings, and constitutes more than 50% of all POPS within the proposed development. The public realm in the Campus will be designed to integrate with the Waterfront Park, ensuring that the proposed and existing parks and open space network is fully integrated.

Lakeshore Road West

- The northeast corner of the development (identified as 'Block C' within the Master Plan) is proposed to contain a low-rise commercial building adjacent to the HCD. In response to this adjacency, the proposed commercial building incorporates stepbacks that register the datum line established by properties within the HCD (see figure 49).

Considered Alternatives

The introduction of 4-storey stacked townhouses along Mississauga Road South was contemplated in the previous submission from August 2017. In order to better respond to the built-form character of the adjacent HCD, the March 2018 submission lowered the height to 2.5 storeys. The townhouses, redesigned for the current submission, remain at 2.5 storeys.

Further, the distribution of density within the proposed master plan has been modified, transferring gross floor area (GFA) from the southern portion of the Subject Site towards the centre of the Subject Site. Whereas the August 2017 submission contemplated concentrating height adjacent to J.C. Saddington Park, the current submission continues to distribute density more evenly across the property, keeping built-form adjacent to the HCD low-rise in nature.

Recommended Mitigation Measures

- Future built-form within the Campus should generally respond to the character of the adjacent HCD;
- As work progresses to the detailed design stage, it is recommended that selected materials be contemporary in nature and distinguishable from adjacent recognized heritage fabric. The proposed material palette should reference, in part, the natural and textured quality of materials found within the Old Port Credit Village HCD;

6.2 305 Lakeshore Road West

The northwest corner of the proposed development (identified as 'Block A' within the Master Plan) contains a new public roadway and a series of low-rise live/work units adjacent to the Part IV designated property at 305 Lakeshore Road West.

The proposed roadway creates a buffer between the recognized heritage property and contemplated low-rise built form, while the addition of live/work units helps create a consistent streetwall condition. This visually integrates the designated property into the surrounding neighbourhood while enhancing the ‘main street’ retail character of Lakeshore Road West.

To respond to the scale of 305 Lakeshore Road West, built form immediately to the east of the Part IV property incorporates a stepback that registers the datum line established by the low-rise heritage building. To break up the massing of the block, a series of stepbacks are indicated along Lakeshore Road West, giving the buildings a more fine-grained appearance (see figure 50).

Recommended Mitigation Measures

- The facade treatment of the live/work units (i.e. storefront design) should respond, in a contemporary fashion, to the facade detailing of 305 Lakeshore Road West. The precedent project images on page 70 of this report, also undertaken by Giannone Petricone Architects, is an example how a multi-storey building can be articulated to respond to the scale of adjacent properties. Note that the images are not intended to indicate a specific design direction (i.e. materiality or style) but rather a general approach to massing and articulation that could be expressed in a variety of ways; and,
- As work progresses to the detailed design stage, it is recommended that selected materials be contemporary in nature and distinguishable from adjacent recognized heritage fabric.

6.3 Mississauga Road Scenic Route Cultural Landscape

The 2005 Cultural Landscape Inventory identified the entirety of Mississauga Road south of the St. Lawrence & Hudson Railway (CP Rail) to Lake Ontario as a cultural landscape for the qualities outlined in Section 4.0 of this report.

The portion of Mississauga Road South fronting the Subject Site differs in character from the remainder of the roadway north of Lakeshore Road West, namely in the absence of large lots with generous setbacks, a winding road alignment, varied topography and substantial vegetation adjacent to the roadway (see images 48-49

for a comparison of Mississauga Road north and south of Lakeshore Road West). As such, the value of Mississauga Road South is found primarily in its association with the Old Port Credit Village HCD.

The conceptual street section prepared by Public Work shows the addition of a sidewalk and new trees and plantings on the west side of Mississauga Road where little in the way of landscaped public realm currently exists (see figure 54). The addition of new trees and plantings is proposed to compliment the informal character of gardens within the adjacent Old Port Credit Village HCD. This responds to the described landscape attributes contained within the proposed Old Port Credit Village HCD Plan (see section 1.6.3 of this report) while offering a landscaped buffer between proposed built-form and adjacent heritage fabric. The addition of a tree canopy on the west side of Mississauga Road South, proposed to include a mixture of native deciduous and coniferous trees, will also offer continuity with the planting pattern north of Lakeshore Road West, providing a visual consistency that is currently absent from the cultural landscape.

As such, the contemplated improvements to the public realm along the west side of Mississauga Road South enhance the scenic and visual quality, horticultural interest, as well as landscape design of Mississauga Road South. The proposed 2.5 storey townhouses also respond to the identified built-form characteristics of the Mississauga Scenic Route Cultural Landscape, providing built-form along the west side of Mississauga Road South in keeping with the low-rise character of built-form along the broader scenic route.

Note that information related to material/plant selection will be provided during the subsequent detailed design phase.

Recommended Mitigation Measures

- In the detailed design stage, qualities associated with the larger scenic route should be explored. For example, in order to establish continuity with the portion of the Mississauga Scenic Route Cultural Landscape north of Lakeshore Road West as well as the Mississauga Scenic Route, tree plantings should reference the qualities identified in the Mississauga Scenic Route Study (1996), namely a tree canopy to provide a sense of enclosure and quality of light and shadow as well as native species that provide a change in foliage colour throughout the fall season (see Feature One within the Mississauga Scenic Route Study);

- Contemplated plantings/planting patterns should reference the existing character of gardens within the HCD including the adoption of a non-uniform planting pattern and a mixture of planting materials. An abundance of hard surfaces should also be avoided; and,
- Future streetscape elements such as signage, furniture and lighting should be distinguishable from and compatible with the character of the adjacent HCD.

6.4 *Interpretation Plan*

An interpretation plan is recommended to communicate the industrial history of the site, including the economic and social implications of that history. Interpretation of designed landscape features of the site should also be explored, including those that speak to site's former industrial use, including the shale pit and ship former ship channel. This plan should be informed by the municipally described cultural heritage value of the property (see Section 4.0 of this report).

6.5 *Shadow Study*

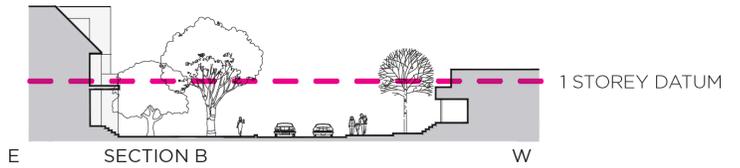
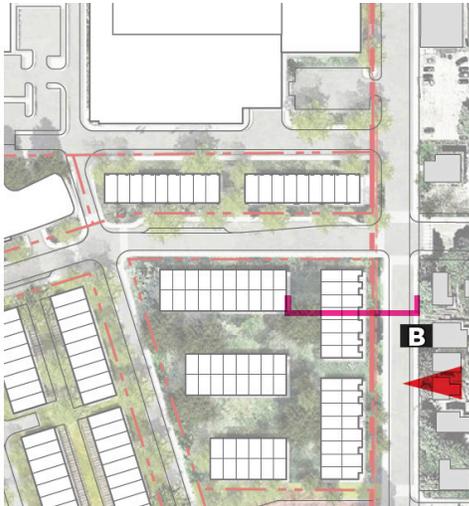
ERA Architects has reviewed the shadow study prepared by Giannone Petricone Associates and finds that with the exception of December 21 between 14:17 and 15:15, shadowing is concentrated on the western perimeter of the HCD, primarily within the City-owned right-of-way (Mississauga Road South), and the western edge of J.C. Saddington Park. As such, the new net shadows cast by the proposed development will not adversely impact the cultural heritage value of adjacent recognized heritage properties.

Refer to the submission package for a copy of the shadow study.

6.6 *Summary Statement*

The proposed development plan and associated mitigation measures outlined in this report conserve the described cultural heritage value of the Old Port Credit Village HCD, 37 Mississauga Road South, 305 Lakeshore Road West, and the Mississauga Scenic Route Cultural Landscape.

Conceptual Townhouse Elevations and Massing Model in Block M



ELEVATION



East (primary elevation)



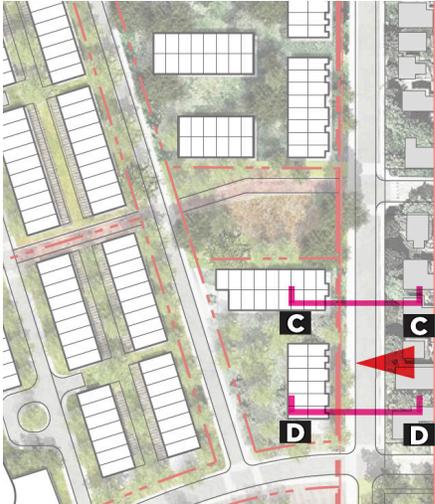
East (primary elevation)

- Elevation at property line setback
- Elevation with additional setback / stepback.

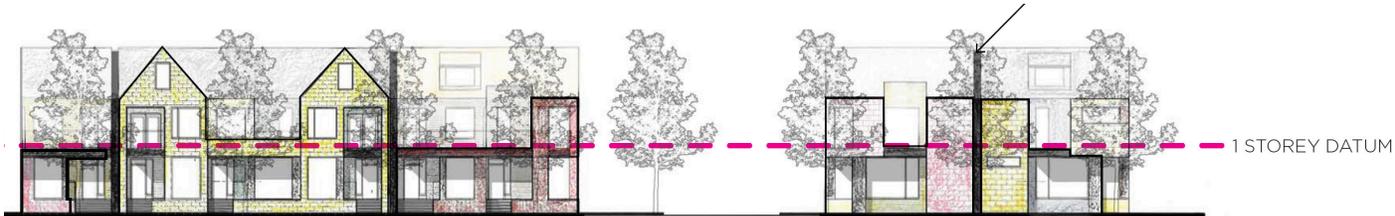
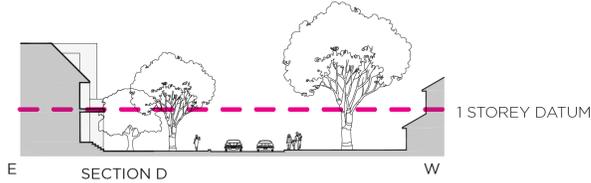
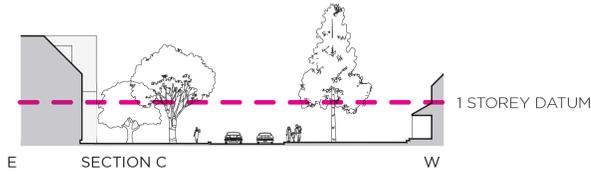
NOTE: DIAGRAMS ILLUSTRATE INTENT ONLY; DETAILED MASSING & MATERIALITY TO BE DETAILED AT SITE PLAN STAGE

47. Source: Giannone
Petricone Architects

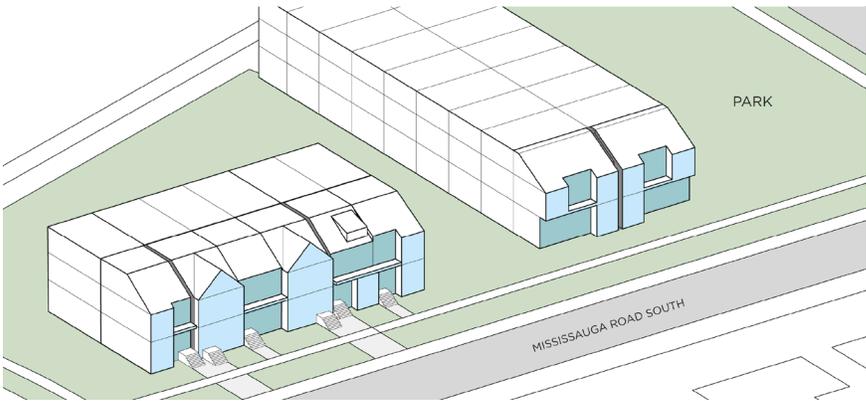
Conceptual Townhouse Elevations and Massing Model in Block R



ELEVATION



East (primary elevation)



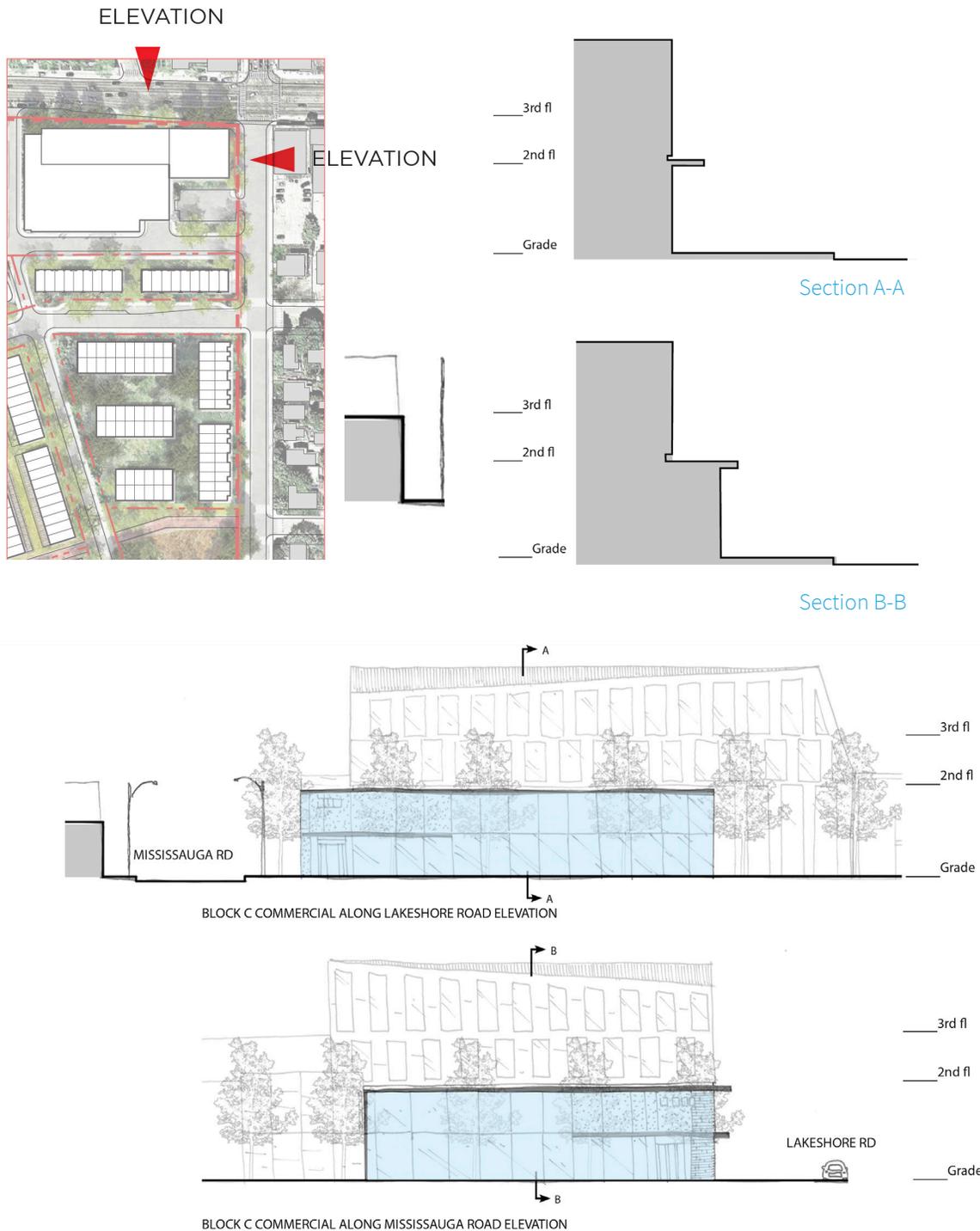
East (primary elevation)

- Elevation at property line setback
- Elevation with additional setback / stepback.

NOTE: DIAGRAMS ILLUSTRATE INTENT ONLY; DETAILED MASSING & MATERIALITY TO BE DETAILED AT SITE PLAN STAGE

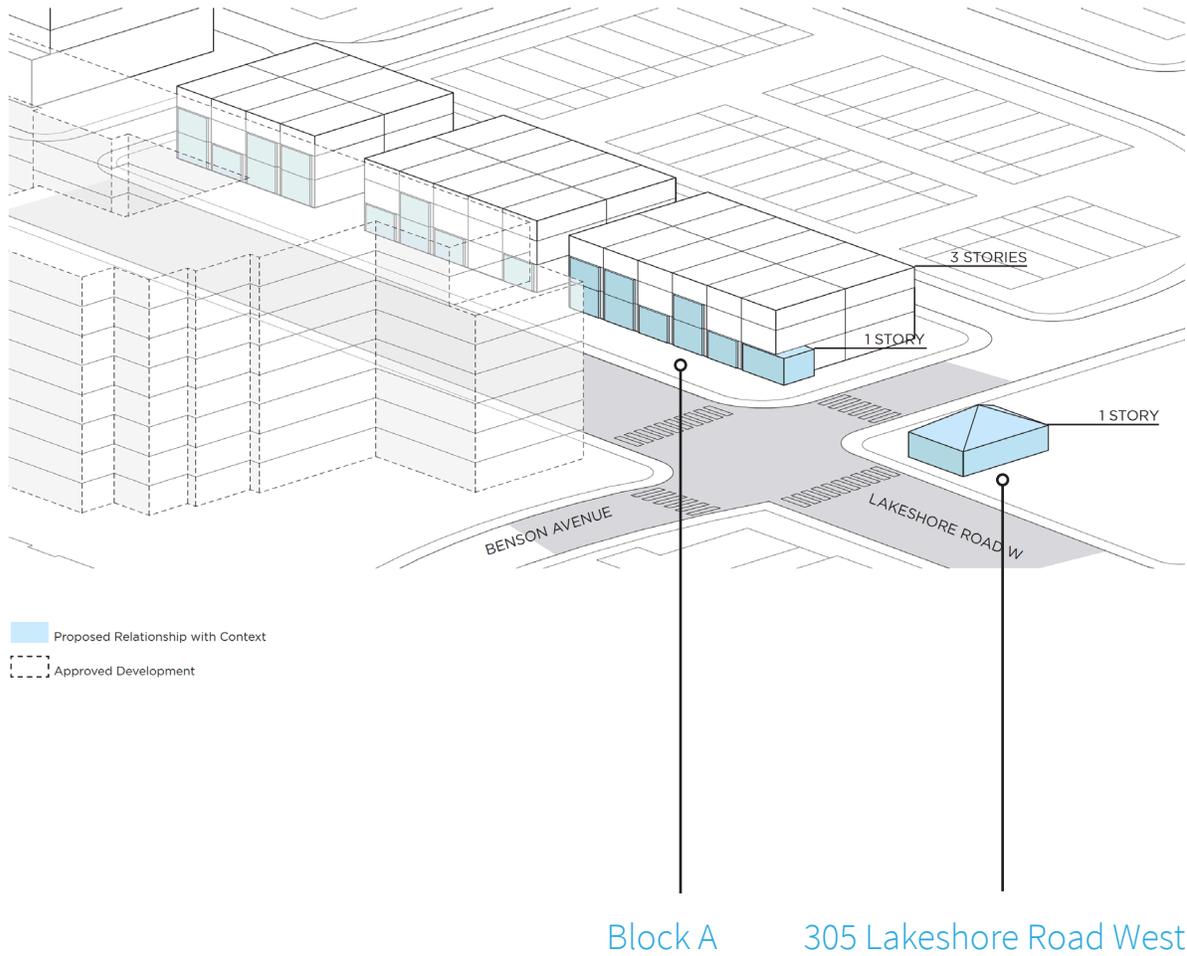
48. Source: Giannone Petricone Architects

Conceptual Elevations and Massing Model in Block C



49. Source: Giannone Petricone Architects

Conceptual Massing Model in Block A



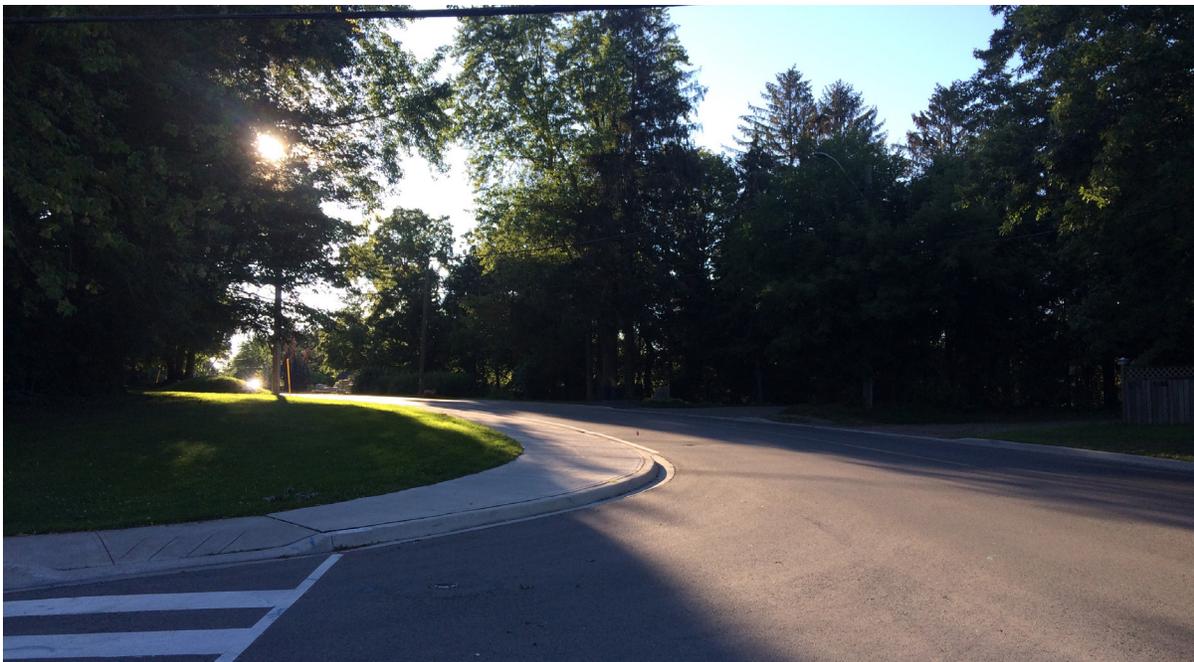
NOTE: DIAGRAMS ILLUSTRATE INTENT ONLY; DETAILED MASSING & MATERIALITY TO BE DETAILED AT SITE PLAN STAGE



51. Precedent images showing storefront detailing. Note that the images above are not intended to indicate a specific design direction (i.e. materiality or style) but rather a general approach to massing and articulation that could be expressed in a variety of ways (Source: Giannone Petricone Architects)

Mississauga Scenic Route Cultural Landscape

Images taken north of Lakeshore Road West and south of the QEW



52. These two images show the large lots with generous setbacks, winding road alignment, varied topography and substantial tree canopy characteristic of Mississauga Road north of Lakeshore Road West, 2017 (Source: ERA Architects)

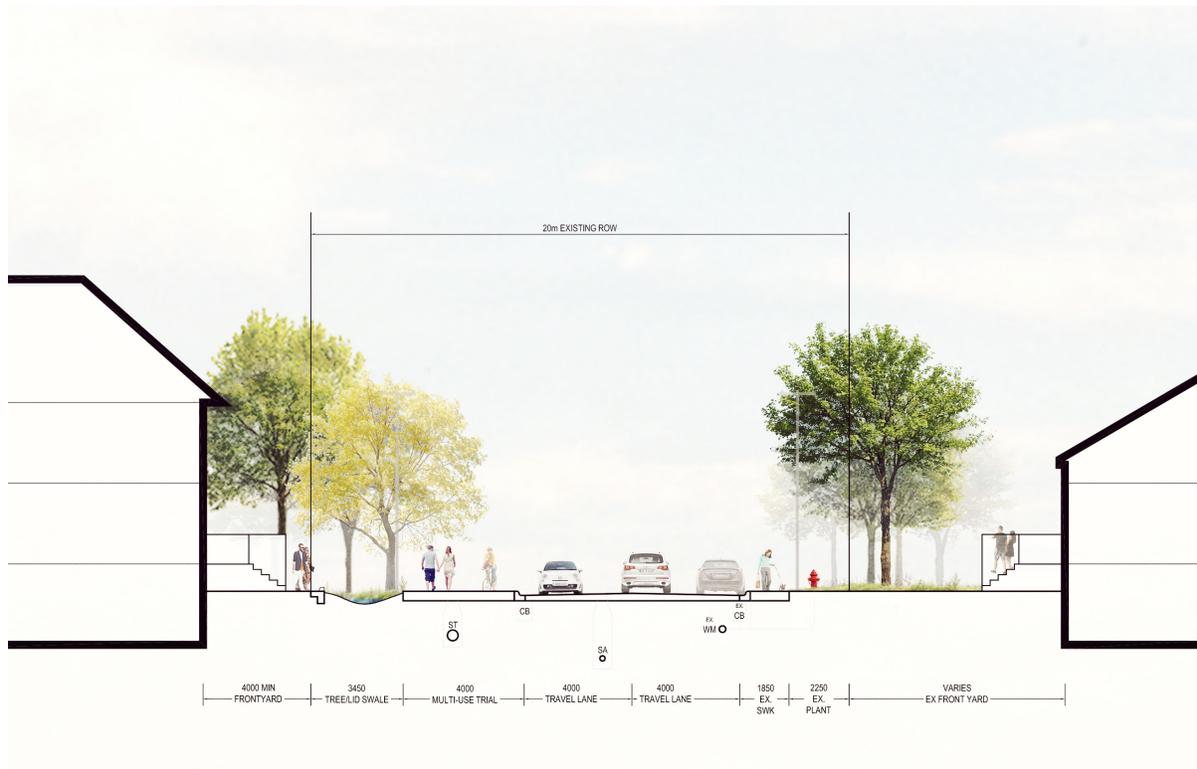
Mississauga Scenic Route Cultural Landscape

Image taken south of Lakeshore Road West



53. The image above, taken within the Old Port Credit Village HCD, shows the linear road alignment, narrow lots and smaller tree canopy typical of Mississauga Road south of Lakeshore Road West, 2017 (Source: ERA Architects)

Mississauga Road South Street Section



54. Street section showing the proposed treatment for Mississauga Road South (above) and a rendering of the proposed new landscaping along the west side of Mississauga Road South (Source: Public Work)

7 CONCLUSION

This revised combined Heritage Impact Assessment and Cultural Landscape Heritage Impact Assessment finds that the proposed development plan and associated mitigation measures conserves the described cultural heritage value of the Old Port Credit Village HCD, the Mississauga Road Scenic Route Cultural Landscape and adjacent designated properties at 37 Mississauga Road South and 305 Lakeshore Road West.

Further, this report finds that the arrangement of low-rise built-form along Mississauga Road South responds to the scale of adjacent heritage built-form while the contemplated road network creates a block pattern compatible with that of the Old Port Credit Village HCD.

Proposed public realm improvements along Mississauga Road South offer a landscaped buffer between the proposed development and the HCD, while providing room for new plantings. This will offer a visual continuity that is currently absent from the portion of the Mississauga Road Scenic Route Cultural Landscape south of Lakeshore Road West, enhancing its landscape design as well as scenic and visual quality.

Project Personnel

Michael McClelland, Principal, OAA, FRAIC, CAHP

Michael McClelland, a founding principal of ERA Architects Inc., is a registered architect specializing in heritage conservation, and in particular in heritage planning and urban design. After graduating from the University of Toronto Michael worked for the municipal government most notably for the Toronto Historical Board, advising on municipal planning, permit and development applications, and on the preservation of City-owned museums and monuments.

Michael is well known for his promotion and advocacy for heritage architecture in Canada and in 1999 was awarded a certificate of recognition from the Ontario Association of Architects and the Toronto Society of Architects for his contribution to the built environment and to the profession of architecture.

Julie Tyndorf, Associate, MCIP RPP, CAHP

As an Associate with ERA Architects, Julie Tyndorf engages in the field of heritage conservation through urban planning. Her key areas of focus are on municipal heritage policies and the heritage approvals process as they relate to new development. Julie specializes in the interpretation and preparation of complex policy and assessment documents, and works with property owners on the adaptive reuse and rehabilitation of heritage buildings in evolving urban environments.

In addition to her position at ERA, Julie is actively involved with the School of Urban and Regional Planning at Ryerson University as a sessional lecturer, as the past Chair and current member-at-large of the Ryerson Planning Alumni Association, and as a mentor to current students and recent grads from Ryerson's undergraduate and graduate-level planning programs.

Professionally, Julie is a member of the Canadian Institute of Planners and a Registered Professional Planner with the Ontario Professional Planners Institute.

Evan Manning, M.Pl.

Evan Manning holds a Master's of Planning in Urban Development from Ryerson University. His work with the preservation organization Dominion Modern imparted a respect for our modern built heritage that guided the direction of his graduate studies with particular focus on Toronto's post-industrial landscapes and post-war suburbs.

Sources

Al Yarnell, "A History of Texaco in Port Credit", Mississauga Central Library, 1965, Can. Ref. 338.4 7665 538 Yar.

Donald B. Smith, "Their Century and a Half on the Credit: The Mississaugas in Mississauga," pp. 107-22.

Texaco, "Port Credit Plant Decommissioning," nd., Mississauga Central Library – Local Archives – Texaco Canada Inc.; and Texaco, Port Credit Plant Decommissioning Update, May 1987, Mississauga Central Library – Local Archives – Texaco Canada Inc.

Underwriters Survey Bureau, "Port Credit, Ont." Toronto & Montreal: Underwriters Survey Bureau, Pl. 7, The Thomas Fisher Rare Book Library, University of Toronto, Dec. 1928 # 3524 P637 G475 1928 U53.

William H. Smith, Smith's Canadian Gazetteer. Toronto: H. & W. Rowsell, 1846, pp. 148-49.

8 APPENDICES

APPENDIX A

Heritage Impact Assessment Terms of Reference, City of Mississauga

CITY OF MISSISSAUGA HERITAGE IMPACT ASSESSMENT

TERMS OF REFERENCE

1. Background: The Mississauga Official Plan

The City's Official Plan introduces cultural heritage resources in the following manner:

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and, as such, are imperative to conserve and protect. Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest.

In compliance with the City's policy 7.4.1.12, as stated below, the City of Mississauga seeks to conserve, record, and protect its heritage resources:

*7.4.1.12: The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a **Heritage Impact Statement**¹, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*

A Heritage Impact Assessment is a study to determine the impacts to known and potential heritage resources within a defined area proposed for future development. The study would include an inventory of all heritage resources within the planning application area. The study results in a report which identifies all known heritage resources, an evaluation of the significance of the resources, and makes recommendations toward mitigation measures that would minimize negative impacts to those resources. A Heritage Impact Assessment may be required on a Designated or individually Listed property on the City's Heritage Register or where development is proposed adjacent to a known heritage resource. The requirement may also apply to unknown or recorded heritage resources which are discovered during the development application stage or construction.²

¹ At time of the writing of these Terms of Reference, the 2014 Official Plan Amendments supporting updated heritage definitions has not yet been enacted.

² For the definition of "development," please refer to the Mississauga Official Plan.

The City's Heritage Register includes properties that comprise cultural landscapes. Cultural landscapes include neighbourhoods, roadways and waterways. Individual properties within these landscapes may or may not have cultural heritage value independent of the landscape. Heritage Impact Assessments are required to ascertain the property's cultural heritage value and to ensure that any development maintains the cultural landscape criteria, available at http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf

To determine the specific heritage status of a particular property visit <http://www.mississauga.ca/portal/services/property>. Submit the desired address and click on the "Heritage" tab. Further information is available by clicking the underlined "INV#." This last tab explains the reason why the property is listed or designated.

2. The following minimum requirements will be requested in a Heritage Impact Assessment:

- 2.1 A detailed site history to include a listing of owners from the Land Registry Office, and a history of the site use(s). However, please note that due to the Freedom of Information and Protection of Privacy Act, current property owner information must not be included. As such, Heritage Planning will request that current property owner personal information be redacted to ensure the reports comply with the Act.
- 2.2 A complete listing and full written description of all existing structures, natural or man-made, on the property. Specific mention must be made of all the heritage resources on the subject property which include, but are not limited to: structures, buildings, building elements (like fences and gates), building materials, architectural and interior finishes, natural heritage elements, landscaping, and archaeological resources. The description will also include a chronological history of the structure(s) developments, such as additions, removals, conversions, alterations etc.

The report will include a clear statement of the conclusions regarding the significance and heritage attributes of the cultural heritage resource.

A location map must be provided, with indications of existing land use, zoning, as well as the zoning and land use of adjacent properties.

- 2.3 Documentation of the heritage resource will include current legible photographs, from each elevation, and/or measured drawings, floor plans, and a site map, at an appropriate scale for the given application (i.e. site plan as opposed to subdivision), indicating the context in which the heritage resource is situated. Also to include historical photos, drawings, or other archival material that may be available or relevant. For buildings, internal and external photographs and floor plans are also required. Please note that due to the Freedom of Information and Protection of Privacy Act, photographs should not contain people or highlight personal possessions. The purpose of the photographs is to capture architectural features and building materials.

The applicant must provide a description of all relevant municipal or agency requirements which will be applied to the subject property, and when implemented may supplement,

supersede and/or affect the conservation of heritage resources (i.e. Building Code requirements, Zoning requirements, Transportation and Works requirements.)

- 2.4 An outline of the proposed development, its context and how it will impact the heritage resource and neighbouring properties will be provided. This may include such issues as the pattern of lots, roadways, setbacks, massing, relationship to natural and built heritage features, recommended building materials, etc. The outline should address the influence of the development on the setting, character and use of lands on the subject property and adjacent lands.

Note: An architectural drawing indicating the subject property streetscape with properties to either side of the subject lands must be provided. The purpose of this drawing is to provide a schematic view of how the new construction is oriented and integrates with the adjacent properties from a streetscape perspective. The drawing must therefore show, within the limits of defined property lines, an outline of the building mass of the subject property and the existing neighbouring properties, along with significant trees or any other landscape or landform features. A composite photograph may accomplish the same purpose with a schematic of the proposed building drawn in.

- 2.5 Full architectural drawings, by a licensed architect or accredited architectural designer, showing all four elevations of the proposed development must be included for major alterations and new construction.
- 2.6 An assessment of alternative development options and mitigation measures that should be considered in order to avoid or limit the negative impact on the cultural heritage resources. Methods of minimizing or avoiding negative impact on a cultural heritage resource as stated in the Ontario Heritage Tool Kit (InfoSheet #5, Ministry of Culture) include, but are not limited to:
- Alternative development approaches
 - Isolating development and site alteration from the significant built and natural heritage features and vistas
 - Design guidelines that harmonize mass, setback, setting and materials
 - Limiting height and density
 - Allowing only compatible infill and additions
 - Reversible alterations

These alternate forms of development options presented in the Heritage Impact Assessment must be evaluated and assessed by the heritage consultant writing the report as to the best option to proceed with and the reasons why that particular option has been chosen.

- 2.7 A summary of conservation principles and how they will be used must be included. The conservation principles may be found in publications such as: Parks Canada – *Standards and Guidelines for the Conservation of Historic Places in Canada*; *Eight Guiding Principles in the Conservation of Historic Properties*, Ontario Ministry of Culture. (Both publications are available online.)

- 2.8 Proposed demolition/alterations must be explained as to the loss of cultural heritage value interests in the site and the impact on the streetscape and sense of place.
- 2.9 When a property cannot be conserved, alternatives will be considered for salvage mitigation. Only when other options can be demonstrated not to be viable will options such as relocation, ruinification, or symbolic conservation be considered.

Relocation of a heritage resource may indicate a move within or beyond the subject property. The appropriate context of the resource must be considered in relocation. Ruinification allows for the exterior only of a structure to be maintained on a site. Symbolic conservation refers to the recovery of unique heritage resources and incorporating those components into new development, or using a symbolic design method to depict a theme or remembrance of the past.

All recommendations shall be as specific as possible indicating the exact location of the preferred option, site plan, building elevations, materials, landscaping, and any impact on neighbouring properties, if relevant.

3. Summary Statement and Conservation Recommendations

The summary should provide a full description of:

- The significance and heritage attributes of the cultural heritage resource, including the reference to a listing on the Heritage Register, or designation by-law if it is applicable
- The identification of any impact that the proposed development will have on the cultural heritage resource
- An explanation of what conservation or mitigative measures, or alternative development, or site alteration approaches are recommended
- Clarification as to why conservation or mitigative measures, or alternative development or site alteration approaches are not appropriate

4. Mandatory Recommendation

The consultant must write a recommendation as to whether the subject property is worthy of heritage designation in accordance with the heritage designation criteria per Regulation 9/06, *Ontario Heritage Act*. Should the consultant not support heritage designation then it must be clearly stated as to why the subject property does not meet the criteria as stated in Regulation 9/06.

The following questions **must** be answered in the final recommendation of the report:

- Does the property meet the criteria for heritage designation under the Ontario Regulation 9/06, *Ontario Heritage Act*?
- If the subject property does not meet the criteria for heritage designation then it must be clearly stated as to why it does not

- Regardless of the failure to meet criteria for heritage designation, does the property warrant conservation as per the definition in the Provincial Policy Statement:

Conserved: means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.

Please note that failure to provide a clear recommendation as per the significance and direction of the identified cultural heritage resource will result in the rejection of the Heritage Impact Assessment.

5. Qualifications

The qualifications and background of the person completing the Heritage Impact Assessment will be included in the report. The author must be a qualified heritage consultant by having Professional standing with the Canadian Association of Heritage Professionals (CAHP) and/or clearly demonstrate, through a Curriculum Vitae, his/her experience in writing such Assessments or experience in the conservation of heritage places. The Assessment will also include a reference for any literature cited, and a list of people contacted during the study and referenced in the report.

6. Approval Process

Three hard copies of the Heritage Impact Assessment, along with a PDF version, will be provided to the Heritage Coordinator. Hard copies must be single sided and pages must be no larger than 11 x 17 inches. Staff will ensure that copies are distributed to the Planning and Building Department and relevant staff and stakeholders within the Corporation. The Heritage Impact Assessment will be reviewed by City staff to determine whether all requirements have been met and, if relevant, to evaluate the recommendations presented by the Heritage Consultant on the alternative development options. The applicant will be notified of Staff's comments and acceptance, or rejection of the report.

All Heritage Impact Assessments will be sent to the City's Heritage Advisory Committee for information or review. As of September 2014, Heritage Impact Assessments will no longer be published online. However, these documents will be made available to the public by appointment with Heritage Planning staff.

An accepted Heritage Impact Assessment will become part of the further processing of a development application under the direction of the Planning and Building Department. The recommendations within the final approved version of the Heritage Impact Assessment will be incorporated into development related legal agreements between the City and the proponent at the discretion of the municipality.

7. References

Applicants looking for professional assistance may wish to refer to the Canadian Association of Heritage Professionals. website: <http://www.cahp-acecp.ca/>

For more information on Heritage Planning at the City of Mississauga, visit us online at [http:// www.mississauga.ca/heritageplanning](http://www.mississauga.ca/heritageplanning)

Interpretation Services: <http://www.mississauga.ca/portal/cityhall/languages>

APPENDIX B

Cultural Landscape Heritage Impact Assessment Terms of Reference, City of Mississauga

Cultural Landscape Heritage Impact Assessment (HIA) Terms of Reference

1. Introduction

The City of Mississauga adopted a Cultural Landscape Inventory in 2005. Cultural landscapes include neighbourhoods, roadways, waterways and more. The Cultural Landscape Inventory is available online at http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf.

All of the properties listed on the Cultural Landscape Inventory are listed on the City's Heritage Register. In compliance with the City's policy 7.4.1.12, as stated below, the City of Mississauga seeks to conserve, record, and protect its heritage resources:

*7.4.1.12: The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a **Heritage Impact Statement**¹, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*

These cultural heritage resources include properties identified on the City's Heritage Register as being part of Cultural Landscapes.

A Heritage Impact Assessment is a study to determine the impacts to known and potential heritage resources within a defined area proposed for future development. The study would include an inventory of all heritage resources within the planning application area. The study results in a report which identifies all known heritage resources, an evaluation of the significance of the resources, and makes recommendations toward mitigation measures that would minimize negative impacts to those resources. A Heritage Impact Assessment will be required on a property which is listed on the City's Heritage Register, a property designated under the *Ontario Heritage Act*, or where development is proposed adjacent to a known heritage resource. The requirement may also apply to unknown or recorded heritage resources which are discovered during the development application stage or construction.²

¹ At time of the writing of these Terms of Reference, the 2014 Official Plan Amendments supporting updated heritage definitions has not yet been enacted.

² For the definition of "development," please refer to the Mississauga Official Plan.

2. General Requirements include:

- A location map
- A site plan of existing conditions, to include buildings, structures, roadways, driveways, drainage features, trees and tree canopy, fencing, and topographical features
- A written and visual inventory (legible photographs – we suggest no more than two per page) of all elements of the property that contribute to its cultural heritage value, including overall site views. For buildings, internal and external photographs and floor plans are also required. Please note that due to the Freedom of Information and Protection of Privacy Act, photographs should not contain people or highlight personal possessions. The purpose of the photographs is to capture architectural features and building materials.
- A site plan and elevations of the proposed development
- For cultural landscapes or features that transcend a single property, a streetscape plan is required, in addition to photographs of the adjacent properties
- Qualifications of the author completing the report
- Three hard copies and a PDF

The City reserves the right to require further information, or a full HIA. These terms of reference are subject to change without notice.

3. Addressing the Cultural Landscape or Feature Criteria

Cultural Heritage Landscape Inventory Heritage Impact Assessments must demonstrate how the proposed development will conserve the criteria that render it a cultural heritage landscape and/or feature. Each cultural heritage landscape and feature includes a checklist of criteria. The Heritage Impact Assessment need only address the checked criteria for the pertinent cultural heritage landscapes or features. (Please note: some properties constitute more than one cultural heritage landscape.) Criteria include the following:

Landscape Environment

- scenic and visual quality
- natural environment*
- horticultural interest
- landscape design, type and technological interest

Built Environment

- aesthetic/visual quality
- consistent with pre World War II environs
- consistent scale of built features
- unique architectural features/buildings
- designated structures

Historical Associations

- illustrates a style, trend or pattern
- direct association with important person or event

- illustrates an important phase of social or physical development
- illustrates the work of an important designer

Other

- historical or archaeological interest**
- outstanding features/interest
- significant ecological interest
- landmark value

Descriptions of these criteria are available in the Cultural Landscape Inventory document (pages 13 to 16).

*For cultural landscapes or features noted for their **natural environment** (i.e. checked off in the Cultural Landscape Inventory document), and when also required as part of the Planning process, a copy of a certified arborist's report will be included as part of the scope of the Heritage Impact Assessment.

For cultural landscapes or features noted for their **archaeological interest (i.e. checked off in the Cultural Landscape Inventory document), and when also required as part of the Planning process, a stage 1 archaeological assessment is required.

4. Property Information

The proponent must include a list of property owners from the Land Registry office. Additional information may include the building construction date, builder, architect/designer, landscape architect, or personal histories. However, please note that due to the Freedom of Information and Protection of Privacy Act current property owner information must NOT be included. As such, Heritage Planning will request that current property owner personal information be redacted to ensure the reports comply with the Act.

5. Impact of Development or Site Alteration

An assessment identifying any impact the proposed development or site alteration may have on the cultural heritage resource(s). Negative impacts on a cultural heritage resource(s) as stated in the *Ontario Heritage Tool Kit* include, but are not limited to:

- Destruction of any, or part of any, significant heritage attributes or features
- Removal of natural heritage features, including trees
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance
- Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature, or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship

- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features
- A change in land use where the change in use negates the property's cultural heritage value
- Land disturbances such as change in grade that alter soils, and drainage patterns that adversely affect cultural heritage resources

The proponent must demonstrate how the new proposed built form reflects the values of the identified cultural landscape and its characterizations that make up that cultural landscape.

6. Mitigation Measures

The Heritage Impact Assessment must assess alternative development options and mitigation measures in order to avoid or limit the negative impact on the cultural heritage resources. Methods of minimizing or avoiding negative impact on cultural heritage resources, noted by the Ministry of Culture, include but are not limited to the following:

- Alternative development approaches
- Isolating development and site alteration from the significant built and natural heritage features and vistas
- Design guidelines that harmonize mass, setback, setting and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations

These alternate forms of development options presented in the Heritage Impact Assessment must be evaluated and assessed by the heritage consultant writing the report as to the best option to proceed with and the reasons why that particular option has been chosen.

7. Qualifications

The qualifications and background of the person completing the Heritage Impact Assessment will be included in the report. The author must be a qualified heritage consultant by having professional standing with the Canadian Association of Heritage Professionals (CAHP) and/or clearly demonstrate, through a Curriculum Vitae, experience in writing such Assessments or experience in the conservation of heritage places. The Assessment will also include a reference for any literature cited, and a list of people contacted during the study and referenced in the report.

8. Recommendation

The heritage consultant must provide a recommendation as to whether the subject property is worthy of heritage designation in accordance with the heritage designation criteria per Regulation 9/06, *Ontario Heritage Act*. Should the consultant not support heritage designation then it must be clearly stated as to why the subject property does not meet the criteria as stated in Regulation 9/06.

The following questions must be answered in the final recommendation of the report:

- Does the property meet the criteria for heritage designation under Ontario Regulation 9/06, *Ontario Heritage Act*?
- If the subject property does not meet the criteria for heritage designation then it must be clearly stated as to why it does not
- Regardless of the failure to meet criteria for heritage designation, does the property warrant conservation as per the definition in the Provincial Policy Statement:
“**Conserved:** means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.”

Please note that failure to provide a clear recommendation as per the significance and direction of the identified cultural heritage resource will result in the rejection of the Heritage Impact Assessment.

9. Approval Process

Three copies of the Heritage Impact Assessment will be provided to Heritage staff, along with a PDF version. Hard copies must be single sided and pages must be no larger than 11 x 17 inches. Staff will ensure that copies are distributed to the Planning and Building Department and relevant staff and stakeholders within the Corporation. The Heritage Impact Assessment will be reviewed by City staff to determine whether all requirements have been met and to evaluate the preferred option(s). The applicant will be notified of Staff’s comments and acceptance, or rejection of the report.

All Heritage Impact Assessments will be sent to the City’s Heritage Advisory Committee for information or review. As of September 2014, Heritage Impact Assessments will no longer be published online. However, these documents will be made available to the public by appointment with Heritage Planning staff.

An accepted Heritage Impact Assessment will become part of the further processing of a development application under the direction of the Planning and Building Department. The recommendations within the final approved version of the Heritage Impact Assessment will be incorporated into development related legal agreements between the City and the proponent at the discretion of the municipality.

10. References

Applicants seeking professional assistance may wish to refer to the Canadian Association of Heritage Professionals website: <http://www.cahp-acecp.ca/>

Interpretation Services: <http://www.mississauga.ca/portal/cityhall/languages>

For more information on Heritage Planning at the City of Mississauga, visit us online at www.mississauga.ca/heritageplanning.

APPENDIX C

City of Mississauga By-law No. 260-2011 to designate 305 Lakeshore Road West as a property of cultural heritage value or interest under the Ontario Heritage Act



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0260-2011.

A By-law to designate the Hill Estate Gatehouse/Dudgeon Cottage
located at 305 Lakeshore Road West
as being of cultural heritage value or interest

WHEREAS the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended, authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of cultural heritage value or interest;

AND WHEREAS Notice of Intention to designate the Hill Estate Gatehouse/ Dudgeon Cottage located at 305 Lakeshore Road West, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Clerk of The Corporation of the City of Mississauga;

NOW THEREFORE the Council of The Corporation of the City of Mississauga hereby ENACTS as follows:

1. That the property, including all the buildings and structures thereon, known as the Hill Estate Gatehouse/Dudgeon Cottage located at what is municipally known as 305 Lakeshore Road West, in the City of Mississauga, and legally described in Schedule 'A' attached hereto, is hereby designated as being of cultural heritage value or interest under Part IV of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended.
2. That the reasons for designating the property known as the Hill Estate Gatehouse/ Dudgeon Cottage located at 305 Lakeshore Road West, in the City of Mississauga, under Section 1 of this By-law, are duly set out in Schedule 'B'.
3. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property, and upon the Ontario Heritage Trust and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.
4. That Schedules 'A' and 'B' form an integral part of this by-law.
5. That the City Solicitor is hereby directed to register a copy of this by-law against the property located at 305 Lakeshore Road West as described in Schedule 'A' in the proper land registry office.

ENACTED AND PASSED this 12 day of October, 2011.




MAYOR

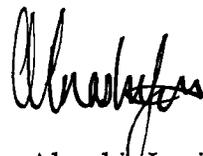

CLERK

SCHEDULE 'A' TO BY-LAW 0260-2011

Summary: Part of Block B, Registered Plan H-22
(To be designated under the Ontario Heritage Act)

(Ward 1, City Zone 8, in the vicinity of Lakeshore Road West and Pine Avenue South)

Legal Description: In the City of Mississauga, Regional Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of part of Block B, Registered Plan H-22, designated as Part 2, Plan 43R-34111.



Alnashir Jeraj
Ontario Land Surveyor

DESIGNATION STATEMENT

Hill Estate Gatehouse/Dudgeon Cottage, 305 Lakeshore Road West

Description of Property

The Hill Estate Gatehouse/Dudgeon Cottage is located on the south side of Lakeshore Road West, west of Mississauga Road South, at the intersection of Lakeshore Road West and Pine Avenue South. It is a small, one-storey, red brick cottage ornamented with a pattern of extruding slag brickwork.

Statement of Cultural Heritage Value or Interest

The Hill Estate Gatehouse/Dudgeon Cottage, located at 305 Lakeshore Road West, is listed on the City of Mississauga's Heritage Registry and is recommended for designation under the terms of the *Ontario Heritage Act* for its design or physical value, its historical or associative value and its contextual value, as per Regulation 09/06.

This building is a rare surviving example of an estate gatehouse, built in the early decades of the 20th Century, at a time when the west end of Port Credit was largely comprised of wealthy estates. As such, it serves to yield an understanding of a culture that no longer exists in present day Mississauga.

Architecturally, the building is constructed using bricks of a basalt-like appearance which gives the building "texture and interest". It is possible that these unusual bricks were made in the former Port Credit brickyard, which was adjacent to the subject property. With its protruding slag bricks, convex glass, architectural detailing reminiscent of the Arts & Crafts movement and its roofline of multiple planes intersecting at angles which result in the formation of multiple valleys, the building is certainly unique in the City of Mississauga.

The structure is highly visible from Lakeshore Road West, with clear views to and from the front façade. It retains its residential feel, and is free from overt commercial signage.

The current community has placed historical and contextual value in the property as its evolution contributes to the understanding of the history of Port Credit, and has placed associative value in the historic property owners, which include Edward, Edwin and Rebecca Hill, Charles Scarr, and Reverend James Dudgeon.

For many long-time residents, the building was associated with the adjacent bus loop for the Toronto Transit Commission (TTC) Route 74, which terminated at Pine Avenue. While the building was never owned by the TTC, Marjorie Dudgeon, who lived in the cottage and operated a piano studio, invited transit riders to wait in the building on cold winter mornings.

The building is highly visible to the public sector and community as it has a shallow set-back from Lakeshore Road West. It is the first and only single family residential type structure immediately west of the vacant industrial lands which provides for a prominent landmark.

As the surrounding property is currently being developed, it is recommended that every effort be made to include the building at 305 Lakeshore Road West in any future development on this site.

Description of Heritage Attributes

Key exterior attributes that embody the design or physical value of 305 Lakeshore Road West include:

- Its single storey, residential style, massing and overall size
- Its red brick with basalt-like brick accents which are random over the exterior

- Its windows with convex glass, wooden rails, stiles and muntin bars
- Its square bay window
- Its roofline with exposed rafter tails
- Its Tudor-like façade elements under the gable end eaves, composed of beams and stucco render
- Its unusual rounded-brick exterior window sills
- Its wooden front entrance door, composed of six panes in the upper third of the door, over a solid base of two slightly inset panels and iron hardware

Key attributes that reflect the historical or associative value to the local community of 305 Lakeshore Road West include:

- Its identification as a gatehouse, which contributes to an understanding of the now demolished estate house
- Its reminder of the development history of the Port Credit community and the continuing evolution of the surrounding area
- Its direct associations with Edward, Edwin and Rebecca Hill, Charles Scarr, and Reverend James Dudgeon
- Its association with the former bus loop Route 74

Key attributes that illustrate the contextual value of 305 Lakeshore Road West include:

- It is considered a landmark in the community
- Its visibility and shallow set-back from Lakeshore Road West
- Its unusual brick patterning of basalt-like brick that distinguishes it from other brick structures
- Its residential character as a contrast to what has become a very commercial area along Lakeshore Road West

APPENDIX D

City of Mississauga By-law No. 374-88 to designate 37 Mississauga Road South as a property of cultural heritage value or interest under the Ontario Heritage Act



BY-LAW NUMBER 374-88

To designate the "Parkinson-King House" located at 37 Mississauga Road South, as being of historical, architectural and contextual significance.

WHEREAS The Ontario Heritage Act, R.S.O. 1980, Chapter 337, authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of historic or architectural value or interest; and

WHEREAS Notice of Intention to so designate the "Parkinson-King House" located at 37 Mississauga Road South, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Council of the Corporation of the City of Mississauga.

WHEREAS the reasons for the said designation are set out as Schedule 'A' hereto;

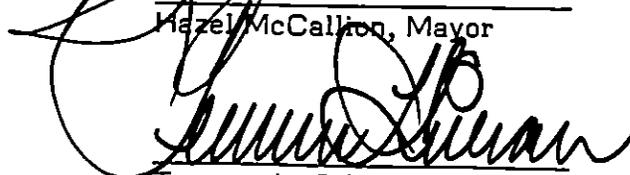
NOW THEREFORE the Council of The Corporation of the City of Mississauga enacts as follows:

1. That the real property, more particularly described in Schedule 'B' hereto, known as the "Parkinson-King House" located at 37 Mississauga Road South, be designated as being of historical, architectural and contextual significance.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property, and upon the Ontario Heritage Foundation, and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.
3. That the City Solicitor is hereby directed to register a copy of this by-law against the subject property.

ENACTED AND PASSED this 13th day of June, 1988.

APPROVED
AS TO FORM
OF EXECUTION
City Solicitor
MISSISSAUGA

JIS
03 06 88


Hazel McCallion, Mayor

Terence L. Julian, City Clerk

SCHEDULE 'A' TO BY-LAW NO. 374-88

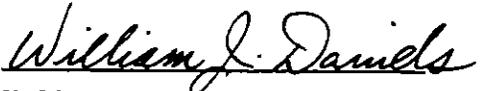
SHORT STATEMENT OF THE REASONS FOR
THE PROPOSED DESIGNATION

It is recommended that the Parkinson-King House be designated for its historical, architectural and contextual importance. Historically, the house was built between 1900 and 1907 by Risdon Parkinson. Parkinson was active in Port Credit community life and served as Police Village Trustee (1909-1913); Chairman (1910); Reeve (1917-1923); Port Credit Hydro Committee Chairmam (1931). Architecturally, the structure, believed to have been built of bricks from the nearby Port Credit Brick Company, is representative of small town vernacular building of the turn of the nineteenth century. Architectural features of note include: the L-shaped plan, the stretcher bond red brick exterior, the one-over-one paned sash windows and the large single paned "landscape sash" windows of the first floor and stained glass transoms, the gable roof and centre gable, and the original front door. Contextually, this house located at the south east end of Mississauga Road South, is an important element on Port Credit's west bank, an area recognized in the Port Credit Secondary Plan and the Port Credit Harbour Study as an area of special heritage interest.

SCHEDULE **B** to BY-LAW **374-88**

In the City of Mississauga, Regional Municipality of Peel (formerly Town of Port Credit, County of Peel), Province of Ontario, and being composed of parts of Village Lots 11 and 12 South of Bay Street, West of the Credit River, and designated as Part 1 on a reference plan deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as 43R-15696.

May 20, 1988


William J. Daniels
Ontario Land Surveyor

APPENDIX E

Statement Defining the District's General Character (In-force Old Port Credit Village HCD)

1.5 Statement Defining the District's General Historical Character

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

Human use and activity in the district predate the government's village survey by many thousands of years. The settlement of the Native Mississauga at the mouth of the Credit River for over a century, their resettlement upriver in 1826 and their significant investment in the Credit Harbour Company in 1834 especially affected the formation of old Port Credit. Peter and John Streets are named after Peter and John Jones, directors in the Credit Harbour Company and Mississauga chiefs. Peter Jones (Kahkewaquonaby), missionary, translator and author, is provincially important as a leading figure in the conversion of the Mississauga and other Ojibway people to the Methodist branch of Christianity and their adoption of a sedentary way of life – farming and trades. Mississauga Road South, originally called Joseph Street after Mississauga chief and Credit Harbour Company director Joseph Sawyer, preserves in its name the legacy of the Mississauga people in Port Credit.

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

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

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

the low-density residential fabric of the district west of John Street South.

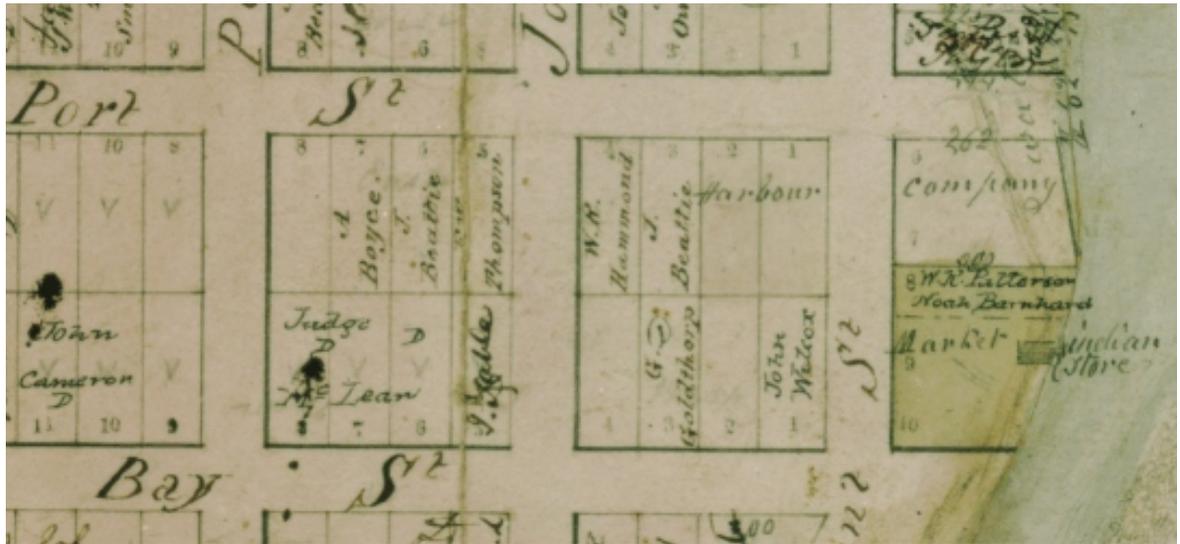
A number of institutional landmarks important to Port Credit's history stand in the district. The Mississauga Masonic Temple of 1926 incorporates within its walls the Wesleyan Methodist Church of 1849, the first church in Port Credit. On the site where the Wesleyan Methodist Church originally stood is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

A number of historic buildings, built as houses and converted to commercial use or built with a public function in mind but now used as houses, are also found in the district. The Wilcox Inn, the oldest surviving building in the district, is now a house. The small building at 24 Front Street South, used as a house, stands on former Credit Harbour Company lands. The first place of worship for Roman Catholics in Port Credit, moved to 32 Peter Street South, has been a house for many years. The Emma Peer House at 7 John Street South has become a restaurant. The Ida and Benjamin Lynd House at 15 Mississauga Road South has been turned into a spa. Adaptive reuse has been a long-established practice in the district.

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

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

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



The district has high potential for Native archaeological sites going back perhaps as much as 10,000 years (note the “indian store” on the Market lot).



The original grid of streets helps define urban form in old Port Credit village.



The open green space of J.C. Saddington Park is a significant asset in the neighbourhood.



The riverside lands of Marina Park have a long record of human use.



St. Mary's Roman Catholic Cemetery is an historic burial ground opened in the 1870s.



Private open space associated with institutional buildings is an important landscape feature along Lakeshore Road West.



Buildings of historic interest include village landmarks – ranging from the oldest surviving building in the district to landmarks of the 1950s – and modest vernacular dwellings dating from the nineteenth and early twentieth centuries.



Houses that in terms of size and height complement houses of historic interest provide an appropriate architectural context for the district's houses of historic interest.



The front yards of houses are landscaped and usually provide access to the street by means of a single driveway situated to one side of the lot.

APPENDIX F

District Significance, Heritage Attributes and Objectives (Proposed Old Port Credit Village HCD Plan)

3.0 District Significance, Heritage Attributes and Objectives

3.1 Introduction

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

3.2 Statement of District Significance

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

First Nations

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

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



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



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

Urban form

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



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

Open spaces

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



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



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

Landmarks

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



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

Land use

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

Historic buildings

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

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



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



Figure 10: Fire hall, 62 Port Street



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



Figure 12: Clark Memorial Hall, 161 Lakeshore Road West



Figure 13: Vernacular dwelling, 48 Lake Street



Figure 14: Vernacular dwelling, 31 Bay Street

Landscape

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

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



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

3.3 List of heritage attributes

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



City of Mississauga
Community
Services

CULTURAL LANDSCAPE INVENTORY



January 2005

APPENDIX G

Extract from the Cultural Landscape Inventory for the City of Mississauga:
Mississauga Road South Scenic Route Cultural Landscape & Old Port Credit
Cultural Landscape

CULTURAL LANDSCAPE INVENTORY

CITY OF MISSISSAUGA



by

THE LANDPLAN COLLABORATIVE LTD.

in association with

GOLDSMITH BORGAL & COMPANY LTD.,
ARCHITECTS

NORTH SOUTH ENVIRONMENTAL INC.
GEODATA RESOURCES INC.

JANUARY, 2005

CULTURAL LANDSCAPE INVENTORY

CITY OF MISSISSAUGA

PREFACE

The City of Mississauga has changed dramatically since 1968, when it was incorporated as a Town and even more so since 1974, when it was incorporated as the City of Mississauga. From a rural farm landscape to the sixth largest city in Canada, in less than thirty years, is an incredible transformation of any landscape. In this short time, a rich agricultural area was converted to a diverse community of industrial, residential, civic and commercial districts each with its own quality, character and in some instances distinct identity. What distinguishes many of these *cultural landscapes* is the degree to which the pre-settlement natural landscape, the former agricultural landscape and the current urban landscape have been blended together to create unique and notable settings in which the citizens of Mississauga live and work.

The concept of a cultural landscape has been around for some time. Early twentieth century English geographers such as Linton recognized that the rural English countryside could be subdivided into visually distinct areas often based on their natural features, historical uses and origin of development. The British National Parks System and the British National Trust have protected and managed cultural landscapes both rural and urban for many decades. Late twentieth century planners and urban theorists such as Kevin Lynch, Christopher Alexander, Jane Jacobs and Gordon Cullen, all subscribed to a central theory that both urban and rural communities could be subdivided into distinct landscapes based on periods of origin, purpose and other physical characteristics. Some would argue that these landscapes became more significant if they were associated with a particular historical event or person and if they had some intrinsic beauty or were representative of cultural traditions.

In 1972, the United Nations Educational, Scientific and Cultural Organization (UNESCO) implemented a convention calling for the protection and preservation of both cultural and natural heritage landscapes of *outstanding universal value* (*Criteria for Cultural Landscapes under the World Heritage Convention, APT Bulletin, 1999*). That convention resulted in the creation of the World Heritage List. Although most cities the age of Mississauga do not have cultural landscapes worthy of being on this worldwide list, the approach laid the foundation for all communities to identify those cultural landscapes within their boundaries that have heritage and visual qualities worthy of recognition, protection, preservation and management on a municipal, regional and national level. Further revisions to the 1972 Convention, in 1992, advocated putting into place *adequate legal and/or traditional protection and management mechanisms to ensure the conservationof cultural property or landscapes. The existence of protective legislation at the national, provincial and municipal level or well-established traditional protection and/or management mechanisms are therefore essential and must be stated in the nomination ofthese cultural landscapes* (*Criteria for Cultural Landscapes under the World Heritage Convention, APT Bulletin, 1999*).

The purpose of this document is to analyze the landscapes of the City of Mississauga using similar criteria, modified to be applicable within the context of Mississauga, to determine which of the City's cultural landscapes warranted recognition and ultimately some form of protection, preservation and management.

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Why is this important?

What makes older cities interesting is their ability to absorb new development while retaining the best of the heritage resources accumulated since their founding. Urban richness - visual interest, historical interest and interpretive interest - comes from conserving the old and blending it with the new in a way that captures the progression of time and the evolution of the city's form. This variety of cultural landscapes in turn enriches peoples lives because it tells the story of *their* city in a way that no book or film ever could. This also gives individuals and groups a chance to participate in the process of determining what is significant about their community. Is that scenic road important? Is that 200 year old tree worth protecting? Is that combination of industrial structures valuable beyond its original purpose? The importance of this analytical process is to allow participation by anyone interested in *city building*.

In order to have a more complete picture of the City's cultural and heritage resources, Mississauga needs to expand its knowledge base beyond the recognition of individual heritage properties to the identification, protection and preservation of important cultural landscapes. Short term benefits will permit the retrieval of information related to the cultural history of the community and assist in planning and protection of matters such as heritage designations, background searches for information related to new development and other planning initiatives. It may also provide important precedents for future changes to the City's urban form as the Community continues to mature and re-invent itself. By so doing, the City can move forward into the twenty-first century confident that its unique cultural landscapes and related heritage resources will be less at risk and proceed in a manner that may allow the City to develop and manage these resources with a character unique to the City of Mississauga. Understanding the importance of cultural landscapes is essential to the process of *city building* in every community. It should allow individuals, neighbourhoods and special interest groups to work with the City to improve Mississauga's landscapes and neighbourhoods. Irresponsible changes to these significant heritage resources can negatively impact the social well-being, economic vitality and quality of life of the residents of Mississauga. The City of Mississauga should continue to acknowledge and analyze its cultural landscapes and features, and put in place mechanisms that will preserve, protect, manage and enhance these special places.

People cannot maintain their spiritual roots and their connections to the past if the physical world they live in does not sustain those roots.

C. Alexander, S. Ishikawa and M.Silverstein, 1977

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ACKNOWLEDGMENTS

The project team would like to acknowledge the contribution the following people made to this project:

Public Open House - participants in the public open house provided valuable assistance in their review of the inventory concepts and in their sharing of ideas on the importance and significance of cultural landscapes to their community. Landplan and the City appreciates the volunteer time and insight provided and encourages those participants to continue to evaluate and protect the valuable cultural resources identified in this study.

Project Steering Committee - members of the Steering Committee provided valuable direction both in terms of defining the goals and objectives of the study and in determining the level of detail necessary to make the cultural landscape descriptions useful and meaningful. The cooperative and positive approach of the Committee made the task a pleasant one.

Anne Farrell	Community Services
Andrew Ferancik	Community Services
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Lesley Pavan	Planning and Building Department
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Mark Warrack	Community Services - Steering Committee Chair
Stephen Wahl	Heritage Advisory Committee

The project team included:

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Earl Perry	The Landplan Collaborative Ltd.
Owen Scott	The Landplan Collaborative Ltd.
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The photographic survey for this project included ground level colour slides and digital imaging from windshield surveys. Unless otherwise identified the photography was completed by: Chris Borgal, Rod Mac Donald and Wendy Mac Donald.

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EXECUTIVE SUMMARY

In order to have a more complete picture of the City's cultural and heritage resources, the City needs to expand its knowledge base beyond the recognition of individual heritage properties to the identification, protection and preservation of important natural and cultural landscapes. The purpose of this study is to provide a working inventory of the City's cultural landscapes which will serve as a planning tool in the assessment and management of these resources as the community changes and evolves. Short term benefits will permit the retrieval of information related to the cultural history of the community and assist in planning matters such as heritage designations, background searches for information related to new development and other planning initiatives. It is intended that this database not be considered a "completed" product, but rather the beginning of an extended process. Over the long term, the benefits of this project may include the redirection of the development of the City in a manner that preserves and protects identified resources which might otherwise go unnoticed or be at risk. It may also provide precedent for future changes to the City's urban form as the Community continues to mature and re-invent itself. By so doing, the City can move forward into the twenty-first century confident that its unique cultural resources will be less at risk and proceed in a manner that may allow the City to develop and manage these resources with a character unique to the City of Mississauga.

Two primary categories of heritage resources were identified. These included Cultural Landscapes and Cultural Features. For the purpose of this project, the UNESCO definition of Cultural Landscape has been modified to permit the study to be more inclusive of the full range of the heritage resources within the community. Whereas the UNESCO notion of Cultural Landscape is of a *combination* of the works of man and nature, in Mississauga there are many areas where the natural landscape has been totally subsumed by man-made features. It was therefore felt reasonable that the definition of Cultural Landscapes and Cultural Features be subtly modified and expanded to permit the database to be more inclusive of the wide range of conditions found in Mississauga.

Cultural Landscapes can be defined as **a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place.**

Cultural Features can be defined 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.

Mississauga does not, as yet, have any cultural landscapes which have been officially recognized as world renowned or internationally significant sites with the possible exception of the City Hall and its associated buildings. The City does, however, have a number of nationally, provincially and locally significant cultural landscapes and features which both citizens and visitors to the

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City can acknowledge, respect and enjoy. At a city scale and within an urban context, Mississauga boasts a variety of fine natural areas, farms, residential neighbourhoods, parks, industrial landscapes and special landscape features which warrant recognition as cultural landscapes and are worthy of both conservation and management. To this end, this document provides a foundation for the continued research and inventory of those heritage resources.

The major results and recommendations of this study are as follows:

1. **continuing process** - there must be a continued openness to adding landscapes and features to the inventory. Not only was this study not able to include all the resources that currently exist, but new resources will present themselves as the City matures and as they become publicly recognized for their heritage value and their contribution to the evolution of the City's social fabric and physical form. This open process will require continued funding, staff resources and volunteer time to keep the inventory up to date. Priorities should be given to: a more complete inventory of residential neighbourhoods with priority given to those in the southern part of the City, and the addition of other residential landscapes i.e. Erin Mills Planned Community and Meadowvale Planned Community; the inclusion of other original settlements as part of the historical settlements classification, such as Lorne Park; and a further analysis of commercial and retail areas such as Square One, Erin Mills Centre, and the Hurontario Corridor.
2. **refinement of evaluation criteria** - it is important that more detailed evaluation criteria be developed and included in the database. These criteria will identify specific heritage, natural and visual qualities of each site which should be protected and enhanced in the future by adjustment to planning policies and through site plan control.
3. **planning policy** - it is recommended that the inventory be used in reviewing all development applications and as part of the background information for planning studies. It is also suggested that reference to the database be a requirement for Official Plan and Secondary Plan amendments, all Zoning changes, and Site Plan and Committee of Adjustment applications. The cultural landscape inventory should be taken into consideration prior to undertaking projects initiated by the City.
4. **prescriptive vs descriptive** - it is recommended that the database be considered prescriptive for the quality of future development (rather than descriptive of current development) and that the qualitative references for each site be included as a part of any future planning process for the area of the community referenced.
5. **publicly accessible** -it should be acknowledged that the cultural resources of the city are part of the City's history and story of development. This information should be available to interested citizens, students and the general public.

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Eventual inclusion on web sites and in digital format such as video and CD's will allow the public greater access to *their story* and in turn, encourage greater participation in the preservation and management of those heritage resources deemed valuable and worthy of protection.

Understanding the importance of cultural landscapes and features is essential to the process of *city building* in every community. Changes to these significant heritage resources can affect the social well-being, economic vitality and quality of life of the residents of Mississauga. The City of Mississauga should continue to acknowledge and analyze its cultural landscapes and features, and put in place mechanisms that will protect, manage and enhance these special places.

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1. INTRODUCTION

Since the Ontario Heritage Act was adopted in 1975, the City of Mississauga has identified 717 heritage properties in its Heritage Inventory. This list of individual heritage properties has provided a basic understanding of the City's architectural heritage, with respect to the study of individual sites. It is now important that the City of Mississauga expand its understanding of its heritage resources beyond the identification of individual heritage properties and include the identification, protection and preservation of important cultural and natural landscapes. The cultural landscapes and features described in this report provide a broader, more holistic view of the City's heritage, integrating the relationships of local sites, events and activities within a context of larger landscapes. This holistic approach is in keeping with Provincial cultural landscape policy statements and related policies in the City of Mississauga Official Plan.

This study was initiated by the Community Services Department of the City of Mississauga. Its purpose is to provide a working inventory of the City's cultural landscapes which will serve as a tool to assess and manage these heritage resources as the community changes and evolves. For the purpose of this document, the broad general definition of cultural landscapes will be borrowed from the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Committee:

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.

Cultural landscapes are valued for the information they convey about the processes and activities, events and peoples, that have shaped a community. In the same manner, a natural landscape is acknowledged for its pleasing appearance as well as the information it conveys about environmental processes that have shaped a geographical area. Both natural forces and human intervention are in a constant battle for control of land. This constant interaction between people and the natural environment has created a large array of landscapes that are culturally or naturally significant. Mississauga's heritage should no longer be viewed as simply a collection old buildings, but a fusion of vernacular architecture, monuments, landmarks, landscapes, former villages and neighbourhoods that coexist to form the City fabric.

This study documents and records an inventory of significant cultural and natural landscapes which are identified as contributing elements to Mississauga's heritage and development as a City. The inventory is supported by guidelines which are based upon policies existing in the City's Official Plan provided under the Ontario Planning Act and other provincial policy statements. These include the following:

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1. The Ontario Planning Act

2.5.1 *Significant built heritage resources and cultural heritage landscapes will be conserved.*

2. City of Mississauga Official Plan (Mississauga Plan)

2. GOALS AND OBJECTIVES

2.12 HERITAGE

2.12.1 Goal

2.12.1.1 *Mississauga will protect and enhance resources of heritage significance.*

2.12.2 Objectives

2.12.2.1 *To recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural landscapes, environments, artifacts, traditions, and streetscapes of historical, architectural or archaeological significance.*

2.12.2.2 *To prevent demolition, destruction or inappropriate alteration or reuse of heritage resources.*

2.12.2.3 *To provide and maintain locations and settings for heritage resources which are compatible with and enhance the character of the heritage resource.*

2.12.2.4 *To encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of heritage resources.*

2.12.2.5 *To encourage private and public support and financial resources for the preservation and rehabilitation of heritage resources.*

2.12.2.6 *To foster public awareness of, and commitment to, the protection and enhancement of heritage resources.*

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3. GENERAL POLICIES

3.17 HERITAGE RESOURCES

3.17.1 Introduction

3.17.1.1 *Heritage planning is the responsibility of the Provincial Government and the City. A citizens advisory committee has been established to advise City Council on matters pertaining to heritage.*

3.17.1.2 *The Heritage policies of this Plan are based on two principles:*

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

3.17.1.3 *The identity, category, location, and status of heritage resources will be contained in the Mississauga Heritage Inventory.*

3.17.3 Heritage Sites

3.17.3.1 Policies

- a. *A Heritage Site will have one or more of the following characteristics:*
 - \$ contribution to the identity of a community or landscape;*
 - \$ association with an historic event or person;*
 - \$ distinguishing architectural, artistic, or cultural value;*
 - \$ substantial remaining original materials, workmanship, and siting;*
 - \$ significant context within a community;*
 - \$ areas of natural and cultural landscapes.*

Short term benefits of the study will permit the retrieval of information related to the cultural history of the community and assist in planning matters such as heritage designations, background searches for information related to new development and other planning initiatives. It is intended that this database not be considered a “completed” product, but rather the beginnings of an extended process. This project has set the framework for the information gathering process into which a continually evolving series of sketches related to the history of the community can be placed and described. This living history database is therefore intended to grow richer with the stories of the community and should prove to be the heart of future historical and trend research intent on describing the evolution of the City over time.

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Over the long term, the benefits of this project may include the redirection of the development of the City in a manner that preserves and protects identified landscapes and features which might otherwise go unnoticed or be at risk. It may also provide precedent for future changes to the City's urban form as the community continues to mature and re-invent itself. By so doing, the City can move forward into the twenty-first century confident that its unique features will be less at risk and proceed in a manner that may allow the City to develop and manage features and districts with a character unique to this community.

2. METHODOLOGY

To develop this database, the following steps were undertaken:

1. the Community Services Department provided an initial list of proposed sites and features.
2. a preliminary set of criteria for designation of each cultural feature and each cultural landscape was developed.
3. the consultants visited each of the sites listed and assessed their merits based on the preliminary criteria.
4. some of the original sites were eliminated from the inventory because they did not meet the criteria for resource selection.
5. the set of criteria was also amended as a result of the first site visits.
6. during subsequent field investigations, several other sites were added to the database.
7. concurrently with the site tours and development of the database criteria, the record forms were designed and tests conducted to ensure that the collected data could be inserted into the City's MAX database system. The initial inventory was prepared in Excel worksheets and transferred into an Access (version 97) data base.
8. brief site descriptions were prepared for each site or feature identified. These descriptions formed a field in each database record.
9. to each site file were added several fields for a photographic inventory. The photo inventory was completed in slide and digital formats. The slides were scanned into Photo Shop as TIFFS and a complete separate inventory of photos was completed. The photos are not resident in Access but retained as separate files and accessed through links in Access in order to reduce the size of the Access files.
10. all cultural landscapes and features were initially mapped in AutoCad. The AutoCad mapping was then converted to Microstation to be compatible with the City's GIS system and incorporated into the tabular data from the database.
11. throughout the study process, meetings were held with the Steering Committee to gather input and to assess the direction of the final product.
12. a presentation was made to the Heritage Advisory Committee (HAC) as a part of the process before this report was finalized. The objective was to obtain relevant input to the study to ensure its later efficacy.

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13. on completion of the draft report, a public open house was held to ensure that suggestions which might be made and which might not have been considered in the current process would be included or advocated for on-going use of the material.
14. a final report was prepared.

3. CULTURAL LANDSCAPES and FEATURES

Two primary categories of cultural resources were identified. These included Cultural Landscapes and Cultural Features. For the purpose of this project, the UNESCO definition of Cultural Landscape has been modified to permit the study to be more inclusive of the full range of community landscapes. Whereas, the UNESCO notion of Cultural Landscape is of a *combination* of the works of man and of nature, in Mississauga there are many areas where the natural landscape has been totally subsumed by man-made features. It was therefore felt reasonable that the UNESCO definition of Cultural Landscapes and Cultural Features be subtly modified and expanded to permit the database to be more inclusive of the wide range of conditions found in Mississauga. Therefore,

Cultural Landscapes can be defined as **a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place.**

Cultural Features can be defined 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.

4. CRITERIA USED FOR IDENTIFICATION of CULTURAL LANDSCAPES and FEATURES

Although the following criteria describes those used to make the current selection of sites, the dynamic nature of the database is intended to allow for additions and alterations to these criteria. They are therefore points of departure and a useful tool in establishing the recording process.

4.1 Landscape Environment

This category identifies landscapes where buildings are not present or where structures are ancillary to the landscape type.

4.1.1 scenic and visual quality

This quality may be both positive (resulting from such factors as a healthy environment or having recognized scenic value) or negative (having been

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degraded through some former use, such as a quarry or an abandoned, polluted or ruinous manufacturing plant). The identification is based on the consistent character of positive or negative aesthetic and visual quality. Landscapes can be visually attractive because of a special spatial organization, spatial definition, scale or visual integrity.

4.1.2 **natural environment**

Natural history interest can include such features as the remnants of glacial moraines, shoreline features of former water courses and lakes, and concentrations of distinct features such as specific forest or vegetation types or geological features. Remnants of original pre-settlement forests would fall into this category.

4.1.3 **horticultural interest**

Landscapes with horticultural interest include all features of landscapes which may be unique or distinct to a specific location. It can include isolated specimen trees, hedge rows, wind rows or other compositions of trees, and specialized landscaped features. Tree plantations would also fall into this category.

4.1.4 **landscape design, type and technological interest**

This includes complete landscapes that were designed for a specific use or single purpose. These landscapes are characterized by their design intent or urban function i.e. stormwater management. These landscapes are valued in the community by association of use and/or contribution to the visual quality of the community.

4.2 **Built Environment**

This category includes landscapes where groups of buildings or structures (which individually may not be exceptional or worthy of heritage designation) are of such a homogeneous or complementary design that they contribute significantly to the quality and character of the landscape as a whole.

4.2.1 **aesthetic/visual quality**

This quality may be both positive (as resulting from such factors as a good design or integration with site and setting) or negative (being visually jarring or out of context with the surrounding buildings or landscape or of utilitarian nature on such a scale that it defines its own local character i.e. an industrial complex). The identification is based on the consistent level of the aesthetic and visual quality of both architecture and landscape architecture and may include noted award winning sites and more modest structures of unique quality or those sites having association with similar structures in other cities and regions.

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4.2.2 **consistent with pre World War II environs**

At a basic level, early settlements usually retain their settlement patterns in the form of roads and large tree plantings. In some instances, stagnation of economic activity allows some locations to remain relatively unchanged with greater potential of restoration decades later. The completeness of the original built features can create a zone or area which allows visitors or inhabitants to understand the context of a much earlier period in the City. Such areas may be residential, commercial or industrial.

4.2.3 **consistent scale of built features**

Pleasing design usually is associated with a consistent scale of buildings and landscapes which complement each other visually. Other zones, although not visually pleasing, may have a consistent size and shape of structures due to use or planning constraints. Such groupings may include housing, commercial and industrial collections of buildings with the key criteria being similarity of scale.

4.2.4 **unique architectural features/buildings**

Specific sites or portions of specific buildings may have features which are unusual, distinctive or of landmark significance. These may be quite modest in the overall context of the community but of local interest.

4.2.5 **designated structures**

Designation of an individual building or district under the Ontario Heritage Act should trigger inclusion within the database.

4.3 **Historical Associations**

This category focuses on the historical importance and significance of the built or natural landscape.

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

Landscapes and buildings, as well as transportation and industrial features in any community, do not develop in isolation from the same forces elsewhere in the world. For each feature, whether a university campus, residential landscape, railway or highway bridge, building type or an industrial complex, each has a rich story. The degree to which a specific site is a representative example of a specific style, trend or pattern will require careful consideration in determining its relevance to the inventory.

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

Some sites are rather simple or prosaic in nature. However, great events can happen in a field or in a hut. Famous persons may inhabit or major events may happen in unexpected locations. Preservation of such sites is important to the public's understanding of history and of itself.

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

A site may be evocative or representative of a phase or epoch in the development of the City. Such remnants provide context for an on-going understanding of the development of the community.

4.3.4 **illustrates the work of an important designer**

Designers may be landscape architects, engineers, planners, architects, or from other allied arts. Several sites in Mississauga are relevant to this category and include residential plans, transportation systems and other building designs.

4.4 **Other**

These criteria establish special significance.

4.4.1 **historical or archaeological interest** - cultural heritage resources associated with pre-historical and historical events.

4.4.2 **outstanding features/interest** - a one-of-a-kind feature that is set apart from other similar landscapes or features because of its context or some other special quality i.e. the first of its kind or the acknowledged best of its kind.

4.4.3 **significant ecological interest** - having value for its natural purpose, diversity and educational interest.

4.4.4 **landmark value** - visually prominent, revered and recognized as a public visual asset and important to the community.

5. **ISSUES**

This study acknowledges a number of important issues related to the City's heritage resources. These include:

5.1 **Continued Documentation**

Key to the success of this project will be its use as a living document. As new information related to specific sites, or as new sites are considered for inclusion, the database should be amended and added to on a regular basis. Through a continuous process of updating, its utility and importance will grow and should, over time, have a profound effect on the understanding of the City.

5.2 **Managing Change**

Changes to the City related to new development have been a constant since the rural area which is now Mississauga began to expand in the 1950's. The impact of new highways, Pearson Airport and the economic development of the Golden

ERA