



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

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

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

The proposed development, as indicated in the revised conceptual Master Plan, produced by Giannone Petricone Architects dated March 1, 2018 alters the Subject Site and its relationship to recognized heritage resources by adding a road network, a series of residential and mixed-use buildings, and new public parkland to the property.

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

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

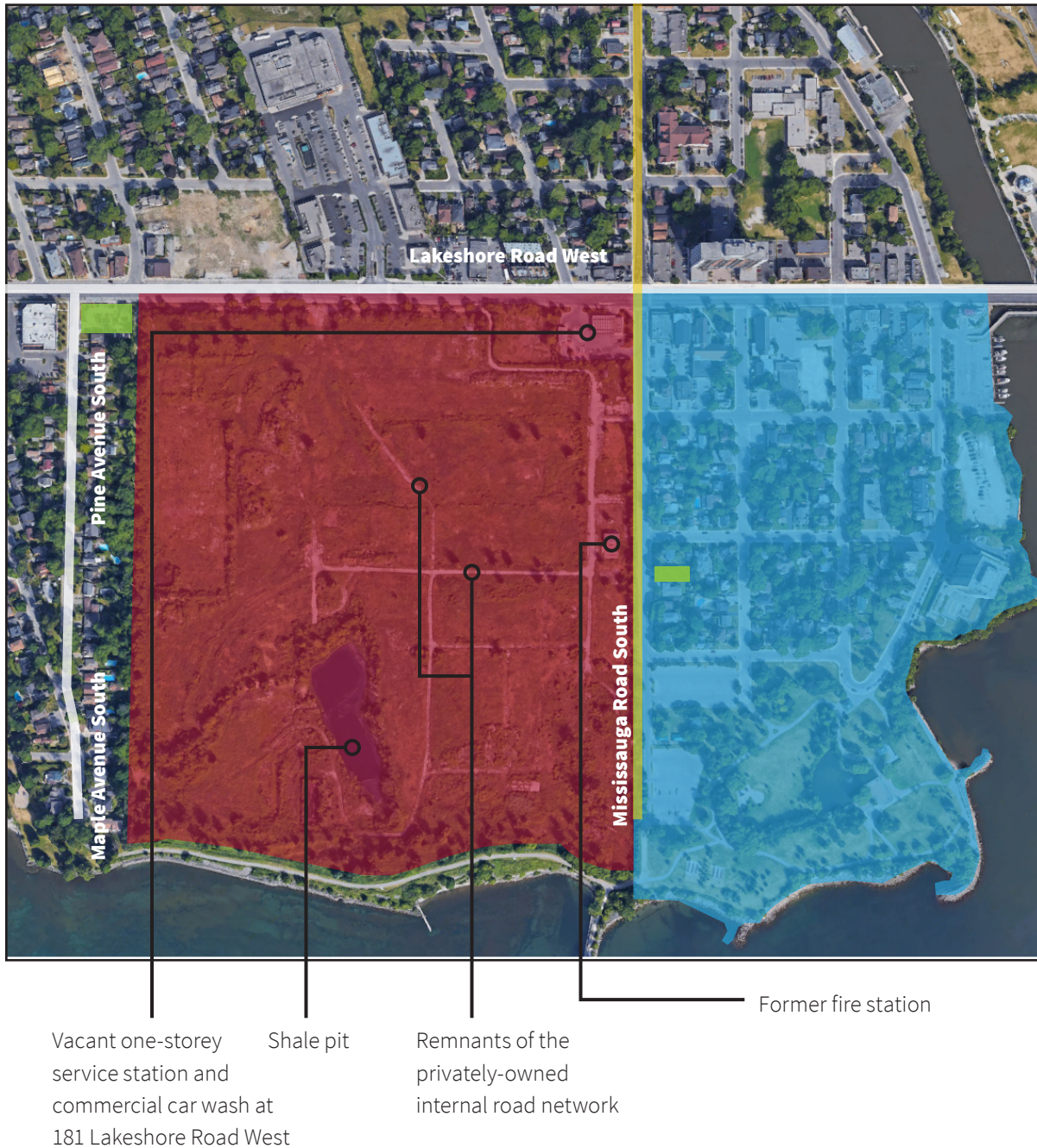
1.1 Scope of the Report

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

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

1.2 Present Client Contact

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

70 Mississauga Road South

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

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

181 Lakeshore Road West

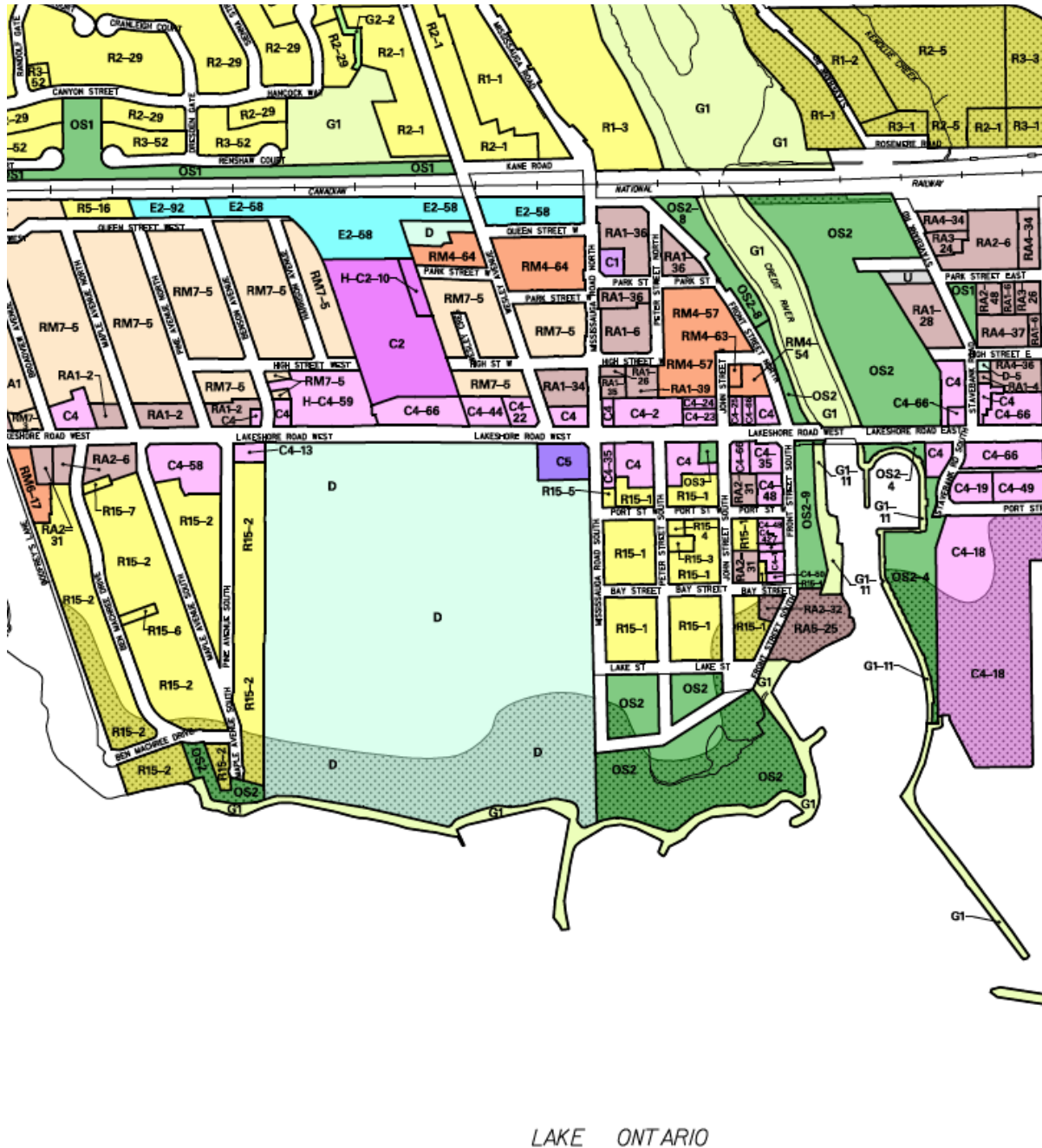
A vacant one-storey service station and commercial car wash are currently located at 181 Lakeshore Road West. Access to the property is achieved from Lakeshore Road West and Mississauga Road South. The the property is fenced-off and secured.

Built-form Context

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

































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

City of Mississauga Zoning Map



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

ZONING BY-LAW 0225-2007

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

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

1.4 Site and Context Photographs

70 Mississauga Road South - Perimeter Conditions



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



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



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

70 Mississauga Road South - Interior Conditions



7. Aerial image of the Subject Site following the beginning of remediation work in early 2018. Note the removal of soil and vegetation (Source: The Cannington Group)



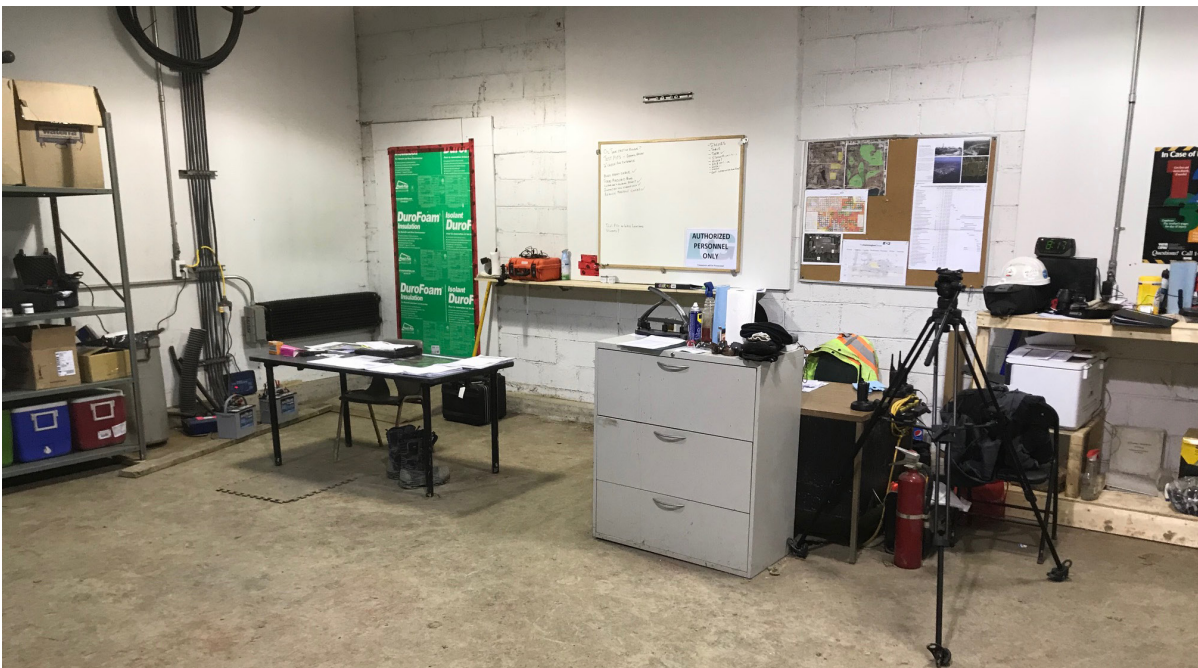
8. The north and west elevations of the former fire station located near the eastern edge of 70 Mississauga Road South, 2017 (Source: West Village Partners)



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



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



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

181 Lakeshore Road West



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



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

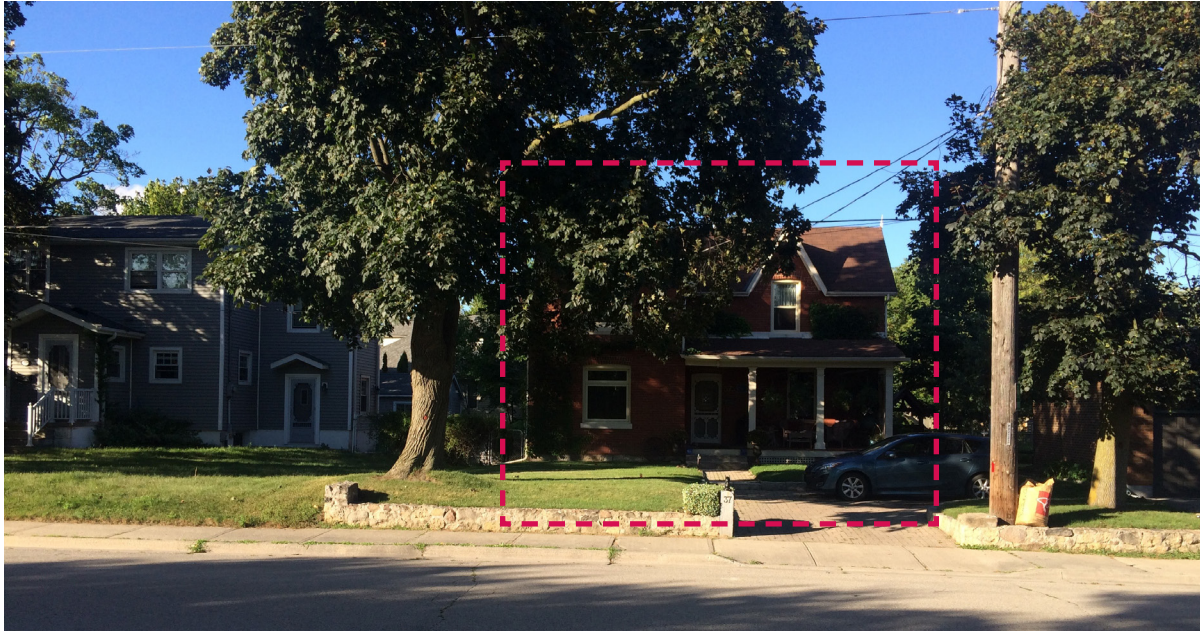
Old Port Credit Village HCD



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



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



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



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



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



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



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



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

Built-Form Context



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



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



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



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

1.5 Heritage Context

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

Provincial Policy Statement, 2014

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

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

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

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

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

1.6 Heritage Policy Context

1.6.1 Provincial Policy Statement (PPS) (2014)

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

Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

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

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

Further, policy 2.6.3 states:

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

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

Section 4.2.7 of the GPGGH addresses cultural heritage:

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

1.6.3 Region of Peel Official Plan

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

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

1.6.4 City of Mississauga Official Plan

Cultural Heritage Properties/Resources

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

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

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

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

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

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

Further, Policy 9.2.4.3 states:

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

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

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

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

Public Realm and Scenic Route Policies

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

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

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

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

Provincial Policy Statement, 2014

Significant means:

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

1.6.5 Old Port Credit Village HCD

In-force HCD Plan

The Subject Site is considered adjacent to the western boundary of the Old Port Credit Village HCD. Mississauga City Council designated the area identified in figures 26-27 under Part V of the OHA on June 23, 2004 (see Appendix E for designation 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'. This policy mandates that any future development on the west side of Mississauga Road South to respect the district's character. Further, Policy 2.2.8.1.1 states:

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

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

Proposed HCD Plan

The City of Mississauga 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 draft HCD Plan was released for public review on November 9, 2017. Following community consultation, presentation of the draft HCD Plan to Mississauga City Council is anticipated in Spring 2018.

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

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

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

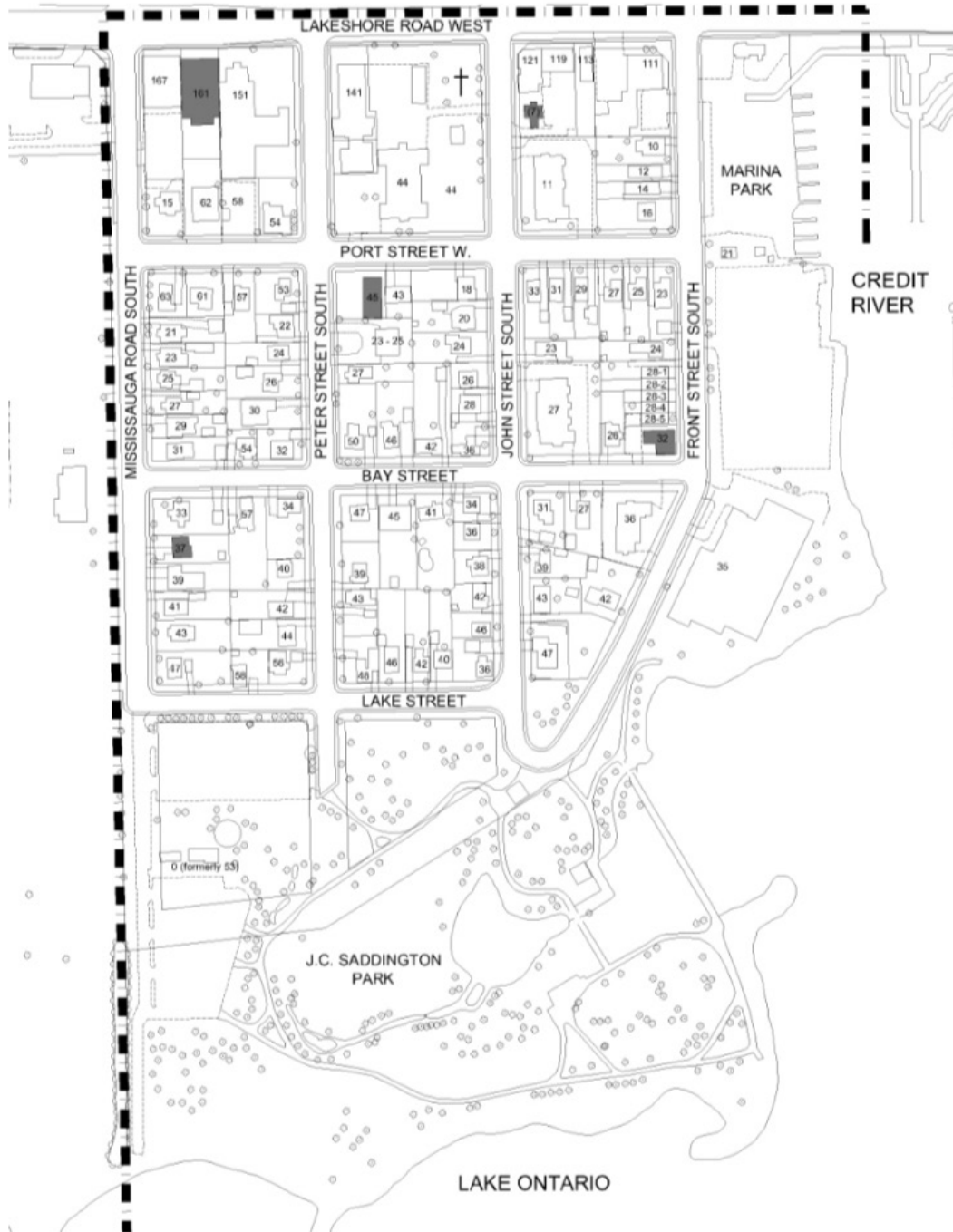
- d) The urban fabric is primarily composed of a low-rise built form;*
- h) Front yards consist of maintained landscaping of lawns and ornamental gardens with a variety of deciduous and coniferous specimen trees. Parking is generally provided in a single car width driveway often leading to a rear yard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

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

1.6.6 Mississauga Scenic Route (1997)

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

More recently, City staff conducted a review of the policies contained within the Mississauga Scenic Route Study including its current boundaries. On June 29, 2017, the updated Mississauga Road Scenic Route Official Plan policies stemming from this review were appealed to the Ontario Municipal Board by City Park (Old Barber) Home Inc. A hearing date has not been scheduled yet by the Board.



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



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

1.6.7 Mississauga Scenic Route Cultural Landscape (2005)

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

- Landscape Environment
- Built Environment
- Historical Associations
- Other

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

Scenic and Visual Quality:

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

Horticultural Interest:

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

Landscape Design, Type and Technological Interest:

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

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

Illustrates Style, Trend or Pattern:

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

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

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

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

Historical or Archaeological Interest:

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

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

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

Consistent Scale of Built Features:

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

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

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

1.6.8 Port Credit Built Form Guide (2013)

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

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

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

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

Further, Clause A states:

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

1.6.9 Port Credit Local Area Plan (2014)

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

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

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

Further, Policy 10.3.3.3 states:

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

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

In 2015, the City of Mississauga released a planning framework for future development of 70 Mississauga Road South – Inspiration Port Credit (IPC). The culmination of a 4 stage process and largely informed by public engagement, the IPC framework outlines the community’s vision for the Subject Site, recommended guiding principles, and key drivers which may influence the final design of the development. Within the listed drivers and directions of the report are several sections focused on the desired integration and retention of heritage features and character areas unique to the district:

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

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

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

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

2 BACKGROUND RESEARCH AND ANALYSIS

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

2.1 Site History & Context

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

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

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

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

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

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

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

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

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

When Texaco Canada Limited built a new steam plant with four smokestacks close to Mississauga Road South in 1959-62, the refinery's visual prominence increased. The 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. In 1965, during a period of expansion, the refinery employed 250 people.

The plant reached its peak production in the mid-1970s, processing 50,000 barrels a day. Hemmed in by surrounding residential and commercial development, Texaco decided to build a new facility at Nanticoke on Lake Erie. When the Nanticoke plant opened in 1978, the Port Credit refinery closed, leaving the petrochemical unit to function alone until 1985. Dismantling of the process units, tanks, buildings and pipelines took place in 1987, leaving the site formally decommissioned and largely vacant. Imperial Oil purchased the brownfield site in 1990. No further industrial activity took place on the Subject Site after the sale.

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

Adapted from the Phase One Environmental Site Assessment prepared by Stantec

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

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



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



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



30. Aerial image from 1966 showing the expansion of refinery operations on the Subject Site. The Haney Estate has been removed as have the house-form buildings along Mississauga Road. The ship channel and shale pit have been partially infilled. The blue line marks the present location of the shoreline (Source: City of Mississauga)



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

Brickyards Era



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



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



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



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



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



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

Refinery Era



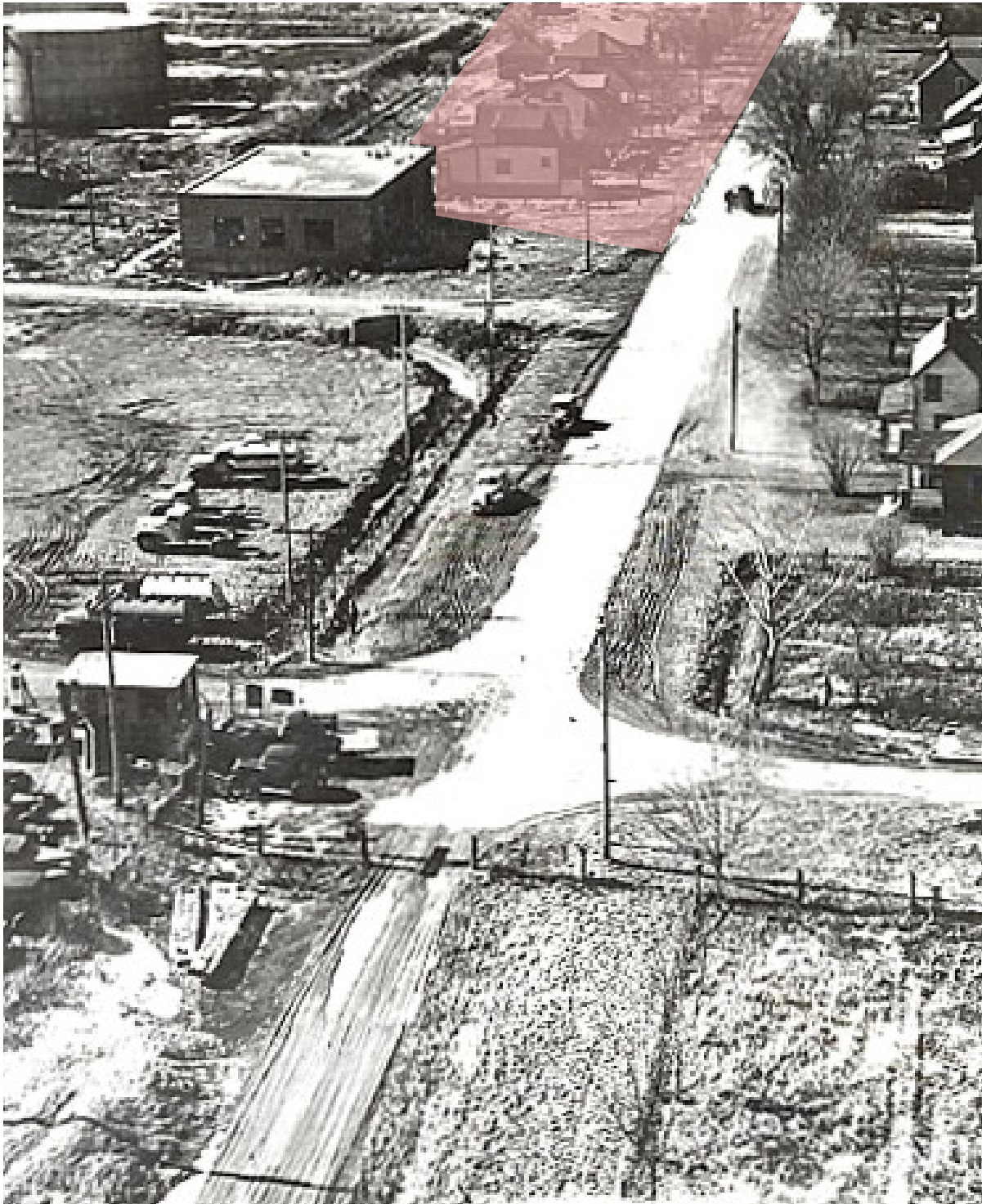
38. The Haney residence, 1937. The house was adapted to serve as office space for the refinery
(Source: Mississauga Library System)



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



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



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



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



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

2.3 Design

The Subject Site contains three structures.

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

2.4 Architect

The architect of the structures is not currently known.

3 ASSESSMENT OF EXISTING CONDITION

The Subject Site contains three structures.

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

4 STATEMENT OF SIGNIFICANCE

4.1 Municipally prepared Reasons for Listing

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

The official reasons for listing appear below:

Historical/Associative Value (70 Mississauga Road South):

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

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

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

4.2 Ontario Regulation 9/06 Evaluation

As per Section 4.0 of the City of Mississauga Heritage Impact Assessment Terms of References and Section 8.0 of the Cultural Landscape Heritage Impact Assessment Terms of Reference, an evaluation of the Subject Site under Ontario Regulation 9/06 is required. The following is an evaluation of the potential cultural heritage value or interest (CHVI) of the one-storey former fire station (70 Mississauga Road South) and the one-storey service station with commercial car wash (181 Lakeshore Road West):

70 Mississauga Road South

9/06 Criteria

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

The one-storey former fire station dates from the Subject Site's former use as a oil refinery and petrochemical storage facility. Indicative of its function as a small service building, the design of the building prioritizes function over form. There is an absence of articulation, ornamentation or fine material detailing. The utilitarian structure is not rare, unique or representative of a style, type, expression, material or construction method. Similarly, the building does not display a high degree of craftsmanship or artistic merit nor does it demonstrate a high-degree of scientific or technical achievement.

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

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

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

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

Summary Statement

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

181 Lakeshore Road West

9/06 Criteria

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

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

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

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

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

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

Summary Statement

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

Recommendations

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

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

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

5 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development, as indicated in the revised Master Plan produced by Giannone Petricone Architects dated March 1, 2018, alters the composition of the Subject Site and its relationship to the Mississauga Road Scenic Route Cultural Landscape and adjacent recognized heritage properties by adding a road network, a series of residential and mixed-use buildings and new public parkland. Given the size of the proposed development, a phased approach to construction is anticipated. Upon completion of the proposed development, there is anticipated to be approximately 2,969 residential units, 156,347 square feet of retail space and 241,237 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 for a more detailed description of the proposed development plan.

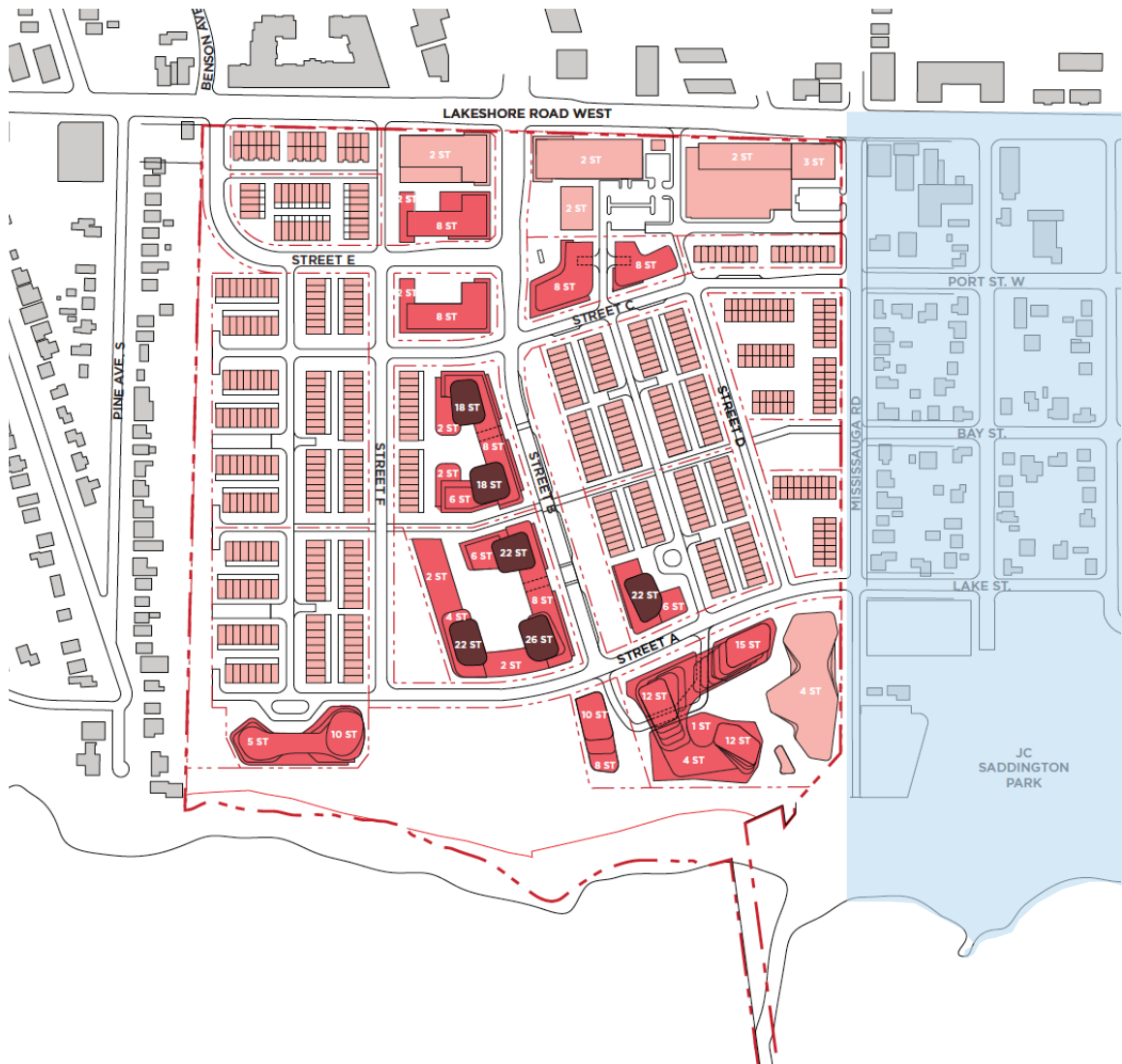
Framework

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

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



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



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

LEGEND

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

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

Parks and Open Spaces

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

A conceptual street section prepared by PUBLIC WORK contemplates the introduction of a sidewalk, multi-use trail and planting beds with new trees along the west side of Mississauga Road South where little in the way of a landscaped public realm currently exists (see figure 50). As the street section and landscape plans remain conceptual, specific materials or plantings have yet to be selected.

Streets and Blocks

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

Land Uses and Built Form

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

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

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

6 IMPACT OF DEVELOPMENT & MITIGATION STRATEGIES

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

Impact & Mitigation Measures

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

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

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

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

- The positioning of 2.5 storey townhouses along the eastern perimeter of the Subject Site responds to the low-rise scale of existing properties within the HCD. As such, the low-rise townhouses conform to direction contained within the proposed Old Port Credit Village HCD plan (see section 1.6.3 of this report);
- The density profile of the proposed development places the largest multi-storey buildings and proposed institutional uses in areas of the Subject Site that are not adjacent to residential properties within the HCD;
- The proposed addition of a new public park immediately to the west of the intersection of Bay Street & Mississauga Road South (see Block N in the proposed master plan) serves to further reduce the visual prominence of the proposed development relative to

the Old Port Credit Village HCD. Further, 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 elevations of the townhouses along Mississauga Road South, as shown in figures 46-47, feature pitched roofs and an irregular fenestration pattern in response to the built-form character of the adjacent HCD. The proposed townhouses also respond to the historic condition of the street, reintroducing residential uses to the western side of Mississauga Road that were removed (post-1950) to accommodate expansion of the refinery (see image 41);
- The primary elevations of the townhouses are proposed to front Mississauga Road South and feature front yards with walkway connections to the sidewalk. This responds to the built form character of the HCD and activates the west side of Mississauga Road South with pedestrian activity;
- The conceptual street section for Mississauga Road South provides a generously sized public realm along the west side of Mississauga Road South while also offering a sizable landscaped buffer between the proposed development and the Old Port Credit Village HCD; and
- The permeability of the proposed development and the addition of parkland adjacent to Lake Ontario improves access to the water's edge while providing continuity with JC Saddington Park (contained within the Old Port Credit Village HCD). The addition of new parkland helps to activate the waterfront, reinforcing the historic connection between Port Credit and Lake Ontario.

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

ERA Architects has reviewed the shadow study prepared by Giannone Petricone Associates dated March 1, 2018 and find that the proposed development will cast minimal new net shadows on nearby recognized heritage properties. Refer to the submission package for a copy of the shadow study.

Considered Alternatives

The introduction of 4-storey stacked townhouses along Mississauga Road South was contemplated in the previous submission from August 2017. In order to better respond to the built-form character of the adjacent HCD, the 2.5 storey townhouses described in Section 6.1 of this report were chosen as the preferred option. Further, the distribution of density

within the proposed master plan has been modified, transferring gross floor area (GFA) from the southern portion of the Subject Site towards the centre of the Subject Site. Whereas the previous submission contemplated concentrating height adjacent to JC Saddington Park, the current master plan proposal distributes density more evenly across the property, keeping all built-form adjacent to the HCD low-rise in nature.

Recommended Mitigation Measures

- As work progresses to the detailed design stage, it is recommended that selected materials are contemporary in nature and distinguishable from adjacent recognized heritage fabric. The proposed material palette should reference, in part, the natural and textured quality of materials found within the Old Port Credit Village HCD;
- An interpretation plan is recommended to reveal the industrial history of the site, including the economic and social implications of that history. This plan should be informed by the municipally described cultural heritage value of the property (see Section 4.0 of this report).

6.2 305 Lakeshore Road West

The proposed inclusion of low-rise built form adjacent to 305 Lakeshore Road West responds to the scale of the heritage property while creating a consistent streetwall condition. This will help to visually integrate the designated property into the surrounding neighbourhood while enhancing the 'main street' retail character of Lakeshore Road West.

6.3 Mississauga Road Scenic Route Cultural Landscape

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

The portion of Mississauga Road South fronting the Subject Site differs in character from the remainder of the roadway north of Lakeshore Road West, namely in the absence of large lots with generous setbacks, a winding road alignment, varied topography and substantial vegetation adjacent to the roadway (see images 48-49 for a comparison of Mississauga Road north and south of Lakeshore Road West). As such, the value of Mississauga Road South is found primarily in its association with the Old Port Credit Village HCD.

The conceptual street section prepared by PUBLIC WORK shows the addition of a sidewalk and new trees and plantings on the west side of Mississauga Road where little in the way of landscaped public realm currently exists (see figure 50). The addition of new trees and plantings is proposed to compliment the informal character of gardens within the adjacent Old Port Credit Village HCD. This responds to the described landscape attributes contained within the draft Old Port Credit Village HCD Plan (see section 1.6.3 of this report) while offering a landscaped buffer between proposed built-form and adjacent heritage fabric. The addition of a tree canopy on the west side of Mississauga Road South, proposed to include a mixture of native deciduous and coniferous trees, will also offer continuity with the planting pattern north of Lakeshore Road West, providing a visual consistency that is currently absent from the cultural landscape.

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

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

Recommended Mitigation Measures

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

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

6.4 *Summary Statement*

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

Conceptual Townhouse Elevations in Block M



East (primary elevation)

East (primary elevation)

46. Source: Giannone Petricone Architects

Conceptual Townhouse Elevations in Block R



Mississauga Scenic Route Cultural Landscape

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



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

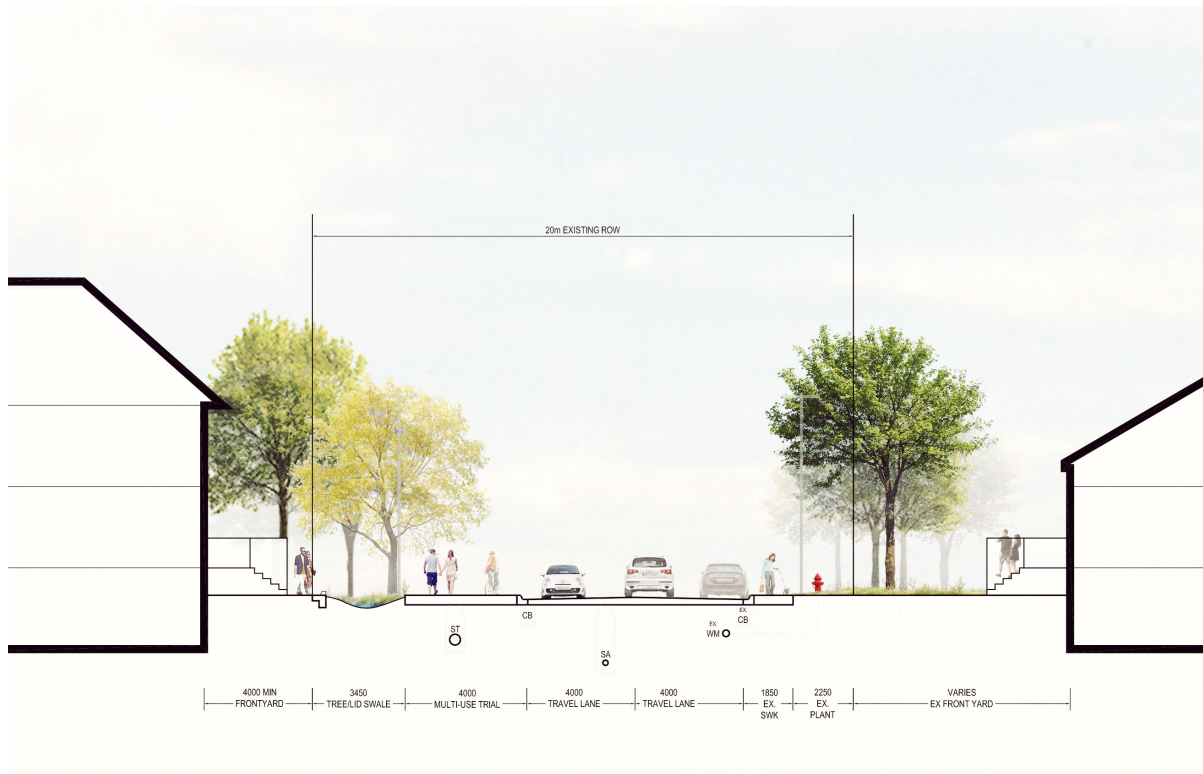
Mississauga Scenic Route Cultural Landscape

Image taken south of Lakeshore Road West



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

Mississauga Road South Street Section



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

7 CONCLUSION

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

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

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

Project Personnel

Michael McClelland, Principal, OAA, FRAIC, CAHP

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

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

Julie Tyndorf, Associate, MCIP RPP

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

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

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

Evan Manning, M.Pl.

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

Sources

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

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

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

8 APPENDICES

APPENDIX A

Heritage Impact Assessment Terms of Reference, City of Mississauga

CITY OF MISSISSAUGA HERITAGE IMPACT ASSESSMENT

TERMS OF REFERENCE

1. Background: The Mississauga Official Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Summary Statement and Conservation Recommendations

The summary should provide a full description of:

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

4. Mandatory Recommendation

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

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

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

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

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

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

5. Qualifications

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

6. Approval Process

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

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

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

7. References

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

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

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

APPENDIX B

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

Cultural Landscape Heritage Impact Assessment (HIA) Terms of Reference

1. Introduction

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

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

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

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

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

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

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

2. General Requirements include:

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

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

3. Addressing the Cultural Landscape or Feature Criteria

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

Landscape Environment

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

Built Environment

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

Historical Associations

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

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

Other

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

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

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

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

4. Property Information

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

5. Impact of Development or Site Alteration

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

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

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

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

6. Mitigation Measures

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

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

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

7. Qualifications

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

8. Recommendation

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

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

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

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

9. Approval Process

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

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

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

10. References

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

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

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

APPENDIX C

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



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0260-2011.

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

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

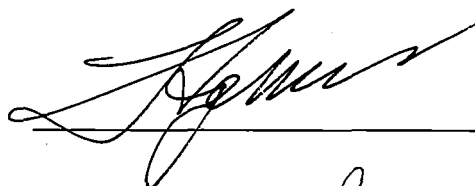
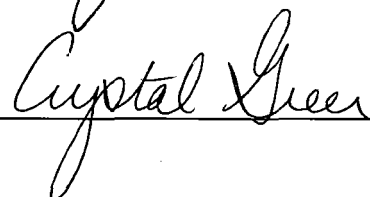
AND WHEREAS Notice of Intention to designate the Hill Estate Gatehouse/Dudgeon Cottage located at 305 Lakeshore Road West, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Clerk of The Corporation of the City of Mississauga;

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

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

ENACTED AND PASSED this 12 day of October, 2011.



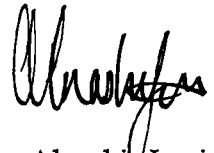

MAYOR

CLERK

SCHEDULE 'A' TO BY-LAW 0260-2011

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

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

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



Alnashir Jeraj
Ontario Land Surveyor

DESIGNATION STATEMENT

Hill Estate Gatehouse/Dudgeon Cottage, 305 Lakeshore Road West

Description of Property

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

Statement of Cultural Heritage Value or Interest

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

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

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

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

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

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

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

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

Description of Heritage Attributes

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

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

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

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

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

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

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

APPENDIX D

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



BY-LAW NUMBER... **374-88**

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

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

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


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

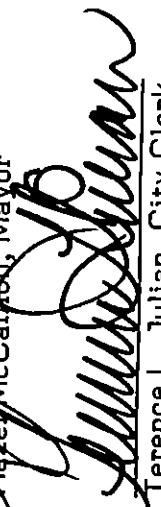
NOW THEREFORE the Council of The Corporation of the City of Mississauga enacts as follows:

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

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

APPROVED AS TO FORM OF EXECUTION City Solicitor MISSISSAUGA	JIS	03 06 88
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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 Chairman (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 **274-88**

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.

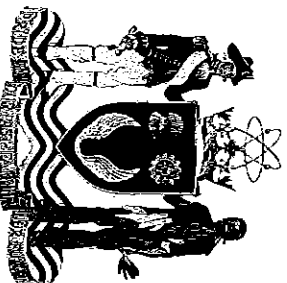
May 20, 1988

A handwritten signature in cursive script, reading "William J. Daniels".

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;

APPROVED			
AS TO FORM			
City Solicitor			
MISSISSAUGA			
Date	21	06	04

- (2) the exterior painting of non-masonry surfaces, replacement of eavestroughs and downspouts, installation of exterior lights, including installation of removable 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;

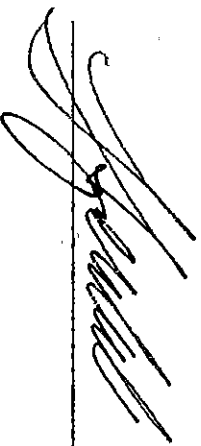
6. For the purposes of this by-law, the following definitions shall apply:

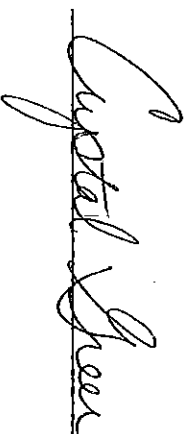
(1) HERITAGE CONSERVATION DISTRICT PLAN means a plan adopted by Council to provide direction in the preservation of the heritage defining character elements of a heritage conservation district;

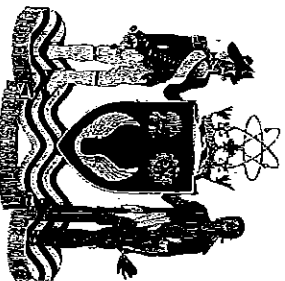
(2) BUILDING INVENTORY means the Heritage Conservation Feasibility Study, Old Port Credit Village, Building Inventory, dated November 28, 2003, and as may be amended from time to time by City employees;

- (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



RECEIVED
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.

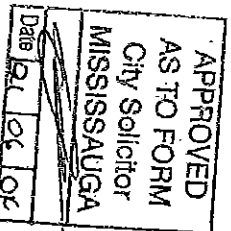
NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

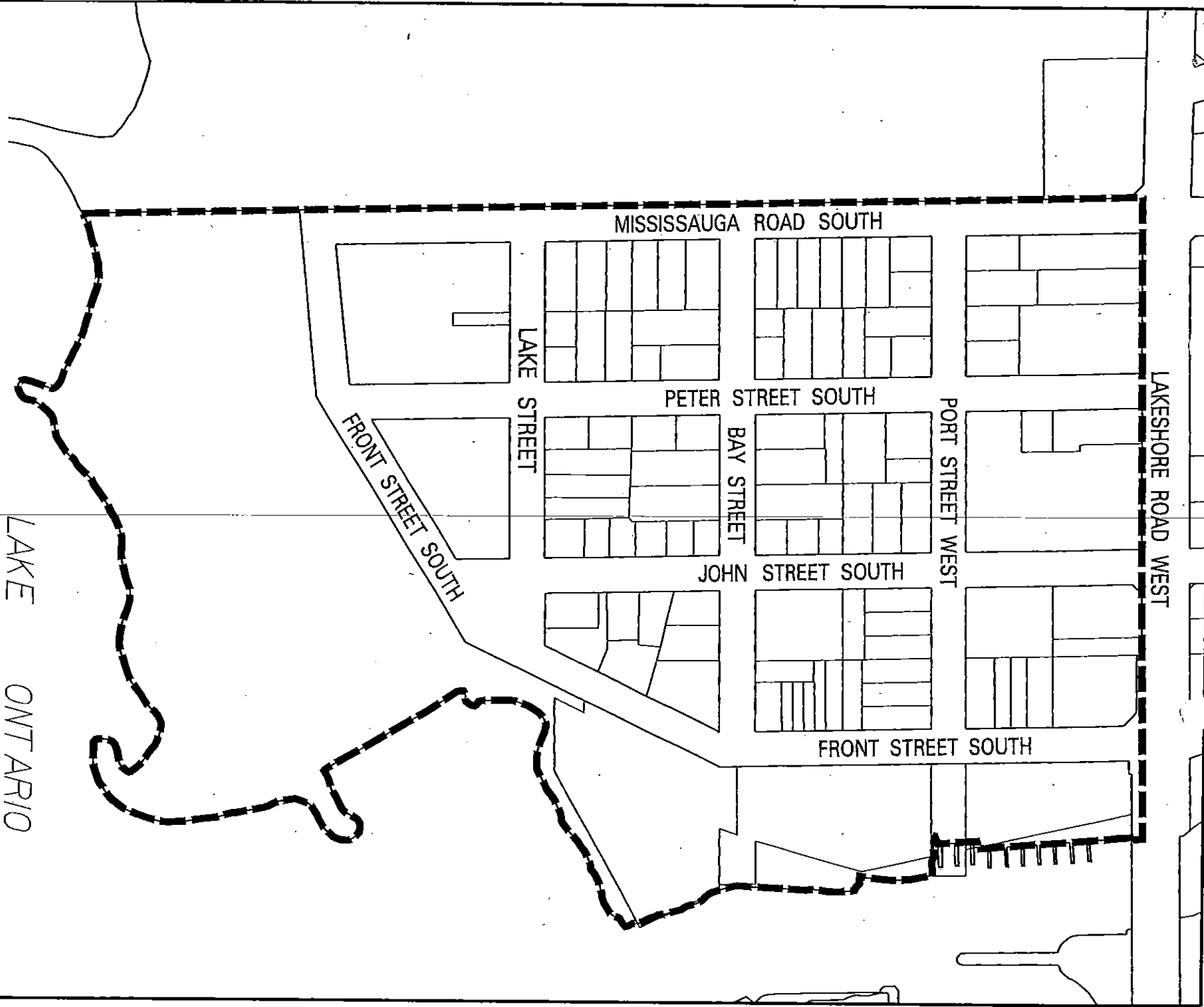
1. The area know locally as Port Credit Village being bounded by Lakeshore Road West to the north, Mississauga Road South to the west, Lake Ontario to the south and Credit River to the east and more particularly shown on Appendix "A" attached hereto is hereby designated as a Heritage Conservation District.

ENACTED and PASSED this 23rd day of June 2004.

MAYOR

CLERK





PORT CREDIT VILLAGE
HERITAGE CONSERVATION
DISTRICT
CITY OF MISSISSAUGA

LAKE ONTARIO

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 (In-force Old Port Credit Village HCD)

1.5 Statement Defining the District's General Historical Character

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

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

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

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

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

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

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

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

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

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

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



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



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



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



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



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



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



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



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



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

APPENDIX G

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

3.0 District Significance, Heritage Attributes and Objectives

3.1 Introduction

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

3.2 Statement of District Significance

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

First Nations

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

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



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



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

Urban form

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

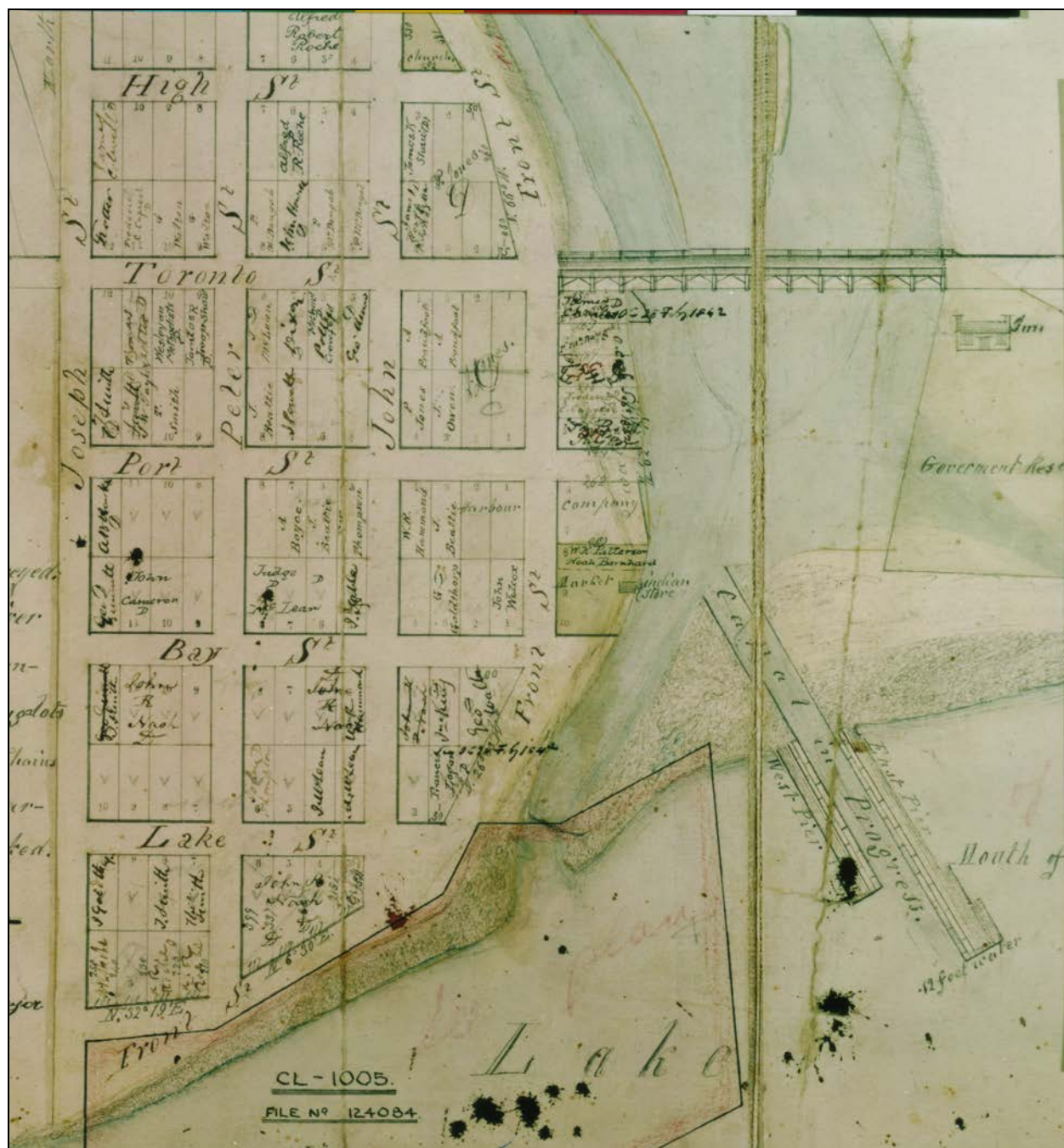


Figure 5: 1837 map showing the original street grid that helps define current urban form in Old Port Credit Village.

Open spaces

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



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



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

Landmarks

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



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

Land use

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

Historic buildings

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

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



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



Figure 10: Fire hall, 62 Port Street



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



Figure 12: Clark Memorial Hall, 161 Lakeshore Road West



Figure 13: Vernacular dwelling, 48 Lake Street



Figure 14: Vernacular dwelling, 31 Bay Street

Landscape

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

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



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

3.3 List of heritage attributes

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

APPENDIX H

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

Mississauga Road Scenic Route**F-TC-4**

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.



E R A