



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

E R A

PREPARED FOR:

Port Credit West Village Partners

PREPARED BY:

ERA Architects Inc.
10 St. Mary Street, Suite 801
Toronto, Ontario M4Y 1P9
416.963.4497

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Cover Image: Aerial image 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 (HIA) 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' & 'the property') to assess the impact of a proposed new development on adjacent recognized heritage properties & cultural landscapes.

The Subject Site is listed on the City of Mississauga Heritage Register as it borders 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 conceptual Master Plan, produced by Giannone Petricone Architects dated August 2017, alters the composition of the Subject Site and its relationship to adjacent and nearby recognized heritage properties & cultural landscapes by adding a road network, a series of residential and mixed-use buildings and new public parkland.

This report finds that the arrangement of built-form within the Subject Site responds to the scale of the adjacent Old Port Credit Village HCD (including 37 Mississauga Road South) and the designated property at 305 Lakeshore Road West while the proposed road alignment and block pattern within the Subject Site 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 scenic and visual quality as well as landscape design of the Mississauga Road Scenic Route Cultural Landscape while responding to the landscape character of the Old Port Credit Village HCD.

No negative impacts on 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 are anticipated as a result of the proposed development plan.

1 INTRODUCTION

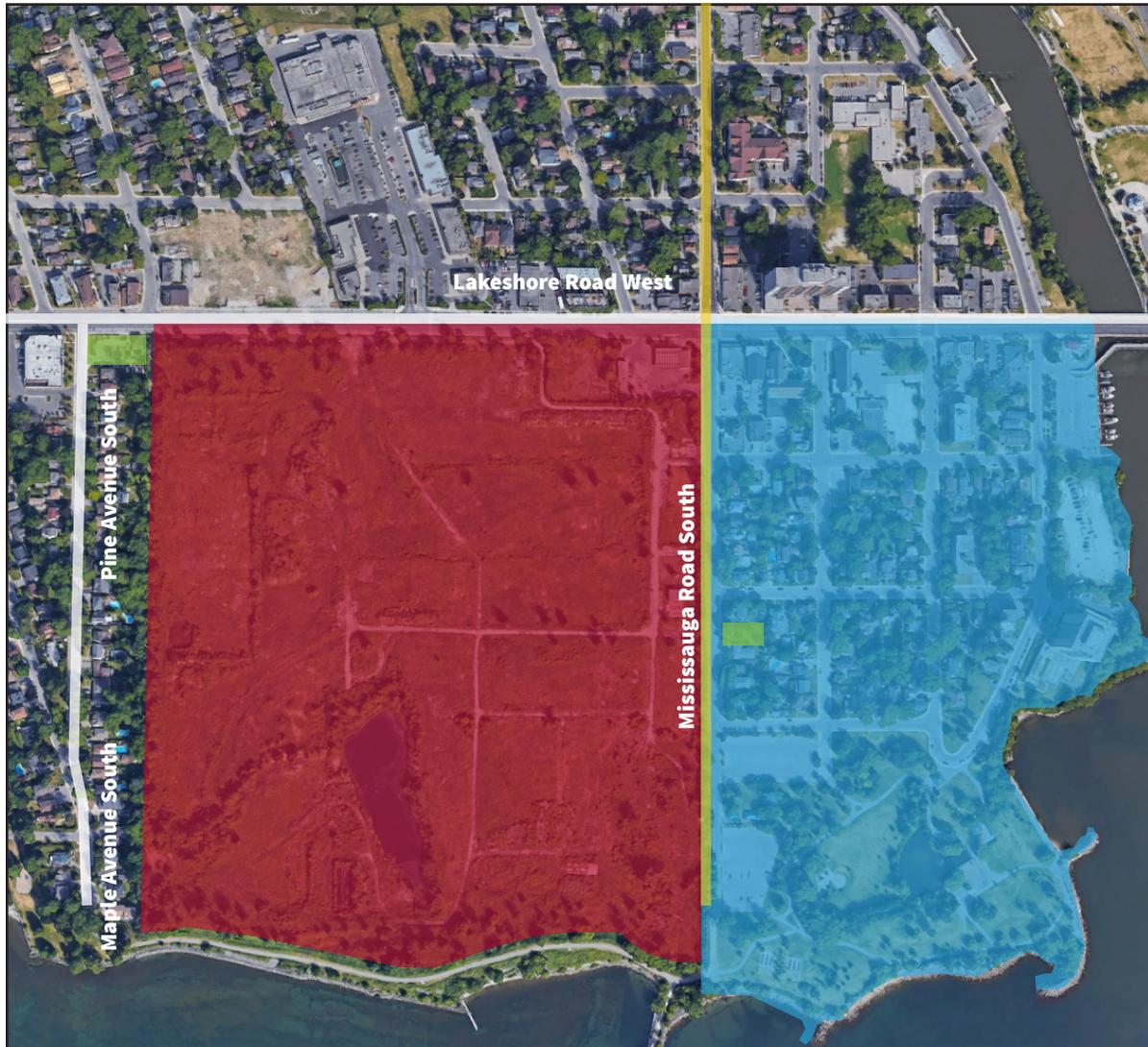
1.1 Scope of the Report

This combined Heritage Impact Assessment (HIA) and Cultural Landscape Heritage HIA has been prepared by ERA Architects Inc. to assess the impact of the development plan proposed at 70 Mississauga Road South & 181 Lakeshore Road West on recognized heritage properties and cultural heritage landscapes adjacent to the Subject Site.

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

1.2 Present Client Contact

Port Credit West Village Partners



1. Aerial Map showing the Subject Site in red, 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 contains 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, Mississauga Road South to the east, Lakeshore Road West to the north and a series of low-rise residential properties to the west that front Maple Avenue South & Pine Avenue South.

The structures on the Subject Site 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 vacant one-storey service building located along the eastern perimeter of 70 Mississauga Road South. A vacant one-storey service station is currently located at 181 Lakeshore Road West. The entirety of the Subject Site is fenced-off and secured.

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 east 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.

1.4 Site and Context Photographs

70 Mississauga Road South & 181 Lakeshore Road West



2. 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)



3. 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)

Old Port Credit Village HCD



4. 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)



5. 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)



6. 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)



7. 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)



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



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



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



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

Built-Form Context



12. 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)



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



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



15. The north and partial west elevation 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 border the Mississauga Road Scenic Route Cultural Landscape. 70 Mississauga Road South is also listed 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 adjacent 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.

Two properties designated under Part IV of the OHA are considered adjacent to the Subject Site as defined by the Provincial Policy Statement, 2014 (PPS):

- **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 contained within the Old Port Credit HCD.*

1.6 Heritage Policy Context

1.6.1 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.

This combined HIA has been prepared in accordance with this policy.

1.6.2 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.

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.*

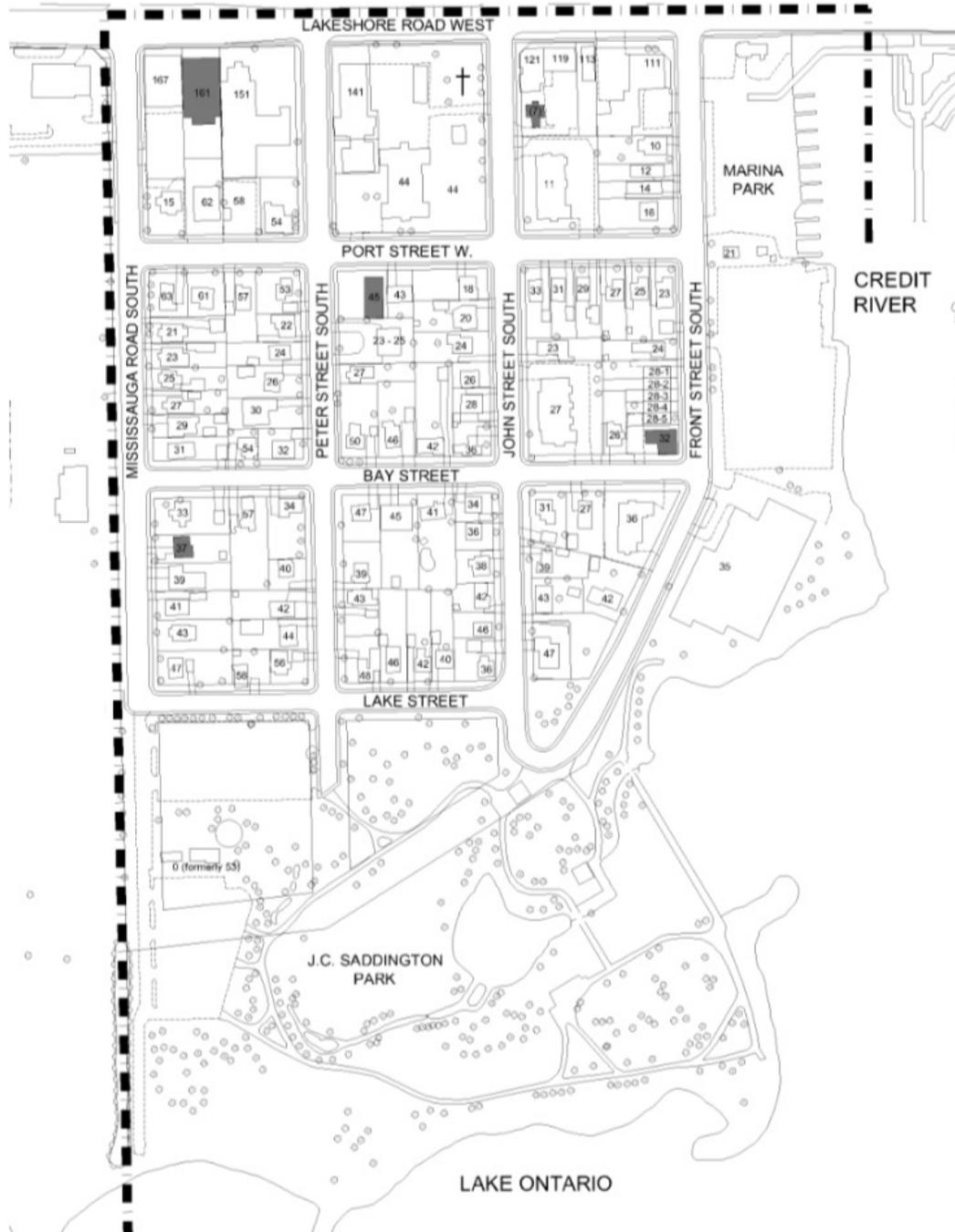
Policy 9.2.4.3 states:

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.



16. Map showing the boundaries of the Old Port Credit Village HCD. The shaded properties are designated under Part IV of the OHA (Source: City of Mississauga)



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

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.

1.6.3 Old Port Credit Village HCD

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 16-17 under Part V of the OHA on June 23, 2004 (see Appendix E for By-law No. 272-2004).

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

The City of Mississauga is in the process of updating the Old Port Credit Village HCD Plan to address, among other issues, the character of development on properties adjacent to the HCD. The new draft HCD plan is expected to be released for review in the Fall of 2017 and presented to Council in September 2018.

1.6.4 Mississauga Scenic Route (1997) & Mississauga Scenic Route Cultural Landscape (2005)

On April 24, 1996, Mississauga City Council passed Resolution 131-96 stating that criteria for the Mississauga Road Scenic Route should be established and the impact of development on Mississauga Road should be assessed. The subsequent '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

(see Appendix I for a copy of the Mississauga Road Scenic Study).

City Staff are currently reviewing the policies contained within the Mississauga Scenic Route Study including its current boundaries. As indicated in a Staff report dated February 24, 2017, additional heritage policies are not required as the existing OP policies relating to cultural heritage resources provide a sufficient framework to conserve the heritage value of the Mississauga Road Scenic Route (see Chapter 7.4 of the Mississauga OP).

In 2005, the Landplan Collaborative Ltd. produced a Cultural Landscape Inventory for the City of Mississauga that identified cultural landscapes within the municipality. The report, adopted by City Council on February 22, 2005 through Resolution GC-0133-2005, identified a number of landscape types which were evaluated for a series of qualities associated with the following categories:

- Landscape Environment
- Built Environment
- Historical Associations
- Other

(See Appendix H for a description of each category and associated qualities)

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.

(See Appendix G for the official site description for the Mississauga Scenic Route Cultural Landscape & Old Port Credit Cultural Landscape).

The boundaries of the Mississauga Scenic Route Cultural Landscape (CL) largely corresponds to the municipally identified Mississauga Road Scenic Route with the exception of Mississauga Road South. Whereas the Mississauga Scenic Route terminates at Lakeshore Road West, the Mississauga Scenic Route CL continues south to Lake Ontario, running adjacent to the eastern boundary of the Subject Site. The boundaries of the Old Port Credit Cultural Landscape were not defined within the Cultural Landscape Inventory.

1.6.5 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.

Section 3.10 describes the area's material vernacular, providing guidance with regard to the integration of the Subject Site with the surrounding area's heritage and architectural characteristics, stating:

The predominant exterior building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighborhood mainstreet and in the residential neighborhoods. For the mainstreet, vision glass should be used for all store fronts. Spandrel glass will not be permitted along Lakeshore Road East and West. Concrete block is not permitted to be exposed. Painted concrete block is not permitted.

1.6.6 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 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 4.5.5 (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 done in preparation for this report.

2.1 Site History & Context

To compliment the growing harbour and trading post at the mouth of the Credit, the colonial government planned a village on the west bank of the river in 1835, with construction beginning in 1837. By 1846 roughly 150 people inhabited the village of Port Credit, the port actively 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, expanded under a succession of owners, but finally ceased operations in 1927 when it was known as the Port Credit Brick Company Limited. When operations ceased 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. 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.

L.B Lloyd of Lloyd's Tankers reutilized the 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. Besides 17 grey steel storage tanks, a thermal cracking unit and boilers, the Good Rich refinery boasted an administration building in a converted mansion, rose gardens and lawns and 15 acres of woodlands.



18. Archival image of the Port Credit Brick Company c1908 (Source: Mississauga Library System)



19. Advertisement for the Port Credit Brick Company (Source: Toronto Daily Star - November 27, 1913)

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

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 refinery also had an effect on traffic patterns in Port Credit as the shunting of tank cars in and out of the plant along the rail spur held up traffic on the Lakeshore Highway (present-day Lakeshore Road West). 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 from 1990 until present day.



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

2.3 Design

The Subject Site contains two vacant structures.

There is a one-story service building 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 located at 181 Lakeshore Road West. Both structures are utilitarian in design with a minimum of architectural detailing.

2.4 Architect

The architect of both buildings is not currently known.

3 ASSESSMENT OF EXISTING CONDITION

The Subject Site contains two vacant structures.

The structures are utilitarian in design with a minimum of architectural detailing. As neither building is included in the official reasons for listing, no condition assessment has been conducted.

4 POLICY REVIEW

The following were among sources reviewed in preparing this HIA:

- Provincial Policy Statement (2014);
- The Ontario Heritage Act (R.S.O. 1990);
- Heritage Impact Assessment Terms of Reference, City of Mississauga (see Appendix A);
- Cultural Landscape Heritage Impact Terms of Reference, City of Mississauga (see Appendix B);
- Peel Region Official Plan (consolidated October, 2014);
- City of Mississauga Official Plan (consolidated March 13, 2017);
- Old Port Credit Village Heritage Conservation District Plan (2004);
- City of Mississauga Cultural Landscape Inventory (2005);
- Mississauga Road Scenic Route Study (1997);
- Port Credit Local Area Plan (2010);
- Port Credit Built Form Guide (2013);
- Inspiration Port Credit: 70 Mississauga Road South Master Planning Framework (2015)

5 STATEMENT OF SIGNIFICANCE

The Subject Site is listed on the City of Mississauga's Heritage Register. 70 Mississauga Road South & 181 Lakeshore Road West are both listed as they border 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:

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:

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.

As the Subject Site is already municipally recognized for its cultural heritage value, an evaluation under Ontario Regulation 9/06 was not included as part of this report.

6 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development, as indicated in the conceptual Master Plan produced by Giannone Petricone Architects dated August 2017, alters the composition of the Subject Site and its relationship to adjacent and nearby recognized heritage properties and cultural landscape 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 fifth and final phase, the proposed development contemplates the addition of approximately 2,500 residential units, 149,000 square feet of retail and amenity space and 245,000 square feet of commercial space.

See the Port Credit West Village Master Plan, Urban Design Study & Planning Justification Report included as part of the submission package.

Framework

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

1. Deliver a continuous waterfront
2. Establish green corridors that connect the waterfront to the Lakeshore Road West
3. Introduce a new 'cranked' street and block pattern that mimics the surrounding street pattern
4. Establish dual catalysts (a Campus and a neighbourhood Village Square) to incite movement into the site
5. Divide the site into five distinct character precincts



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



22. A site plan of the proposed development (outlined in red) showing the a location of the five precincts described in the Master Plan. The adjacent Old Port Credit Village HCD , indicated in blue, is to the east (right) of The West Village, the Old Port Transition & The Campus Precincts (Source: Giannone and Petricone Associates, annotated by ERA Architects)

The proposed Master Plan includes the following design categories:

- Parks and Open Spaces
- Streets and Blocks
- Land Uses and Built Form

These categories are used below 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 (the 'Natural Corridor' to the west and the 'Mississauga Road Green Ribbon' to the east), 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 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. As the street section and landscape plans remain conceptual, specific materials or plantings have yet to be selected.

Streets and Blocks

A road network is proposed for the Subject Site, creating a series of five distinct precincts in what is currently an internally undifferentiated property (see figures 21-22). 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. The road network is also proposed to be aligned with the existing street grid to the east of the Subject Site, creating through

connections with Port Street West and Lake Street in the Old Port Credit Village HCD. Pedestrian movement through the Subject Site is contemplated along side a fine-grained internal road network and via a landscaped central avenue ('Central Street Promenade') 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, mid-rise buildings fronting the Central Promenade and larger multi-storey buildings within the southern portion of the Subject Site ('the Campus'). Institutional and community uses are also proposed for the Campus precinct.

The contemplated commercial space is proposed to be located at-grade in a series of mid-rise buildings along the Central Promenade 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.

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.

7 IMPACT OF DEVELOPMENT & MITIGATION STRATEGIES

The proposed development plan as described in Section 6 alters the composition of the Subject Site and its relationship to adjacent recognized heritage properties & cultural landscape 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

7.1 *Old Port Credit Village HCD*

The proposed development plan offers the opportunity to animate what is currently a vacant property 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 existing park system and the retail corridor along Lakeshore Road West while drawing new users into contact with the historic neighbourhood.

The arrangement of built-form within the Subject Site responds to the scale of the adjacent Old Port Credit Village HCD (including 37 Mississauga Road South) and the designated property at 305 Lakeshore Road West. By positioning low-rise buildings along the perimeter of the Subject Site and larger multi-storey buildings towards the interior of the property, a gradual density gradient is established that respects the scale of existing properties along Mississauga Road South and Lakeshore Road West. The density profile also places the largest multi-storey buildings as well as proposed institutional uses in areas of the Subject Site that are not adjacent to residential properties. The proposed addition of a new public park immediately to the west of the intersection of Bay Street & Mississauga Road South serves to further reduce the visual prominence of the proposed development relative to the Old Port Credit Village HCD while the contemplated road alignment and block pattern within the Subject Site creates continuity with the existing road network east of Mississauga Road South.

The conceptual street section for Mississauga Road South provides for an improved public realm along the west side of Mississauga Road South while also offering a landscaped and buffer between the proposed development and the Old Port Credit Village HCD.

As work progresses to the detailed design stage, built form, streetscape, and landscape materials will be explored that respond to the character of adjacent recognized heritage resources.

ERA Architects has reviewed the shadow study prepared by Giannone Petricone Associates dated August 14, 2017 and find that the proposed development will cast negligible new net shadows on nearby recognized heritage properties. Refer to the submission package for a copy of the shadow study.

No negative impact on the described cultural heritage value of the Old Port Credit Village HCD, 37 Mississauga Road South or 305 Lakeshore Road West is anticipated as a result of the proposed development plan.

7.2 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 5.0 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. As such, the value of Mississauga Road South is found primarily in the association with the Old Port Credit Village HCD. The conceptual street section prepared by PUBLIC WORK shows the addition of a sidewalk and tree plantings on the west side of Mississauga Road where little in the way of landscaped public realm currently exists. The addition of new trees is proposed to compliment the trees of the gardens within the adjacent Old Port Credit Village HCD. The addition of a tree canopy on the west side of Mississauga Road South will 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 enhances the scenic and visual quality as well as landscape design of Mississauga Road South while responding to the historical character of the adjacent HCD.

No negative impact on the Mississauga Road Scenic Route Cultural Landscape is anticipated as a result of the proposed development plan.

8 CONCLUSION

This combined Heritage Impact Assessment and Cultural Landscape Heritage Impact Assessment finds that the proposed development plan and associated mitigation measures outlined in this report conserves the described cultural heritage value of the Old Port Credit Village HCD, the Mississauga Road Scenic Route Cultural Landscape and the 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 fabric while the contemplated road network creates a compatible block pattern 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 tree planting. 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

As an experienced development planner in Toronto, Julie Tyndorf, MCIP RPP possesses valuable insight into the municipal approvals process and specializes in the interpretation and preparation of complex policy and assessment documents.

Beyond these technical abilities, Julie embraces a collaborative approach to planning that values diversity, vibrancy, and sustainability of both culture and built form.

As co-Chair of Ryerson University's Planning Alumni Association, Julie regularly volunteers her time to support planning students through fundraising initiatives and professional career mentorship. Julie is a registered planner in the Province of Ontario and a member of the Canadian Institute of Planners.

Evan Manning

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

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9 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

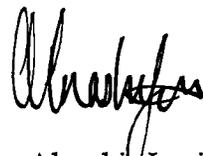

CLERK

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

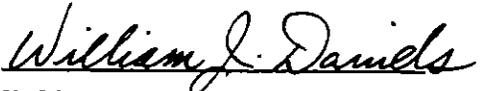
SHORT STATEMENT OF THE REASONS FOR
THE PROPOSED DESIGNATION

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

City of Mississauga By-law No. 0272-2004 to designate the Old Port Credit Village
Heritage Conservation District under the Ontario Heritage Act



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER *0274/2004*

A By-law

under section 5(3) of the *Municipal Act*, R.S.O. 2001, c.P.25, as amended, to streamline the application process for heritage permits in heritage conservation districts.

WHEREAS the Council of The Corporation of the City of Mississauga wishes to make it easy for the landowners to obtain permits under Part V of the *Ontario Heritage Act* for certain works;

AND WHEREAS it is the role of officers and employees of the Corporation of the City of Mississauga to implement Council decisions and establish practices and procedures to implement those decisions, pursuant to Section 227 of the *Municipal Act*, 2001, S.O. 2001, c.25;

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

1. Any person wishing to erect, demolish, or remove or permit the erection, demolition or removal of, any building or structure on the property located in a heritage conservation district, as authorized through Part V of the *Ontario Heritage Act*, or alter, or permit the alteration of the external portions of any building or structure on the property, shall submit an application for a heritage permit in writing and supply any other information as may be required by City employees and shall be issued or denied a permit for said works by the Council of The Corporation of the City of Mississauga;
2. Notwithstanding section 1 of this by-law, an application shall be deemed to have been made and a permit issued for the following alterations to the external portions of a building or structure located in a heritage conservation district:
 - (1) masonry cleaning, masonry re-pointing or masonry painting for buildings and structures identified as "complementary" or "other" buildings as per the Building Inventory;



- (2) the exterior painting of non-masonry surfaces, replacement of eavestroughs and downspouts, installation of exterior lights, including installation of removeable storm windows and doors, caulking and weatherproofing;
- (3) the repair of existing features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances, sidewalks, windows, foundations, and decorative wood, metal, stone or terra cotta, provided that the same type of materials are used;
- (4) the erection of small accessory buildings under ten metres squared;
- (5) the erection of fences;
- (6) the installation of mechanical and/or electrical equipment not visible from the street;
- (7) replacement of steps and sidewalks;
- (8) for buildings and structures identified as "complementary" or "other" buildings as per the Building Inventory;
 - (i) alterations to the roofline, including demolition or erection of dormers;
 - (ii) new and/or alterations to door and/or window openings requiring structural alteration and which may include their surrounds;
 - (iii) installation of new replacement windows;
 - (iii) installation of skylights;
 - (iv) demolition or erection of chimneys;
 - (v) removal or addition of architectural detail, such as brackets, bargeboard, finials, brick, terra cotta decorations;
 - (vi) masonry cleaning, masonry repointing or masonry painting;
 - (vii) installation or replacement of exterior cladding;
 - (viii) installation of new roof material different from existing; and

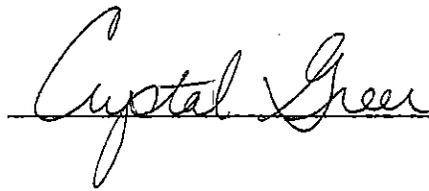
- (ix) installation of mechanical and/or electrical equipment visible from the street.
- (9) all interior work, except structural interventions.
- 3. The Commissioner of Community Services or his delegate shall issue a permit on behalf of Council where the work proposed in an application received under section 1 of this by-law is compatible with the Heritage Conservation District Plan that applies in the heritage conservation district in which the work is proposed to be undertaken;
- 4. Any permit issued under section 3 of this by-law, shall be issued subject to the following conditions:
 - (1) Council shall retain all powers and authority under Part V of the *Ontario Heritage Act* and at any time prior to the issuance of a heritage permit, the ward councillor may, in writing, request the Commissioner to submit a permit application to the City's Heritage Advisory Committee and to Council for consideration;
 - (2) that the permit holder not make any material changes to a plan, specification, document or other information that forms the basis on which the permit was issued without making a further application under section 1 of this by-law; and
 - (3) that the permit holder carry out the work in accordance with the plans, specifications, documents and any other information that forms the basis on which the permit was issued.
- 5. If the work proposed in an application pursuant to section 1 of this by-law, is not compatible with the Heritage Conservation District Plan that applies in the heritage conservation district in which the work is proposed to be undertaken, the Commissioner of Community Services or his delegate shall submit the application to the City's Heritage Advisory Committee and to Council for consideration;
- 6. For the purposes of this by-law, the following definitions shall apply:
 - (1) HERITAGE CONSERVATION DISTRICT PLAN means a plan adopted by Council to provide direction in the preservation of the heritage defining character elements of a heritage conservation district;
 - (2) BUILDING INVENTORY means the Heritage Conservation Feasibility Study, Old Port Credit Village, Building Inventory, dated November 28, 2003, and as may be amended from time to time by City employees;

- (3) HERITAGE PERMIT means a permit issued by or on behalf of Council under Section 42 of the *Ontario Heritage Act*.

ENACTED and PASSED this 23rd day of June 2004.



MAYOR



CLERK



R E C E I V E D
 Community Services Department
 Planning & Development
 JUL 19 2005
 File #

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0272-2004

A by-law to designate an area of the City as a Heritage Conservation District under section 41 of the *Ontario Heritage Act, RSO 1990, c.O.18*

WHEREAS Part V of the *Ontario Heritage Act, RSO 1990, c.O.18* as amended contains provision relating to heritage conservation districts.

AND WHEREAS the Council of The Corporation of the City of Mississauga under section 40 of Part V of the *Ontario Heritage Act, RSO 1990, c.O.18* has by by-law defined Port Credit Village as an area to be examined for future designation as a heritage conservation district.

AND WHEREAS the examination of the Port Credit Village has now been completed.

AND WHEREAS under section 41 of Part V of the *Ontario Heritage Act, RSO 1990, c.O.18* where there is in effect in a municipality an official plan that contains provisions relating to the establishment of heritage conservation districts, Council may by by-law designate any defined area as a heritage conservation district.

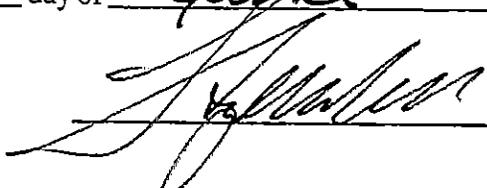
AND WHEREAS there is in effect in the City of Mississauga an official plan that contains provisions relating to the establishment of heritage conservation districts.

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

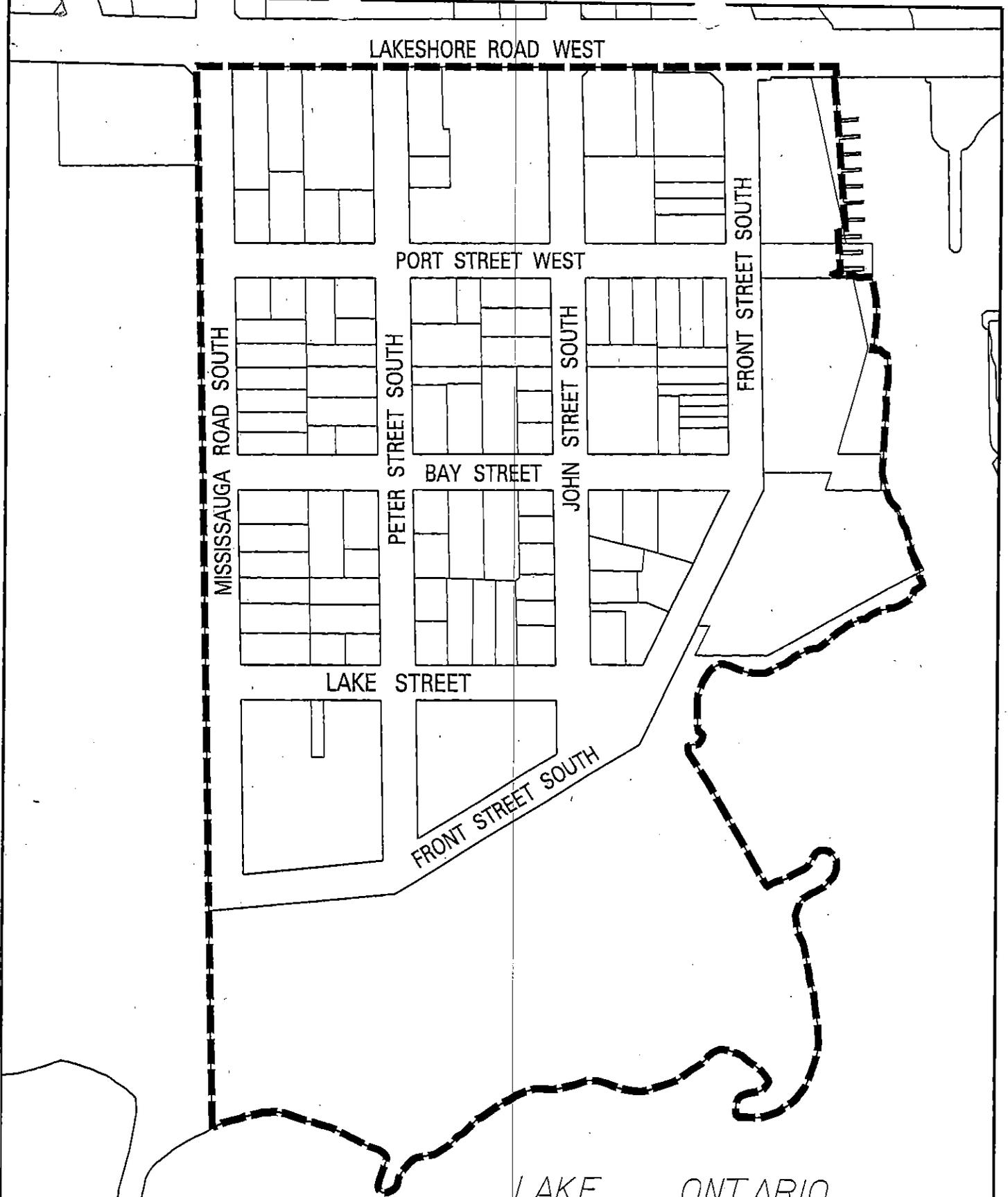
1. The area know locally as Port Credit Village being bounded by Lakeshore Road West to the north, Mississauga Road South to the west, Lake Ontario to the south and Credit River to the east and more particularly shown on Appendix "A" attached hereto is hereby designated as a Heritage Conservation District.

ENACTED and PASSED this 23rd day of June 2004.

APPROVED
 AS TO FORM
 City Solicitor
 MISSISSAUGA
 Date 21 06 04


 MAYOR

 CLERK



LAKE ONTARIO



PORT CREDIT VILLAGE
 HERITAGE CONSERVATION
 DISTRICT
 CITY OF MISSISSAUGA

THIS IS APPENDIX "A" TO
 BY-LAW 222.2004
 PASSED BY COUNCIL ON
June 23, 2004

APPENDIX F

Statement Defining the District's General Character (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.

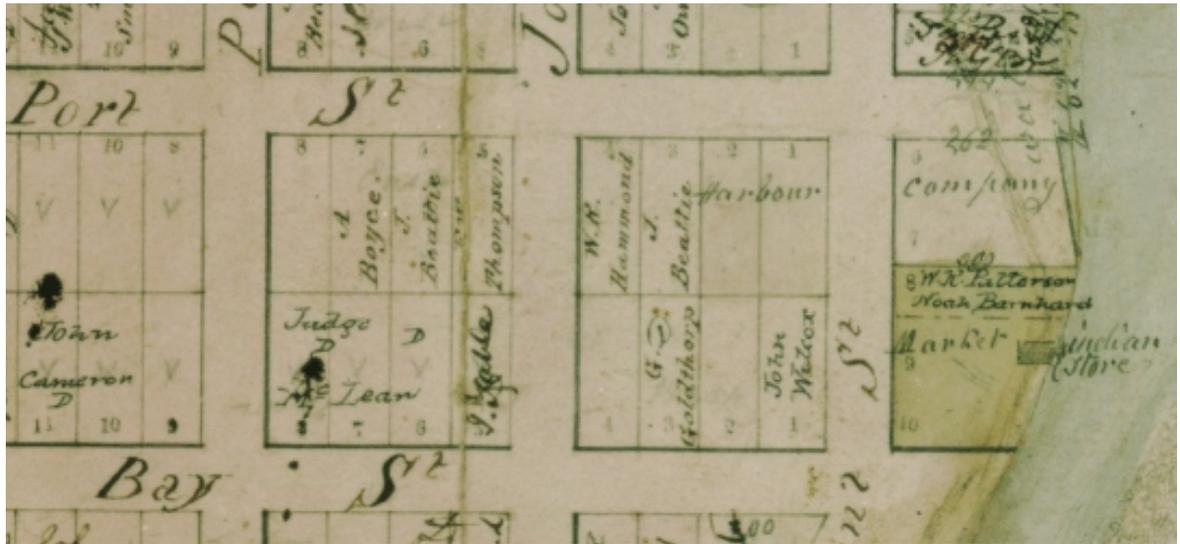
A number of institutional landmarks important to Port Credit's history stand in the district. The Mississauga Masonic Temple of 1926 incorporates within its walls the Wesleyan Methodist Church of 1849, the first church in Port Credit. On the site where the Wesleyan Methodist Church originally stood is 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 G

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

Mississauga Road Scenic Route**F-TC-4****Location** Parallels the Credit River on its west bank**Heritage or Other Designation** Scenic Road**Landscape Type** Transportation**LANDSCAPE ENVIRONMENT**

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

HISTORICAL ASSOCIATION

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

BUILT ENVIRONMENT

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

OTHER

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

SITE DESCRIPTION

Mississauga Road is one of the oldest roads in Mississauga. 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. It is acknowledged as an important cultural landscape because of its role as a pioneer road and its scenic interest and quality.

Old Port Credit

L-HS-1

Location Located west of the Credit River and straddling Lakeshore Road.

Heritage or Other Designation A number of designated properties

Landscape Type Historic Settlement (Village)

LANDSCAPE ENVIRONMENT

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

HISTORICAL ASSOCIATION

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

BUILT ENVIRONMENT

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

OTHER

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



Old Port Credit**L-HS-1**

SITE DESCRIPTION

Old Port Credit is characterized by its treed and shady streets with a mixture of relatively modest dwellings dating from various periods. The site retains the original grid pattern and much of the original building stock. Located just to the west of the harbour, the site is associated with the development and use of Port Credit harbour from the 1830's and has managed to avoid wholesale replacement from development by virtue of the concentration of small lots, the desirability of its distinct neighborhood, and the changing fortunes of the harbour. The street grid is considerably more dense than virtually any other part of the City and is the result of the early date of its survey and settlement. At the time of writing this report there were forty heritage listed properties within this area and seven designated properties. This area is proposed as a Heritage Conservation District.



APPENDIX H

Extract from the Cultural Landscape Inventory for the City of Mississauga



City of Mississauga
Community
Services

CULTURAL LANDSCAPE INVENTORY



January 2005

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.

CULTURAL LANDSCAPE INVENTORY

CITY OF MISSISSAUGA

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

CULTURAL LANDSCAPE INVENTORY

CITY OF MISSISSAUGA

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ACKNOWLEDGMENTS

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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
Ruta Fogels	Community Services
Jim Hosick	Heritage Advisory Committee
Lesley Pavan	Planning and Building Department
Eric Rogers	Heritage Advisory Committee
Mark Warrack	Community Services - Steering Committee Chair
Stephen Wahl	Heritage Advisory Committee

The project team included:

Tony Bonnici	GeoData Resources Inc.
Chris Borgal	Goldsmith Borgal & Company Ltd., Architects
Mary Ann Johnson	North South Environmental Inc.
Rod Mac Donald	The Landplan Collaborative Ltd.
Wendy Mac Donald	The Landplan Collaborative Ltd.
Sherry Mennen	The Landplan Collaborative Ltd.
Earl Perry	The Landplan Collaborative Ltd.
Owen Scott	The Landplan Collaborative Ltd.
Mark Steele	The Landplan Collaborative Ltd.

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

CULTURAL LANDSCAPE INVENTORY

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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**

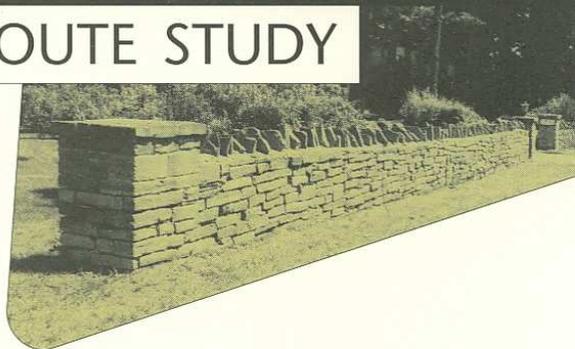
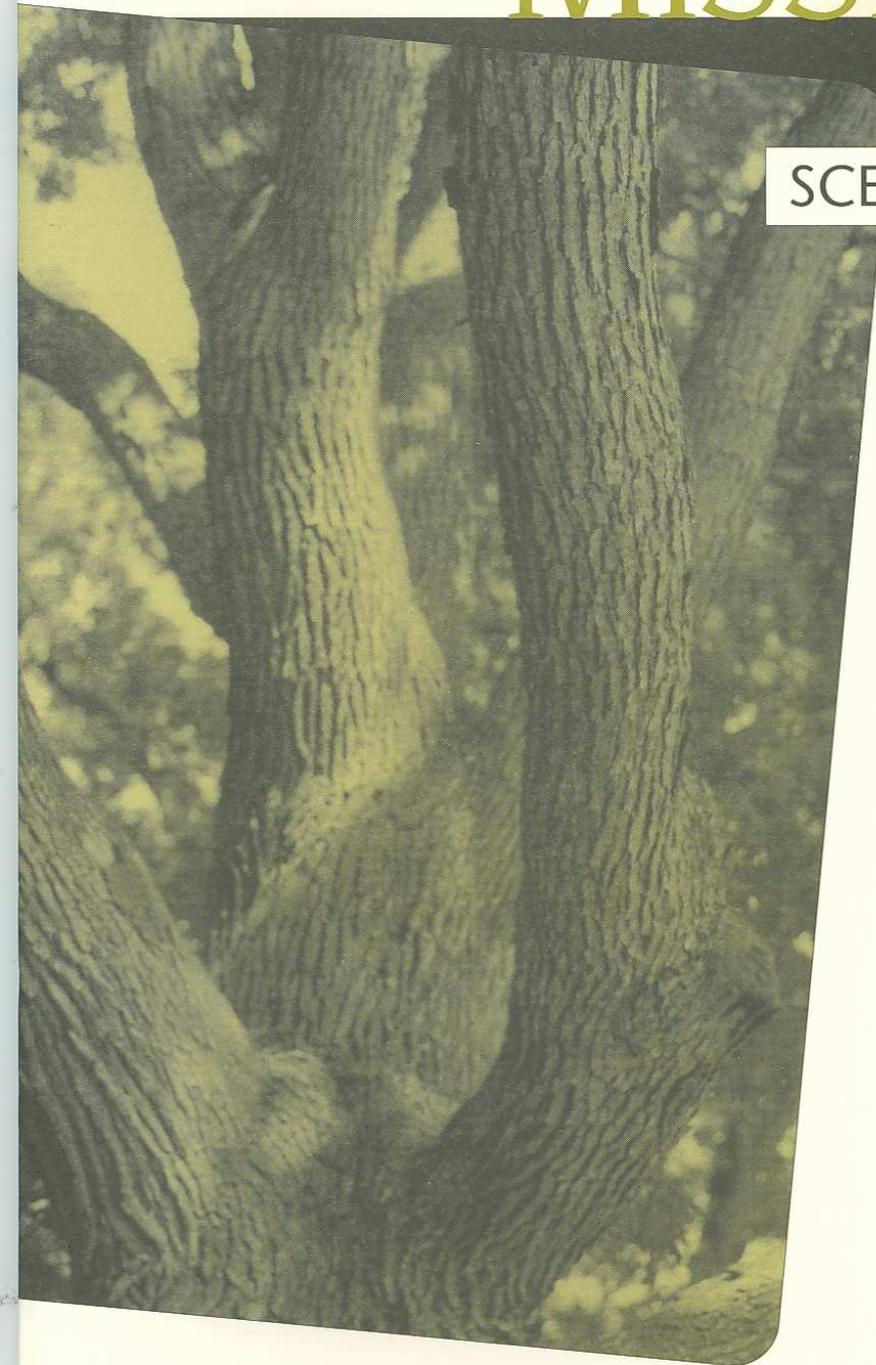
Changes to the City related to new development have been a constant since the rural area which is now Mississauga began to expand in the 1950's. The impact of new highways, Pearson Airport and the economic development of the Golden

APPENDIX I

Mississauga Road Scenic Route Study

Mississauga ROAD

SCENIC ROUTE STUDY



Prepared by the City of Mississauga
Planning and Building Department,
May 1997

This final report reflects the material found
in the report dated September 4, 1997 from
the Commissioner of Planning and Building
and approved by Planning and Development
Committee through Recommendation
PDC-126-97 and adopted by Council on
October 15, 1997 through Resolution 286-97.

For additional information contact
The City of Mississauga,
Planning and
Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

tel.: (905) 896-5511
fax.: (905) 896-5553





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STUDY

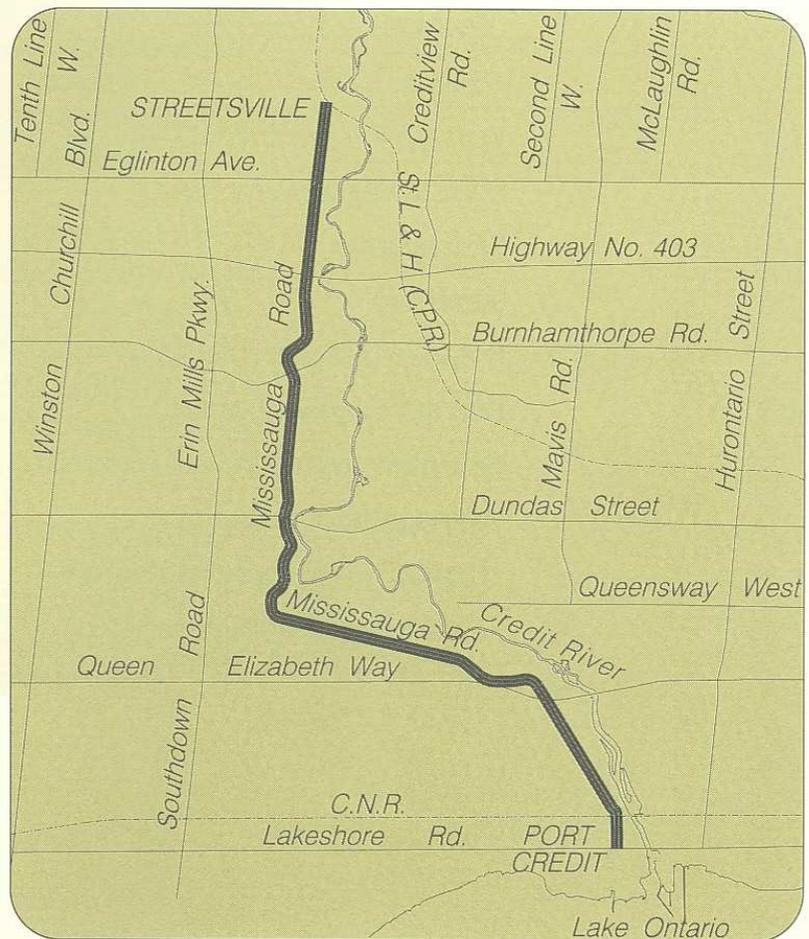
background

On April 24, 1996, Council passed Resolution 131-96 that stated in part that criteria for the Mississauga Road Scenic Route should be established and the impact of development on Mississauga Road should be assessed. The study area includes the lands on both sides of Mississauga Road from the St. Lawrence and Hudson (Canadian Pacific) Railway south of Reid Drive in Streetsville to Lakeshore Road in Port Credit.

The City Plan reference to the Mississauga Road Scenic Route extends from Britannia Road to Lakeshore Road. The land use designations are as outlined in the corresponding District Plans which are not under review as part of this study. Mississauga Road traverses the following District/Secondary Plan areas:

- Port Credit
- Clarkson-Lorne Park
- West Erindale (Sheridan)
- Erin Mills South (Erin Mills)
- Central Erin Mills

This scenic route study is specific to Mississauga Road and is not intended to be applied to the other streets in Mississauga which also have a scenic route classification (Dixie Road south of Queen Elizabeth Way and McLaughlin Road from Bristol Road to Matheson Boulevard).



Mississauga Road scenic route study limits

DEFINITIONS of a scenic route

Mississauga Road has been classified as a scenic route in the City Plan because of the distinctive features that distinguish it from other major collector streets within the City. An initial reference to the term scenic route was made in 1976 when Council chose to restrict any widenings to the roadway in order to maintain its existing character between North Sheridan Way and Springbank Road.

The existing definition of scenic routes in the City Plan is as follows:

SCENIC ROUTES Are designated to preserve existing woodlands and greenbelts along roadways. Scenic routes are also designated to maintain or to restore historic scenic nature of roadways. Any maintenance or physical modification of scenic routes will ensure that the scenic qualities of the route so designated will be reinforced or enhanced.

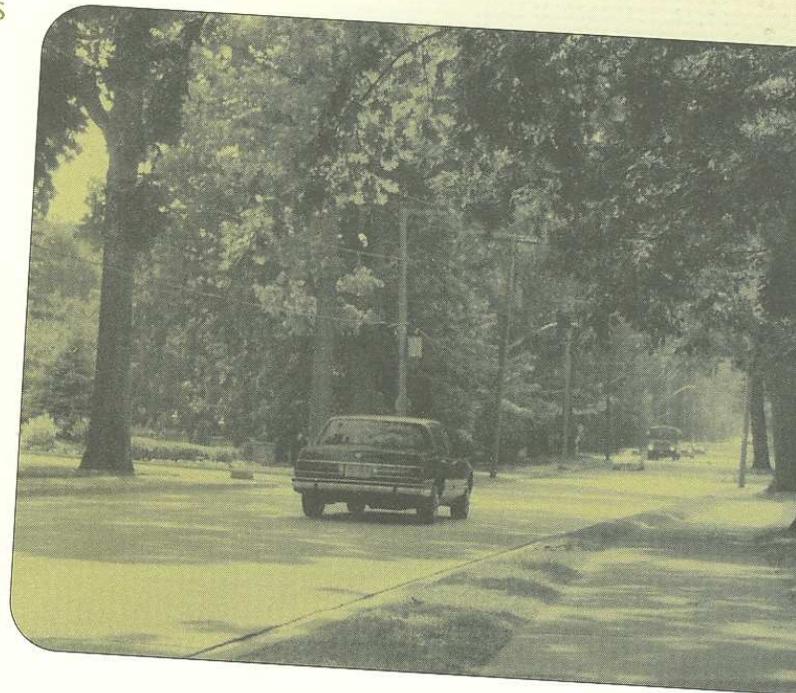
Section 4.6.4.12 of the revised City Plan states:

4.6.4.12 The City will ensure that any maintenance or physical modification of scenic route reinforces or enhances the scenic route qualities of roadways so designated, not to preclude standard road improvements or general road maintenance that are necessary to support traffic safety.

In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities of designated scenic routes, an amendment to this Plan will be required.

ISSUE

In the case of Mississauga Road, the primary function of the term scenic route is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street.



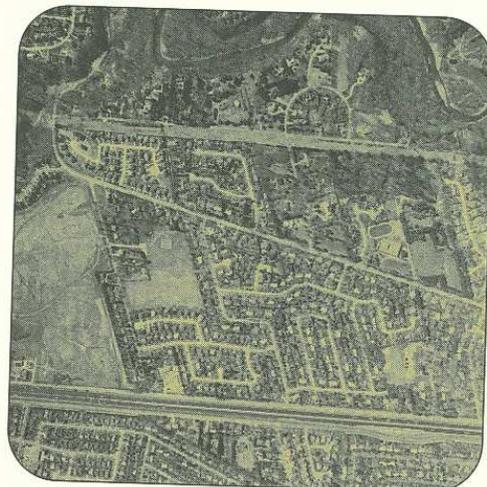
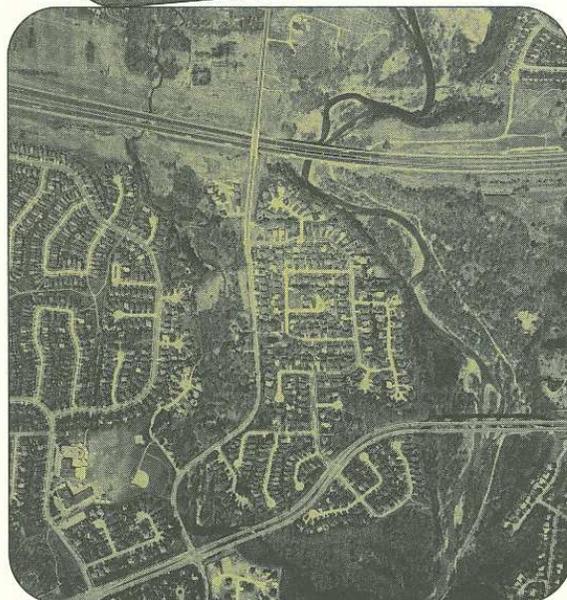
STUDY

methodology

To determine the potential impact of development along Mississauga Road, and to establish measures to protect the scenic route classification of the street, the following steps have been taken as part of this study:

- 1 Define the scenic value of Mississauga Road by identifying key features.
- 2 Define the limit of an area bordering Mississauga Road containing these features as a Special Site Area.
- 3 Identify the policies or programs necessary to protect the features that determine the scenic value of Mississauga Road:

- District Policies
- Site Plan Control By-law Amendment
- Management Issues
- Capital Works Programming
- Promotional Initiatives



DEFINING THE SCENIC VALUE of Mississauga Road



To maintain Mississauga Road as a scenic route, it is important to identify the key features that make up this classification so that the impact of future developments may be assessed. There are four features of the Special Site Area of Mississauga Road that contribute to its scenic value:

FEATURE ONE existing street trees and greenbelt vegetation

the quality of the existing street trees within the boulevard and on private property, and the bordering greenbelt vegetation

- overhead canopy provides enclosure
- quality of the light and shadow from the trees
- change in colours of foliage throughout the season

FEATURE TWO road type

the winding, undulating road alignment and narrow width

- sense of enclosure
- anticipation of views around corners
- close relationship to adjacent vegetation and housing
 - more rural cross section (guard rails, above ground hydro, varied shoulder treatment)

FEATURE THREE residential character

the larger lot and house size with generous front and side yard setbacks that is the primary land use

- quality of materials
- low stone walls at boundaries
- rhythm of the street because of the lotting pattern, building massing and setbacks

FEATURE FOUR heritage quality

the heritage components of the route

- designated and listed heritage properties under the Ontario Heritage Act
- glimpses of past uses: taverns, stately homes
- relation to the natural route of the Credit River valley

The following sections outline the specific issues related to each of these key features and set out action plans to address these issues.

FEATURE ONE

existing street trees and greenbelt vegetation

The presence of large caliper specimen trees within or near the right-of-way is a key contributor to the aesthetic beauty of Mississauga Road. The massive size, quality and predominant Oak species, especially between Dundas Street and the Queen Elizabeth Way, is unique within Mississauga. The overhead canopy created by these trees is a vital component to the quality of the streetscape.

The greenbelt and park areas that border Mississauga Road provide context for the linkages to the Credit River system, and are also an important element in the quality of views from the street.

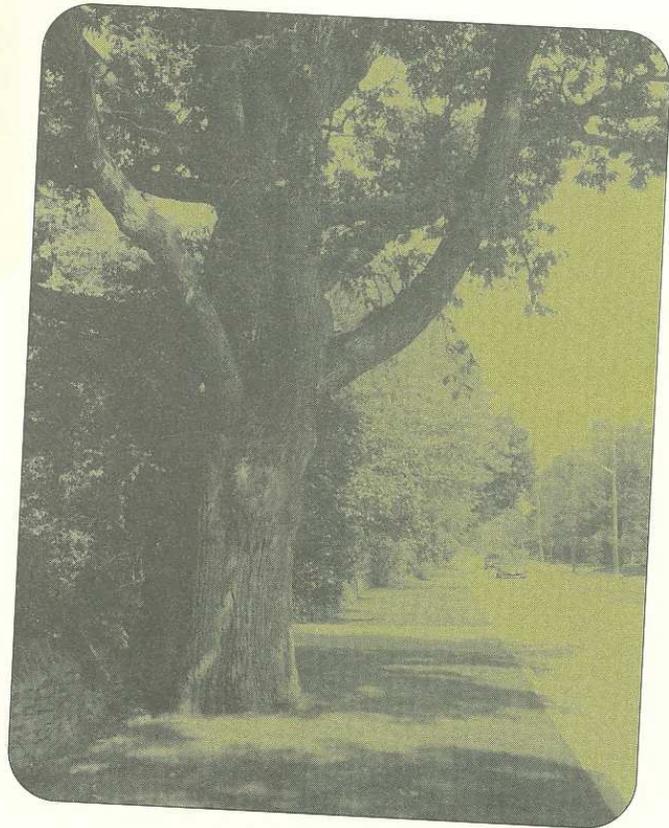
ISSUE

- the loss of existing trees through road upgrades, utility construction, the action of private land-owners, or the trees' poor condition or death, will impact the scenic value and character of Mississauga Road

ACTION

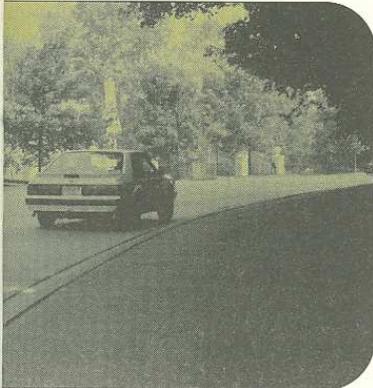
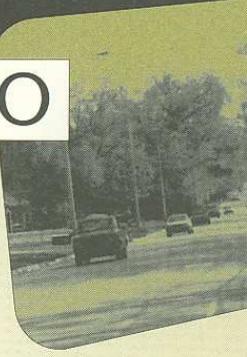
- request the Public Utilities Coordinating Committee to coordinate with the Community Services and Transportation and Works Departments to ensure the preservation of existing trees on public and private lands along Mississauga Road whenever tree protection measures are feasible
- establish a program developed by the Community Services Department to supplement the existing street trees and plan for the eventual removal and replacement of specimen trees

- develop a program to encourage private homeowners to supplement the street edge planting of appropriate tree species on private property by consulting with the Community Services Department
- utilize the existing City Beautification Program managed by the Community Services Department to provide supplemental planting projects for additional screening of reverse frontage lot fences and associated land uses, retaining walls, or other naturalizing enhancement projects in parks and greenbelts



FEATURE TWO

road type



Although it is classified as a major collector, Mississauga Road is unique for its predominantly two lane road width, narrow shoulders (without curbing in some areas), and its characteristic winding road alignment that reflects the existing

topography and river valley. With the early designation of Mississauga Road as a scenic route, it was intended to restrict the roadway to two lanes and provide Erin Mills Parkway as an alternative north/south route.

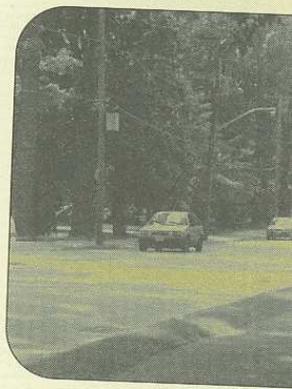
Mississauga Road also serves as a scenic bicycle route from Dundas Street to Lakeshore Road where future access along the river corridor is not physically possible.

ISSUES

- any widening of Mississauga Road would severely impact the quality of the scenic route
- the characteristics of the roadway do not promote the through traffic movements of a typical major collector (eg. direct access lots, reduced speed on curves)
- bicycle route criteria may conflict with the preservation of scenic features, or the traffic movements
- imposing a standard roadway cross section would not be appropriate for all sections of Mississauga Road
 - the street fixtures (lighting, guard-rails, bus stops) are generally more rural and contribute to Mississauga Road's scenic character

ACTION

- maintain Mississauga Road without road widenings or major upgrades other than maintenance to ensure the safe movement of vehicles, pedestrians, and cyclists (eg. tree trimming, reflective markings, street illumination, and other related safety/operational improvements)
- continue to secure lands for the 26m (85.3 ft) right-of-way (Scenic Route) classification in City Plan for the protection of existing features, pedestrian walkways and bicycle routes, where appropriate
- ensure that the bicycle route along Mississauga Road from Dundas Street to Lakeshore Road is compatible with the preservation of the scenic features and that the proposed interchange at the Queen Elizabeth Way has regard for the bicycle route requirements
- solicit public input for any improvements to the road (minor widenings, sidewalks, curbs, drainage, safety/operational improvements) to review development options prior to construction
- ensure that any proposed street fixtures (all signs, advertising devices, bus shelters, lighting, street furniture) do not impact the existing landscape features or detract from the scenic character of Mississauga Road





FEATURE THREE

residential character

A key factor in the character and scenic quality of Mississauga Road is the size and type of residential lot along the street. The variety of shapes and generally large size of the lots along Mississauga Road, with the generous side and front yard setbacks, creates a more estate residential development character. It is distinct also because of the lack of projecting garages and the quality of materials that has been used in the construction of the homes. Natural stone walls along some of the properties are also a unique feature to this area. The use of reverse frontage lots has been minimized, helping to encourage the development of front doors that face the street. The larger lot sizes also contribute to the size and quality of the street trees by providing larger growing areas uninterrupted by driveways.

ISSUES

- lands fronting onto Mississauga Road between Kane Road and the Queen Elizabeth Way in Wards 1 and 2 are subject to Site Plan Approval, and By-law 5500 (as amended) requires lots with frontages of 22.5 m (74 ft), 24 m (79 ft) or 30 m (98.4 ft)
- no Site Plan Approval is required for single family detached dwellings on Mississauga Road north of the Queen Elizabeth Way except for those that are part of the Doulton Drive special area within the West Erindale (Sheridan) District Plan
- development standards found in By-law 610-90 and the Infill Housing Design Guidelines only apply to the area south of the Queen Elizabeth Way within the Clarkson-Lorne Park District Plan

ACTION

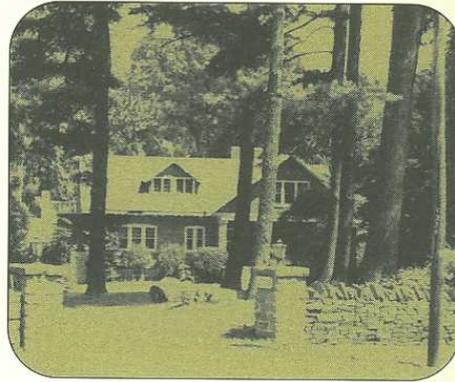
1 Identify the lands abutting the Mississauga Road right-of-way (lots with frontage, flankage or rear yards) from the St. Lawrence and Hudson Railway (Streetsville) to Lakeshore Road (Port Credit) as a Special Site Area within the affected District Plans. The following urban design guidelines will apply:

- direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged
- service road and reverse frontage lot development will be discouraged
- existing lot frontages in the range of 15 m (49.2 ft) to 33 m (108.3 ft) for residential lands abutting Mississauga Road as determined through the existing zoning standards shall be retained
- building massing, design and setback from Mississauga Road (including garages) should be consistent with buildings on surrounding lots
- projecting garages will be discouraged
- tree preservation on private lands that front onto Mississauga Road will be encouraged
- alternative on-site turn arounds such as hammerhead driveways will be encouraged to reduce reverse movements and the number of driveway entrances

FEATURE THREE

- preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged

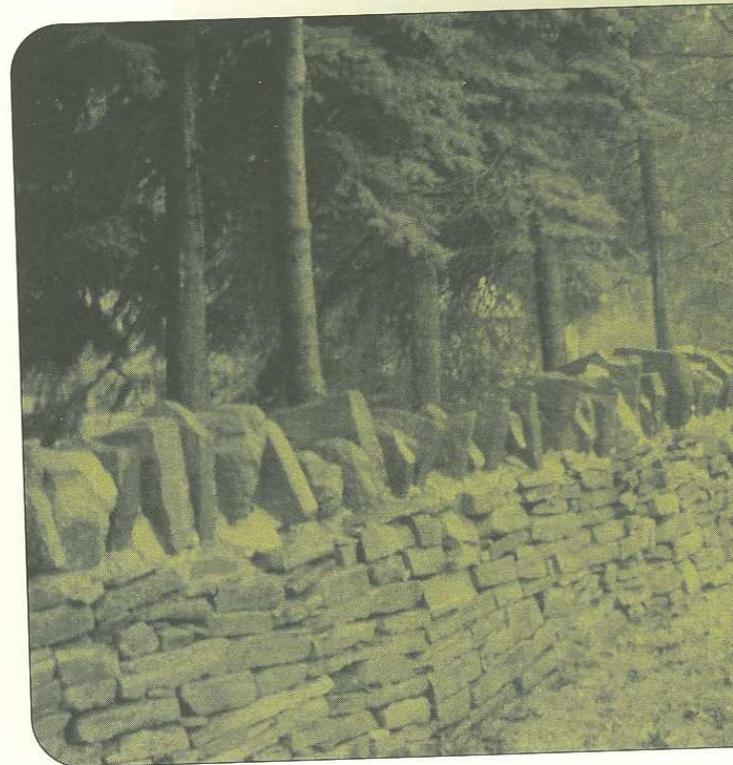
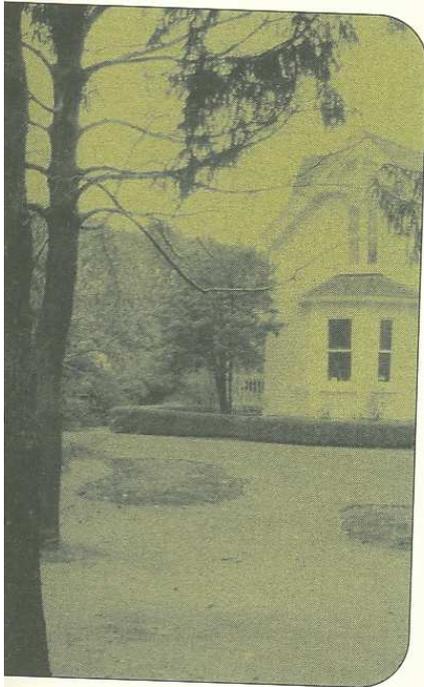
- the location of utilities should be such that the impact on existing landscape features is minimized



- preservation of trees on private lands and the protection of City owned trees
- preservation of existing landscape features (retaining walls, fences, hedgerows)
- control of driveway access locations and amount of hard surface driveways
- location of utilities and the on-site connections

2 Amend the Site Plan Control By-law to require Site Plan Control on residential lots within the Special Site Area that are not presently covered under By-law 1127-85 to allow for review of the following development issues:

- building massing, with particular regard for:
 - house designs that fit the scale and character of the area, de-emphasize the height of the house and are not repetitive
 - building mass and setbacks (front, side and rear yards) that relate to adjacent lots
 - garages that do not project beyond the face of the house



FEATURE FOUR

heritage quality

A key factor in the classification of Mississauga Road as a scenic route is its history. The road itself has been a link between the communities of Port Credit and Streetsville and the homes and former farmsteads along the road are reminders of the rural background of the area. Landmarks such as St. Peter's Anglican Church, Crozier-McNichol House (4034 Mississauga Road) and

the William Barber House are important heritage structures on Mississauga Road. Within the Special Site Area there are twelve listed properties on the City's heritage inventory, with five being designated.

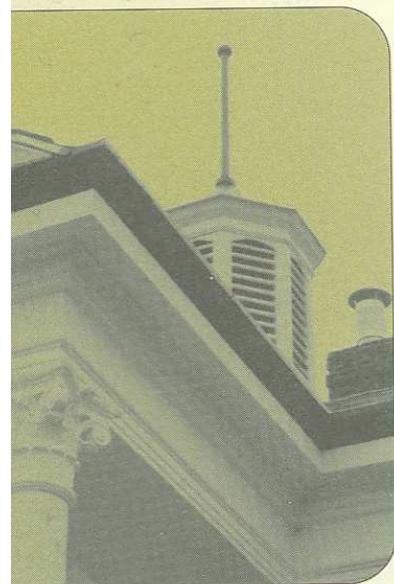
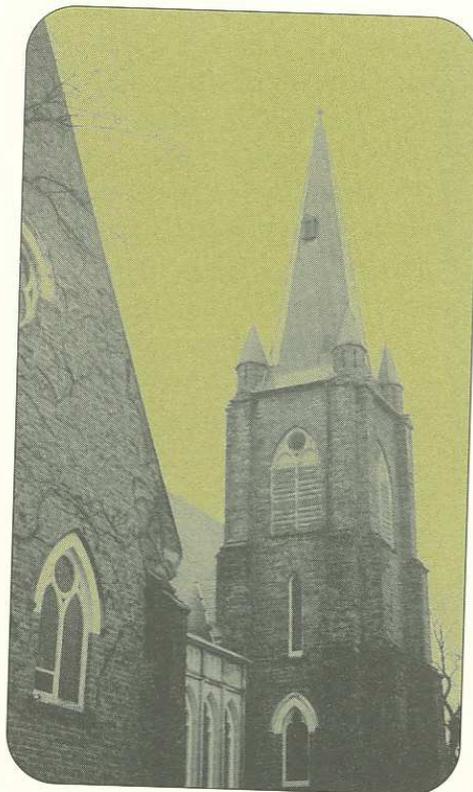
In a regional context, Mississauga Road is important as a link between communities like Brampton and Belfountain along the Credit River valley.

ISSUE

- active measures are not suitable for promoting Mississauga Road as a destination or tourism based scenic route, as it would disrupt the residential character and use of the roadway, but a raised awareness could strengthen its scenic value

ACTION

- pursue the option of developing a joint effort between the Port Credit and Streetsville BIAs to re-establish the historic link between the two areas
- request the Heritage Advisory Committee (Cultural Landscapes subcommittee) to develop an inventory of heritage features (built, scenic views and vistas, points of interest)
- encourage the Heritage Advisory Committee to develop alternative methods of historic interpretation which do not include trail blazing, or viewing stations (eg. brochures, tours, school groups)



SPECIAL SITE area limits

The Special Site Area contains the features of scenic value along Mississauga Road within the study area (the St. Lawrence and Hudson (Canadian Pacific) Railway in Streetsville to Lakeshore Road in Port Credit).

The lands to be included in the special site area are:

- all lands within the municipal right-of-way
- all lands that abut the Mississauga Road right-of-way (frontage, flankage and rear yard)



CONCLUSION

Mississauga Road is classified as a scenic route based on the four key features which establish its scenic value.

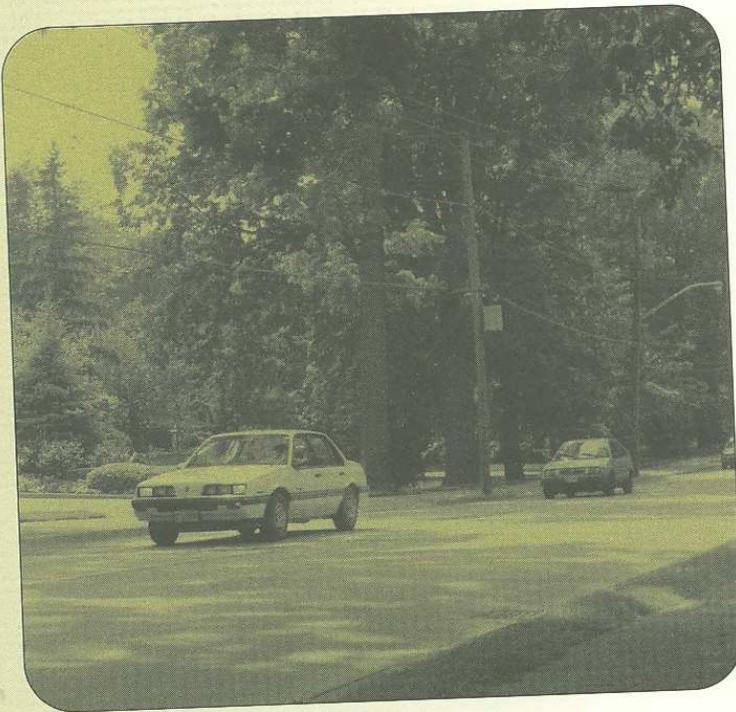
Initiatives should be taken to protect these characteristics through joint programs with the City of Mississauga Transportation and Works, Community Services, and Planning and Building Departments and ratepayers groups. These features are contained within a Special Site Area between the St. Lawrence and Hudson (Canadian Pacific) Railway in Streetsville and Lakeshore Road in Port Credit.

The initiatives that will be undertaken to maintain Mississauga Road as a scenic route include:

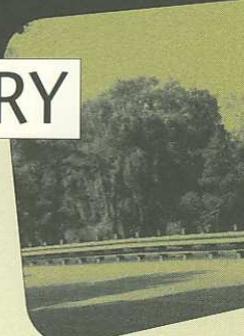
- District Policies
- Site Plan Control By-law Amendment
- Management Issues
- Capital Works Programming
- Promotional Initiatives

Refer to the Summary Section (page 15) for details for each of the initiatives.

Mississauga Road has been classified as a scenic route because of its unique features, and following the program outlined within this study will lead to its further protection and enhancement.



SUMMARY



The following policies or programming initiatives should be undertaken to protect the four features that determine the scenic value of Mississauga Road.

PROPOSED DISTRICT POLICIES

To protect or enhance the features found within Feature 3 - Residential Character, specific urban design guidelines should be incorporated as District Policies:

- Identify the lands abutting the Mississauga Road right-of-way (frontage, flankage and rear yards) from the St. Lawrence and Hudson (Canadian Pacific) Railway in Streetsville to Lakeshore Road in Port Credit as a Special Site Area within the related District Plans.

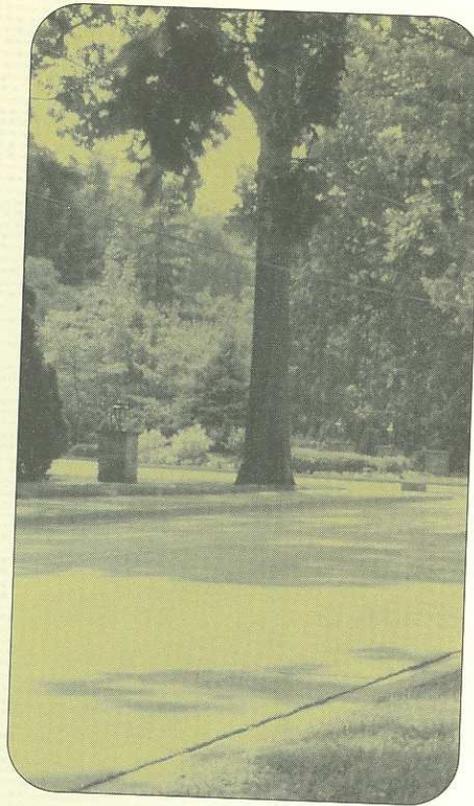
The following urban design guidelines will apply:

- direct frontage lots with direct access or flankage lots with buildings with front doors facing Mississauga Road will be encouraged
- service road and reverse frontage lot developments will be discouraged
- existing lot frontages in the range of 15 m (49 ft) to 33 m (108 ft) on residential lands abutting Mississauga Road as determined through the existing zoning standards shall be retained
- building setback from Mississauga Road (including garages) should be consistent with buildings on surrounding lots
- projecting garages will be discouraged
- tree preservation on private lands that front onto Mississauga Road will be encouraged
- alternative on-site turn arounds such as hammerhead driveways will be encouraged to reduce reverse movements and the number of driveway entrances
- preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged
- the impact of utilities on existing features should be minimal

SUMMARY

SITE DEVELOPMENT CRITERIA

The following criteria reflects the material related to Feature 1 (Existing Street Trees and Greenbelt Vegetation), Feature 2 (Road Type), and Feature 3 (Residential Character). The aspect of Feature 4 – Heritage Quality is found within the urban design criteria for the District Policies (the preservation of existing landscape features):



- The impact of proposed development applications within the Special Site Area and the surrounding lands will be assessed on the removal or disturbance of existing vegetation in the right-of-way or on private property, changes to the existing road alignment or current traffic volumes, conflicts with urban design/heritage guidelines for the scenic route found in the District Policies: no road widenings will be allowed on Mississauga Road

SUMMARY

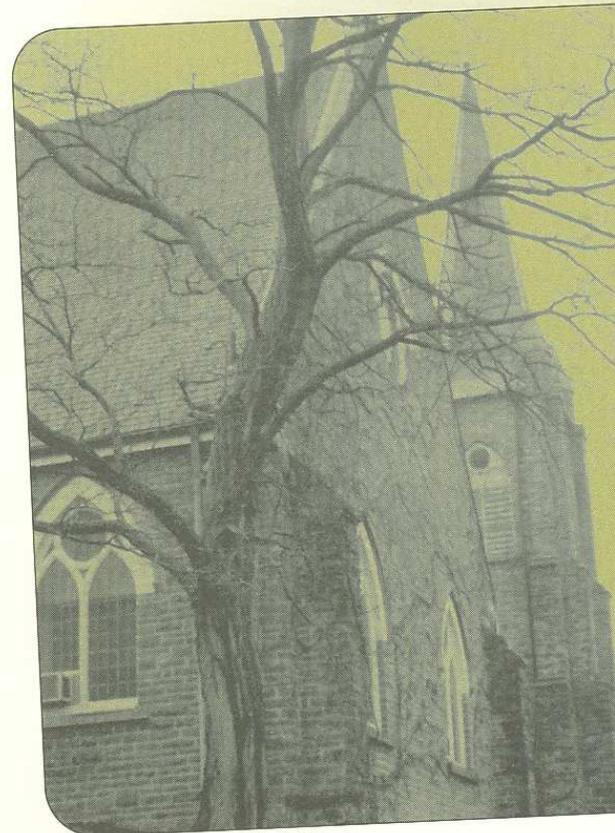
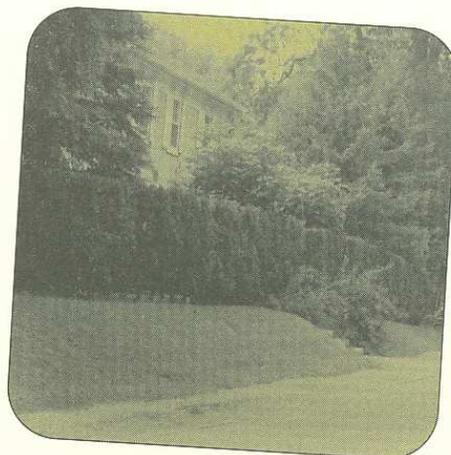
SITE PLAN CONTROL BY-LAW AMENDMENT

Other urban design guidelines may be implemented as part of Site Plan Control to address Feature 3 - Residential Character:

Amend the Site Plan Control By-law to require Site Plan Control on residential lots within the Special Site Area that are not presently covered under By-law 1127-85 to allow for review of the following development issues:

- building massing, with particular regard for:
 - house designs that fit the scale and character of the area, de-emphasize the height of the house and are not repetitive
 - building mass and setbacks (front, side and rear yards) that relate to adjacent lots
 - garages that do not project beyond the face of the house

- preservation of trees on private lands and the protection of City owned trees
- preservation of existing landscape features (retaining walls, fences, hedgerows)
- control of driveway access locations and amount of hard surface driveways
- location of utilities and the on-site connections

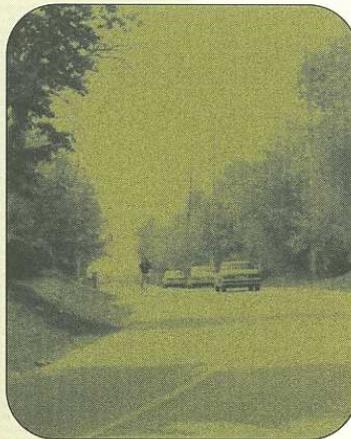


SUMMARY

MANAGEMENT ISSUES

Departments within the City of Mississauga may address management issues for Feature 1 - Existing Street Trees and Greenbelt Vegetation, and Feature 4 - Heritage Quality, to be implemented as part of a work program or approval process:

- request the Public Utilities Coordinating Committee to coordinate with the Community Services and Transportation and Works Departments to ensure the preservation of existing trees on public and private lands along Mississauga Road whenever tree protection measures are feasible
- request the Heritage Advisory Committee (Cultural Landscapes subcommittee) to develop an inventory of heritage features (built, scenic views and vistas, points of interest)
- encourage the Heritage Advisory Committee to develop alternative methods of historic interpretation which do not include trail blazing, or viewing stations (eg. brochures, tours, school groups)

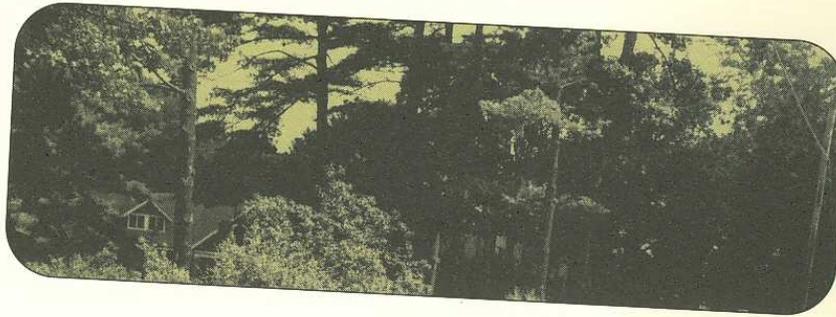


SUMMARY

CAPITAL WORKS PROGRAMMING

The Community Services and Transportation and Works Departments may address measures for Feature 1 – Existing Street Trees and Greenbelt Vegetation, and Feature 2 – Road Type as part of capital works programs:

- establish a program developed by the Community Services Department to supplement the existing street trees and plan for the eventual removal and replacement of specimen trees
- utilize the existing City Beautification Program managed by the Community Services Department to provide supplemental planting projects for additional screening of reverse frontage lot fences and associated land uses, retaining walls, or other naturalizing enhancement projects in parks and greenbelts
- ensure that the bicycle route along Mississauga Road from Dundas Street to Lakeshore Road is compatible with the preservation of the scenic features and that the proposed interchange at the Queen Elizabeth Way has regard for the bicycle route requirements



- solicit public input for any improvements to the road profile (sidewalks, curbs, drainage) to review development options prior to construction
- ensure that any proposed street fixtures (all signs, advertising devices, bus shelters, lighting, street furniture) do not impact the existing landscape features or detract from the scenic character of Mississauga

PROMOTIONAL INITIATIVES

City Council, Business Improvement Areas, or ratepayers groups may address promotional initiatives to protect Feature 1 – Existing Street Trees and Greenbelt Vegetation and Feature 4 – Heritage Quality:

- encourage a program for private homeowners to supplement the street edge planting of appropriate tree species on private property by consulting with the Community Services Department
- pursue the option of developing a joint effort between the Port Credit and Streetsville BIAs to re-establish the historic link between the two areas.

ERA