

## Appendix 1

**HERITAGE IMPACT ASSESSMENT**

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA, ONTARIO**

Prepared for:  
**Dillon Consulting Limited**  
235 Yorkland Boulevard Suite 800  
Toronto, Ontario, M2J 4Y8

ASI File: 19CH-116

December 2019 (Updated May 2020, April 2021)



## HERITAGE IMPACT ASSESSMENT

### PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA, ONTARIO

#### EXECUTIVE SUMMARY

ASI was contracted by Dillon Consultants Ltd., on behalf of the City of Mississauga, to prepare a Heritage Impact Assessment (HIA) for the Port Credit Harbour West Parks project in the Village of Port Credit in the City of Mississauga, Ontario. The proposed Port Credit Harbour West Parks project involves the Port Credit Memorial Park West, the Lakeshore Road bridge underpass, Marina Park and the Rivergate Easement. This HIA is structured to review the impact of the proposed Port Credit Harbour West Parks project on existing and potential cultural heritage resources within and adjacent to the study area.

The study area includes a number of existing cultural heritage resources including:

- The Old Port Credit Heritage Conservation District (HCD) (Designated under Part V of the *Ontario Heritage Act*), which includes:
  - Marina Park (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
  - Waterfront Trail Pedestrian Bridge
  - 21 Front Street South (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
  - The Port Credit Lighthouse/Front Street Pumping Station at 105 Lakeshore Road West (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
- The Don Rowing Club at 25 Front Street North (listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
- The Mississauga Canoe Club at 33 Front Street North (listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)

In addition to the heritage properties within the study area, a number of significant existing or potential heritage resources are adjacent to the proposed park, including properties within the Old Port Credit HCD (including properties along Front Street South and JC Saddington Park), the Credit River Corridor Cultural Heritage Landscape (CHL), the Port Credit Library, Port Credit Arena, Trinity Anglican Church and Cemetery, St. Andrew's Memorial Presbyterian Church and the Port Credit Memorial Park.

This heritage impact assessment for the Port Credit Harbour West Parks project evaluated the impact of the proposed parks on the cultural heritage resources within and adjacent to the study area. Overall, the proposed Port Credit Harbour West Parks are anticipated to have a positive impact on the cultural heritage resources within and adjacent to the study area, including the Old Port HCD, the Credit River Corridor CHL and adjacent listed and designated properties on both sides of the Credit River. The proposed demolition of the Marina Park washroom and fish cleaning facility is not anticipated to have a significant impact on





the cultural heritage value of the property, and new facilities will address public and environmental health and safety concerns with the existing facilities. The enhancements to the public space will attract additional people to the area, providing more visibility to the heritage properties as well as provide additional public access to the river and provide additional views of and across the river. The proposed Port Credit Harbour West Parks project will also incorporate historical themes in its design, including elements related to the area's Indigenous, fishing, stone-hooking, and Olympic/paddle sport history.

While the proposed parks will have a positive impact on the cultural heritage value of the area, certain elements could be altered or enhanced to further improve the heritage-related design components of the proposed parks. These recommendations include:

1. To meet the priorities of the City of Mississauga's *Culture Master Plan*, in addition to the themes incorporated in the design of the proposed Port Credit Harbour West Parks, additional interpretation strategies should be considered to further tell the history of the park property (e.g. stone hooking), and where appropriate, bring in contextual points from Port Credit and Old Port Credit HCD. The relocation of the anchor in Port Credit Memorial Park West to Marina Park may also be considered. The themes incorporated in the *Design Brief*, along with additional interpretation strategies should be developed as part of an Interpretation Plan. This Interpretation Plan should be developed with consultation from local community groups and the indigenous community.
2. To better reflect objective 3.4.b and policy 12.1.6.b of the Old Port Credit HCD Plan, the proposed view corridor from Bay Street towards the Credit River could be further enhanced through the removal or shifting of two trees proposed for within the car/trailer parking area.
3. As per policy 12.1.1 and guideline 12.2.1.f of the Old Port Credit HCD Plan, public realm enhancements should consider a less evenly spaced layout of trees along Front Street South. Furthermore, guideline 12.2.1.b notes that the majority of trees within the Old Port Credit HCD Plan are mature, wide-canopy deciduous trees – primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash and mountain ash. These species have green foliage in the summer and colourful reds, yellows and golds in the fall. These tree types should be considered for use along Front Street and within the proposed park by the City of Mississauga.
4. All heritage plaques/signs and heritage features to be removed should be put into storage and, where appropriate, included in the interpretation design aspects of the proposed park developments.



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## 1.0 INTRODUCTION

ASI was contracted by Dillon Consultants Ltd., on behalf of the City of Mississauga, to prepare a Heritage Impact Assessment (HIA) for the Port Credit Harbour West Parks project in the Village of Port Credit in the City of Mississauga, Ontario. The proposed Port Credit Harbour West Parks project involves the Port Credit Memorial Park West, the Lakeshore Road bridge underpass, Marina Park, a fenced parking area and the Rivergate Easement (Figure 1). The HIA is structured to review the impact of the proposed project on existing and potential cultural heritage resources within and adjacent to the study area.

The study area includes a number of existing cultural heritage resources including:

- The Old Port Credit Heritage Conservation District (HCD) (Designated under Part V of the *Ontario Heritage Act*), which includes:
  - Marina Park (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
  - Waterfront Trail Pedestrian Bridge
  - 21 Front Street South (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
  - The Port Credit Lighthouse/Front Street Pumping Station at 105 Lakeshore Road West (also listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
- The Don Rowing Club at 25 Front Street North (listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)
- The Mississauga Canoe Club at 33 Front Street North (listed on the City of Mississauga's Heritage Register as part of the Credit River Corridor CHL)

In addition to the heritage properties within the study area, a number of significant existing or potential heritage resources are adjacent to the proposed park, including properties within the Old Port Credit HCD, residential properties on Front Street North, the Credit River Cultural Heritage Landscape (CHL), the Port Credit Library, Port Credit Arena, St. Andrew's Memorial Presbyterian Church and the Port Credit Memorial Park.



Figure 1: Location map of the proposed Port Credit Harbour West Parks (Base Map: Open Street Maps)

The research, analysis, and site visit were conducted by James Neilson under the project direction of Annie Veilleux, Manager of the Cultural Heritage Division, ASI. The heritage impact assessment follows the Ministry of Heritage, Sport, Tourism, and Culture Industries' *Ontario Heritage Toolkit* (2006), the City of Mississauga *Terms of Reference for Heritage Impact Assessments* (2014), the City of Mississauga *Cultural Heritage Landscape Heritage Impact Statement Terms of Reference* and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010). Research was completed to investigate, document and evaluate the cultural heritage resources within and adjacent to the study area.

This document will provide:

- a description of the study area, including location, a detailed land use history of the study area and photographic documentation;
- an overview of the cultural heritage resources within and adjacent to the study area;
- a description of the proposed development;
- an assessment of the impact of the proposed development on cultural heritage resources within and adjacent to the study area; and,
- recommendations for changes to the proposed plan to address heritage-related design components of the proposed development.

## 1.1 Location and Study Area Description

The study area is bounded by the Credit River to the east, Port Credit Harbour to the South, Front Street North/South to the west and the Royal Canadian Legion Branch 82 (35 Front Street North) to the north (Figure 2).<sup>1</sup> The study area consists of a number of properties and structures including the Port Credit Memorial Park (West), the Mississauga Canoe Club, the Don Rowing Club, the Port Credit Lighthouse/Front Street Pumping Station, Marina Park, Marina Park washroom and fish cleaning station, a fenced parking area and a strip of land east of the Rivergate Apartment Building known as the Rivergate Easement. Lakeshore Road West divides the study area into two parts and a bridge for the Waterfront Trail connects Marina Park to the Credit Village Marina.

The surrounding area consists of the Village of Port Credit, comprised of primarily low-rise residential neighbourhoods to the east, commercial properties along Lakeshore Road West and parkland along the Credit River. There are areas for boats to dock on both the west and east side of the Credit River. The east side of the Credit River features the Port Credit Memorial Park, Port Credit Arena, Port Credit Library, Trinity Anglican Church and Cemetery and St. Andrew's Memorial Presbyterian Church.

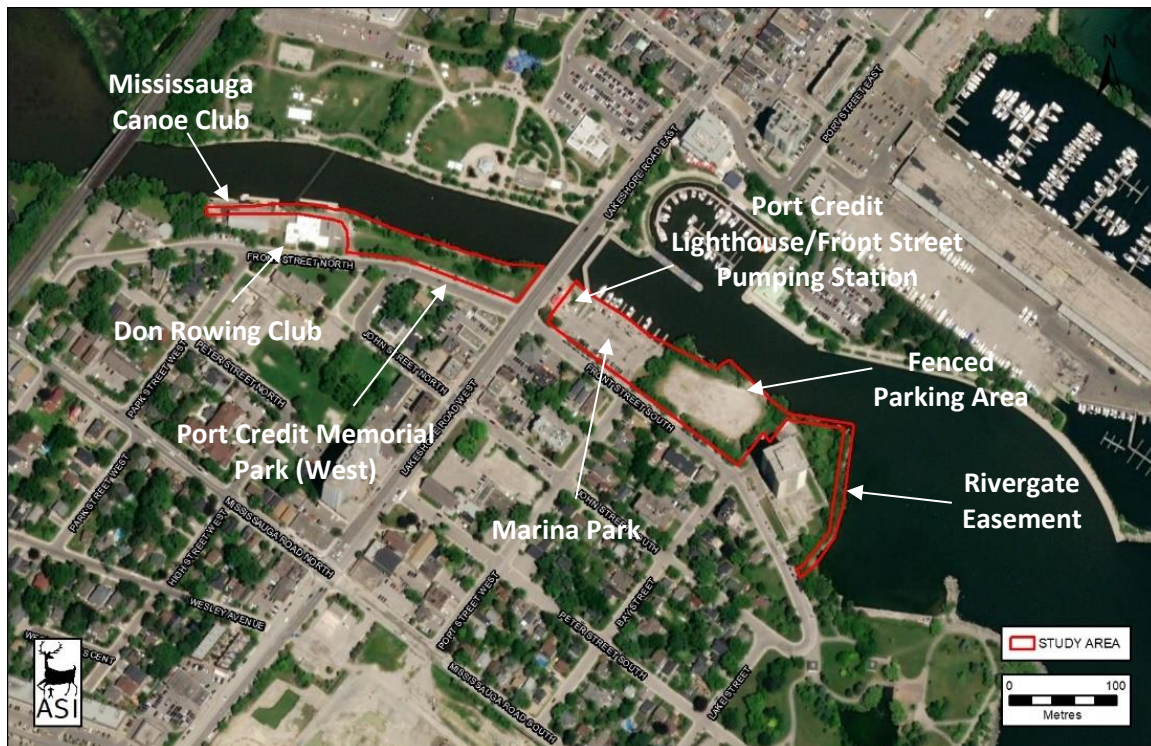


Figure 2: Aerial view of the study area

<sup>1</sup> For the purposes of this report, descriptions of the study area will be oriented so that Lake Ontario is to the south, while Lakeshore Road is oriented from east to west.

## 1.2 Policy Framework

The authority to request this Heritage Impact Assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act* (Ministry of Municipal Affairs and Housing 1990), the *Provincial Policy Statement* (Province of Ontario 2020), and the City of Mississauga *Official Plan* (City of Mississauga 2019).

The following resources were among those reviewed in the preparation of this HIA:

- *Ontario Heritage Act* and Ontario Regulation 9/06 Criteria (Ministry of Heritage, Sport, Tourism and Culture Industries 2019);
- *Planning Act* ( R.S.O. 1990, c. P.13);
- *Provincial Policy Statement* (PPS) (Province of Ontario 2020);
- *Growth Plan for the Greater Golden Horseshoe* (Government of Ontario 2019);
- City of Mississauga *Official Plan* (2019);
- *Old Port Credit HCD Plan* (George Robb Architect 2018);
- City of Mississauga *Terms of Reference for Heritage Impact Assessments* (2014); and
- the City of Mississauga *Cultural Heritage Landscape Heritage Impact Statement Terms of Reference*

Policies and guidelines from the sources reviewed that are particularly relevant to the analysis of the impacts of the proposed development are discussed further in Section 4 of this report.

## 1.3 Cultural Heritage Significance

The following organizations, websites, online heritage documents, and online heritage mapping tools were consulted to confirm the level of significance of the study area, and the location of additional previously identified cultural heritage resources adjacent to the study area:

- The Ontario Heritage Trust's Ontario Heritage Plaque Guide<sup>2</sup>
  - A plaque for The Government Inn 1798-1861 is located in the northern portion of the study area in Port Credit Memorial Park West.
- The Ontario Heritage Trust's Places of Worship Inventory<sup>3</sup>
  - St Andrew's Presbyterian Church and Trinity Anglican Church are adjacent to the study area.
- The Ontario Heritage Trust's Ontario Heritage Act Register<sup>4</sup>
  - The property at 32 Front Street (known as the Wilcox Inn) is included on the Register and located adjacent to the study area. The property was designated under Part IV of the Ontario Heritage Act in October 1980 (By-law #782-80).

<sup>2</sup> <https://www.heritagetrust.on.ca/en/index.php/online-plaque-guide> [Accessed 8 November 2019]

<sup>3</sup> <https://www.heritagetrust.on.ca/en/index.php/places-of-worship/places-of-worship-database> [Accessed 8 November 2019]

<sup>4</sup> <https://www.heritagetrust.on.ca/en/pages/tools/ontario-heritage-act-register> [Accessed 8 November 2019]





- The Old Port Credit Village Heritage Conservation District is included on the Register. (Designation By-law #272-2004 and #0109-2018)
- The Federal Heritage Buildings Review Office (FHBRO)<sup>5</sup>
  - No properties within the study area have been identified by the FHBRO.
- Parks Canada's *Canada's Historic Places* website<sup>6</sup>
  - The Old Port Credit HCD is included on the Canada's Historic Places Register. Properties within the HCD are found both within and adjacent to the study area.
- Parks Canada National Historic Sites<sup>7</sup>
  - No national historical sites are found within or adjacent to the study area.
- City of Mississauga Heritage Register (a map of these properties is included in Appendix E)<sup>8</sup>
  - The following properties within the study area are included on the City of Mississauga Heritage Register:
    - Marina Park is Designated Part V (Old Port Credit HCD) and Listed (Credit River Corridor CHL).
    - 12-14 Stavebank Road South (Waterfront Trail Pedestrian Bridge) is Designated Part V (Old Port Credit HCD)
    - 105 Lakeshore Road West (Port Credit Lighthouse/Front Street Pumping Station) is Designated Part V (Old Port Credit HCD) and Listed (Credit River Corridor CHL).
    - 21 Front Street South is Designated Part V (Old Port Credit HCD) and Listed (Credit River Corridor CHL).
    - 25 Front Street North (Don Rowing Club) is Listed (Credit River Corridor CHL).
    - 31 Front Street North (Port Credit Memorial Park West) is Listed (Credit River Corridor CHL).
    - 33 Front Street North (Mississauga Canoe Club) is Listed (Credit River Corridor CHL).
  - The following properties that are adjacent to the study area are included on the City of Mississauga Heritage Register:
    - 10 Front Street North (Listed)
    - 18 Stavebank Road South (J.J. Plaus Park) – Listed
    - 22 Stavebank Road (Port Credit Memorial Park) - Listed
    - 24 Stavebank Road (St. Andrews Presbyterian Church) - Listed
    - 26 Stavebank Road (Trinity Anglican Church and Cemetery) – Listed
    - 40 Stavebank Road (Port Credit Arena) – Designated Part IV, By-law #261-2011
    - Old Port Credit HCD (Designated - Part V)
      - JC Saddington Park
      - 111 Lakeshore Road West
      - 23 Port Street West
      - 10 Front Street South
      - 12 Front Street South
      - 14 Front Street South

<sup>5</sup> [https://www.pc.gc.ca/apps/dfhd/default\\_eng.aspx](https://www.pc.gc.ca/apps/dfhd/default_eng.aspx) [Accessed 8 November 2019]

<sup>6</sup> <http://www.historicplaces.ca/en/home-accueil.aspx> [Accessed 8 November 2019].

<sup>7</sup> <http://www.pc.gc.ca/eng/progs/lhn-nhs/index.aspx> [Accessed 8 November 2019]

<sup>8</sup> [https://www7.mississauga.ca/documents/culture/heritage/2018-07-01\\_Mississauga\\_Heritage\\_Register\\_Web.pdf](https://www7.mississauga.ca/documents/culture/heritage/2018-07-01_Mississauga_Heritage_Register_Web.pdf) [Accessed 8 November 2019]



- 16 Front Street South
- 24 Front Street South
- 28 Front Street South
- 32 Front Street South
- Credit River Corridor CHL (Listed)
  - 12 Stavebank Road South (Credit Valley Marina)
  - 14 Stavebank Road South
  - 31 Lakeshore Road East (Port Credit Post Office, Customs House & Armoury) – Also Designated - Part IV, By-law #067-2013

## 1.4 Project Consultation

As part of this report, the following staff members from the City of Mississauga, local organizations and community members were contacted for information.

- John Dunlop, Supervisor, Heritage Planning at the City of Mississauga [Contacted 7 November 2019, response received 11 November 2019]
- Jane Darragh, Planner, Park Planning at the City of Mississauga [Contacted 14 November, response received 15 November 2019]
- Matthew Wilkinson, Historian at Heritage Mississauga [Contacted 24 May 2020, response received 27 May 2020]

ASI was advised by City of Mississauga staff that public consultations were conducted as part of the Old Port Credit HCD Plan. The outcome of these consultations are reflected in the policies and guidelines of the plan, including guidelines for the development of the study area.

## 2.0 HISTORICAL RESEARCH

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including Indigenous history, a general description of Euro-Canadian settlement and land-use. The following section provides the results of this research.

### 2.1 Indigenous History

The study area is closely associated with the Mississauga peoples who occupied the Credit River area from the late seventeenth-early eighteenth centuries to the mid-nineteenth century. The mouth of the Credit initially attracted seasonal fishing expeditions, which likely entailed the development of extensive camp sites, where members of different Mississauga families or bands came together. Later, the Mississaugas were active participants in the development of the harbour facilities at Port Credit and were major shareholders in this initiative.

In the seventeenth century, the First Nation populations of southern Ontario experienced profound change. Intertribal warfare between the Five Nations Iroquois of New York State (the Seneca, Cayuga,





Onondaga, Oneida and Mohawk), exacerbated by the deleterious effects of the intrusion of Europeans (most notably the spread of epidemic diseases), resulted in the dispersal of the Huron, Petun and Neutral Iroquoian confederacies of southern Ontario and many of their Algonquian-speaking allies of the southern Canadian Shield by circa 1650. These events combined with periods of starvation through the mid-and late seventeenth century contributed to population reductions among all Indigenous peoples. Those who survived were freely adopted into remaining groups. Population dislocation, migrations, community fission and amalgamation of formerly independent groups, and shifting territories further complicate the picture.

During this period, the Five Nations Iroquois established a series of short-lived settlements at strategic locations along the routes inland from the north shore of Lake Ontario. From east to west, these Iroquois villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganestiquiagon, near the mouth of the Rouge River; Teyaiaagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River (Konrad 1981). While these sites have generally been associated with specific Iroquois tribes, it is likely that all contained peoples from a variety of Iroquoian and Algonquian constituencies.

Due, in large part, to increased military pressure from the Mississauagas in Ontario and from the French upon their homelands south of Lake Ontario, the Iroquois abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory (e.g., Lytwyn 1998). The settlement vacuum, however, was immediately filled by the Anishnaubeg, a collective term for the Algonquian-speaking groups of the upper Great Lakes such as the Mississauga, Ojibwa (or Chippewa) and Odawa.

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

At the conclusion of the Seven Years War (1756-1763), the British achieved hegemony over all of the Canadas, but European settlement along the northwest shore of Lake Ontario was limited. Although it's potential to serve as an effective link in the transportation and communications network associated with the fur trade was widely recognized, it was not exploited (Careless 1984). At the conclusion of the American War of Independence (1774-1783), however, the British were forced to recognize the emergence of a new political frontier, one that had to be maintained by a strong military presence. In



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

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

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

By 1799, however, it became clear that the western tribes were not willing to enter into any military alliances. This realization, combined with the increasing difficulty with which the Mississauga could carry out their traditional lifeways within their ever more circumscribed territory, and the death of their more experienced leaders, undermined their position. Ultimately, in 1805, the government secured the remaining Mississauga lands between Burlington Bay and Etobicoke Creek to the east. This land formed part of what was then called the “Mississauga Tract.” Although the British had secured the right to travel and trade within this “wilderness,” it long remained as a physical barrier between the East and West Ridings of York County. In 1805, for example, it was noted that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues.” Gourlay described much of Toronto Township as “a wilderness,” in which “some Mississauga Indians are stationary” (Boulton 1805; Smith 1851).

The “Toronto Purchase,” a “provisional surrender” known as Treaty 13a, occurred during the administration of Upper Canadian “President” Alexander Grant in August 1805. This was confirmed by Treaty 14, concluded in September 1806.<sup>9</sup> At that time, the Mississaugas surrendered 70,784 acres, extending inland from the lakeshore for a distance of six miles, in exchange for £1000 in goods. The

<sup>9</sup> Note that disagreements between the Mississaugas and the Crown concerning the Toronto Purchase and subsequent treaties were settled in 2010.



terms of the treaty were to maintain the Mississauga's "sole right of the fisheries" and the "flats or low grounds," to grow corn, on Twelve and Sixteen Mile Creeks, and the Etobicoke and Credit Rivers (Johnson 1990). In the latter instance, the reserve was specified as "one mile on each side of the river." The Credit itself was described as a "fine, clear stream with a strong bottom," which contained an abundance of salmon, bass, bullheads, pike and redhorse. The fishing rights of the Mississaugas were not always respected by the local white inhabitants. Complaints were made by Chief Kineubenae regarding the abuses upon the salmon fisheries by European settlers as early as 1806 (Weeks 1995; Robb et al. 2003).

In 1819, the government purchased more land from the Mississaugas to accommodate increased immigration. New townships were surveyed from this purchase, including Nassagaweya and Esquesing, and Nelson and Trafalgar townships were extended north in a new survey (Mathews 1953). In February 1820, Acheton and other Mississaugas, being the "principal Chiefs, Warriors and people of the Mississauga Nation of Indians," sold the easterly part of the Credit River Reserve—containing approximately four thousand acres—to the British for twenty shillings (Treaty 22). This sale nevertheless "always" reserved a small tract of 200 acres on the Credit to the Mississaugas. At this same time, the "Central" part of the reserve along Sixteen Mile and Twelve Mile Creeks was also sold to the British for £50.

In 1826, the Mississauga petitioned for the right of possession of the remaining reserve lands on the Credit and established a village there (Graham 1975). This settlement has been registered as an archaeological site (the Mississauga Indian Village site [AjGv-14]), located within the grounds of the Mississauga Golf and Country Club approximately 3.5 kilometres upstream from the study area.

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

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

Ultimately, however, the Mississauga community on the Credit came to an end. Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississauga's ability to pursue the way of life that they desired, and the government denied them



the security of tenure at the Credit Mission. In consequence, the majority of the Mississauga Credit River community had relocated to a new community of Six Nations reserve lands near Hagersville, by 1847. The 1859 *Tremaine's Map of the County of Peel* identifies the former site of the Credit Mission as the "Old Indian Village" and depicts 10 structures still standing, 12 years after the move.

## 2.2 Township and Settlement History

### 2.2.1 Toronto Township

The first township survey was undertaken by Samuel Wilmot in 1806 (not included in this report). His survey showed the "Mississauga Indian Reserve, One Mile on Each Side of the River Credit." This plan also showed an area on the west side of the Credit marked as "windfall" and what appears to have been a series of trails. The east side of the river was labeled as "meadow" and "flats" were shown further upstream. This appears to be where the island is presently located near the QEW. The current of the river just below this island was labeled as "rapid." The lakeshore just west of the present-day site of Port Credit was shown on this plan as a "cranberry swamp." There were no structures depicted within the "reserve," nor was the location of the government inn shown on this plan (Wilmot 1806).

The township was named "Toronto" in 1806. It was later noted that the township contained excellent, rolling land. The soil condition varied from sandy loam to stiff loam and clay. The timber consisted of a mixture of hardwood and pine (Smith 1851). Toronto Township contained four grist mills and twenty-one sawmills in 1845. By 1850, this number had changed to seven grist mills and seventeen sawmills. This was seen to be a favourable sign, indicative that more land was being brought under cultivation (Smith 1851).

Toronto Township contained approximately 6,203 inhabitants in 1849. The primary farm products and crops grown in Toronto Township in 1849, included: wheat, barley, oats, peas, potatoes, turnips, wool and butter (Smith 1851).

Toronto Township comprised part of the East Riding of York in the Home District of Upper Canada, which had been administered from the Town of York since January 1800. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. This was a judicial and municipal union between the Counties. Ontario and Peel were elevated to separate county status in 1851-1852, when the population reached sufficiently high numbers. However, the judicial union seems to have remained in effect until 1866-67, when it was finally dissolved. Peel County was succeeded by the Regional Municipality of Peel in 1973-74 (Armstrong 1985; Jonasson 2006).

### 2.2.2 Port Credit

The earliest permanent Euro-Canadian presence in Port Credit came in the 1790s, when a structure was built by the government on the east side of the river. It was said to have been originally planned for use as a storehouse or barracks but was later fitted up for use as an inn or public house. This building was erected around 1793 or 1794, and was first kept as an inn by William Allan, and then by Thomas



Ingersoll. During the next half century, it passed through the hands of various owners, including Moses Polley who was drowned in the Credit in 1839. This structure stood on its original location until 1861 or 1862, when it was dismantled and rebuilt on a farm about 1½ miles north of Port Credit. It was destroyed in a blaze shortly thereafter, around 1863 (Robertson 1908).

Little Euro-Canadian settlement took place at the Credit until after the surrender of additional parts the reserves in 1820. The town was originally named “Mouth of the Credit” (Rayburn 1997; Scott 1997). The first formal survey of the village was undertaken “by the government” in 1834. The first sale of lots was held at a public auction in Toronto in 1835 (Smith 1846).

A post office was established at this settlement in 1842, at which time the name of the community “officially” became Port Credit. The name was actually in use since at least 1835, or slightly before that time (Walton 1837; Rayburn 1997; Scott 1997).

One of the earliest *Directories* to mention Port Credit noted the following inhabitants in the community: James Borland, Thomas Hickey, John Howell, John Jones, John Moore and Moses Polley. This same publication also named several inhabitants at the nearby “Indian village” or as residents in the “Indian Range” or “Indian Reserve” (Walton 1837).

In 1846, Port Credit was described as a “good harbour,” which “might be improved so as to be capable of affording refuge to almost any number of vessels.” The harbour was created after the formation of a joint-stock company, and at a cost of £2,500. Out of this amount, the Mississaugas owned £1,350 worth of the stock as well as a warehouse at the Port (Smith 1846:148).

During the mid-1840s, a large quantity of farm produce and timber was shipped from Port Credit. However, a critical observer noted that the port could have been a busier place, with greater shipments of goods, “if the road from the village to Dundas Street was macadamized or planked” at a “trifling” expense. The primary goods shipped from Port Credit in 1844 included: wheat, flour, pork, ashes, whiskey, timothy seed, wool, lumber, and oak and pine “squared timber.” As late as 1876, it was recorded that Clarkson and Chisholm bought and shipped 100,000 bushels of wheat from the harbour at Port Credit (Smith 1846:149; Kirkwood and Murphy 1878).

Shipbuilding is said to have been carried on at the mouth of the Credit as early as 1809, but it became a major industry there by the 1840s. Five schooners “of a good class” were then owned by local merchants and businessmen. The community was linked by steamer service to Toronto and Hamilton in the period before the advent of the railways (Smith 1846:149; Gibson 2002:180).

The population of Port Credit numbered about 150 in 1842. By 1846, it contained a Methodist Chapel and schoolhouse, two stores, two taverns, one blacksmith, one shoemaker, one wagon maker and one tailor (Smith 1846:149).

By 1851, the population of the village had increased to about 200 inhabitants. It was described as the “shipping place for a large extent of fertile and well cultivated country.” In 1851, another publication noted that the population stood at about 250 inhabitants. This *Directory* named fourteen professional or business men, engaged the following trades: innkeeper, postmaster, general merchant, shipyard, blacksmith, teacher, carpenter, shoemaker and wharfinger (MacKay 1851). In 1857, the population of



Port Credit had reached 400 inhabitants, and many of the families were connected to the ship building trade.

The harbour in 1851 was still bordered “by a considerable breadth of marsh.” At that time, a new bridge was under construction. It was considered a necessary work, “the old bridge having been for years in a dangerous state” (Smith 1851:276).

The first wooden bridge at the mouth of the Credit was built in 1820. It was replaced by a second structure, of timber truss construction, erected in 1832 at a cost of £50 by local merchants Chisholm and Gamble. This bridge was damaged in a flood in 1850 and replaced by another wooden one that was under construction in 1851. It stood until September 1895 when it was washed away in a storm. It was replaced by an “iron bridge” which was shown on a map of the village in May 1910. It was replaced by a concrete, bow-string structure during the summer of 1919. The concrete bridge is known to have remained in use until at least 1949, but it had been replaced by a more modern, four lane, concrete structure in 1960-61 (Gibson 2002:181; Robb 2003:23; Hicks 2007).

During the 1850s, the “Lake Road” was purchased by the Toronto Road Company which collected tolls and was responsible for its maintenance. Between 1914 and 1917, Lakeshore Road was cemented under the supervision of the Toronto-Hamilton Highway Commission. It became known as Highway #2 upon the completion of the work on the entire length of this road in 1922 (Gibson 2002:188; Hicks 2007).

By the close of the nineteenth century, the St. Lawrence Starch Company had located here, as well as a few brickyards. During the twentieth century, a few oil refineries also located in the area which provided additional employment opportunities for the village.

The community acquired official status as a police village in 1909. By 1945, the population of the village had reached 2,325, and it was elevated to a town by an act of the Provincial legislature in 1961. At that time, its population had reached 6,564. It was annexed to the City of Mississauga in 1974 (Rayburn 1997:276; Gibson 2002:188; Robb 2003:17).

### **2.2.3 The Credit River**

The Credit River itself was named “*Mis.sin.ni.he*” or “*Mazinigae-zeebi*” by the Mississaugas. The surveyor Augustus Jones said that this signified “the trusting creek,” although a better translation is “to write or give and make credit.” This is said to refer to the fur trading period, when the French or British would meet with the natives here “extending credit for supplies until the following spring if the Indians did not have sufficient furs to pay in full.” It is said that the French military engineer, Chaussegros de Lery, suggested that a trading post be established at the Credit in 1749. The French name for this place, when the river was first mapped in 1757, was “*Rivière au Crédit*” (Jameson 1923; Smith 1987; Rayburn 1997; Scott 1997; Gibson 2002; Robb et al. 2003).

Lieutenant Governor Simcoe and his wife, Elizabeth, stopped at the mouth of the Credit River on June 16, 1796. The Simcoes walked along the Credit and explored the river by canoe about as far upstream as Streetsville. Mrs. Simcoe noted that “the banks were high one side covered with pines & pretty piece of open rocky country on the other.” She also wrote that the river provided a multitude of salmon. Mrs.





Simcoe sketched and painted the first known view of the Credit at this time (Robertson 1911; Gibson 2002).

The construction of Lakeshore Road through Toronto Township is believed to have been undertaken in 1804, when the Council passed a resolution to “open a road and make bridges between the Humber and the River Credit, in front next to the Lake.”

In early April 1806, Thomas Ingersoll—the father of Laura Ingersoll Secord—applied to the Home District Court of Quarter Sessions for permission to establish a ferry service at the mouth of the Credit, and rates of toll for the ferry were established by the court at that sitting. Ingersoll was also granted permission to “build a road and log causeways over the boggy places” for the distance of one mile on either side of the river. This work was ordered to be completed by “November next.” He acted as the proprietor of the Government Inn and ferry operation until his death in 1812, when he was succeeded in that capacity by his son, Charles, who kept the business until 1817 (Fraser 1933; Gibson 2002; Hicks 2007).

#### **2.2.4 Study Area and Port Credit Harbour**

Plans for a formal harbour at Port Credit date back to March 1828, when an Act was passed by the government of Upper Canada for the construction of a harbour at the nearby Sixteen Mile Creek in Oakville. Further legislation was passed in March 1834, which incorporated the “Credit Harbour Company” as a joint stock company and provided for a loan to assist with the work then in progress. Three of the Directors were Mississaugas (Chief Joseph Sawyer, Rev. Peter Jones and John Jones), as well as the prominent local businessmen William Chisholm, William Kerr and Jesse Ketchum. The work of improving the harbour was undertaken at an estimated cost of £2,500. The Mississaugas acquired a 2/3 interest in this company. Work on the harbour was contracted to E.W. Thomson, and harbour tolls were collected in order to recoup the investment (Smith 1851:276; Smith 1987:157; Robb et al 2003:9). The “Indian Store” formerly located on Lot 9 was the earliest building in the harbour, as it was built circa 1832.

It was noted by Anna Jameson in 1837-1838, that “they are forming a harbour at the mouth of the river—widening and deepening the channel; but, owing to the want of means and money during the present perplexities, the works are not going on.” Around this time, the J.W. Taylor wharf and store/warehouse were constructed on Lot 5. The wharf consisted of a block-and-bridge causeway running across the beach into the river. In 1837, the original channel of the Credit was still open to the lake, but by 1843 it had been sealed off. Ships entering the basin at the mouth of the Credit were thereby forced to use the newly constructed canal channel that appears on the 1850 Plan of Port Credit (Figure 3) (Lynn 1837; Dennis and Boulton 1856; Jameson 1923:73).



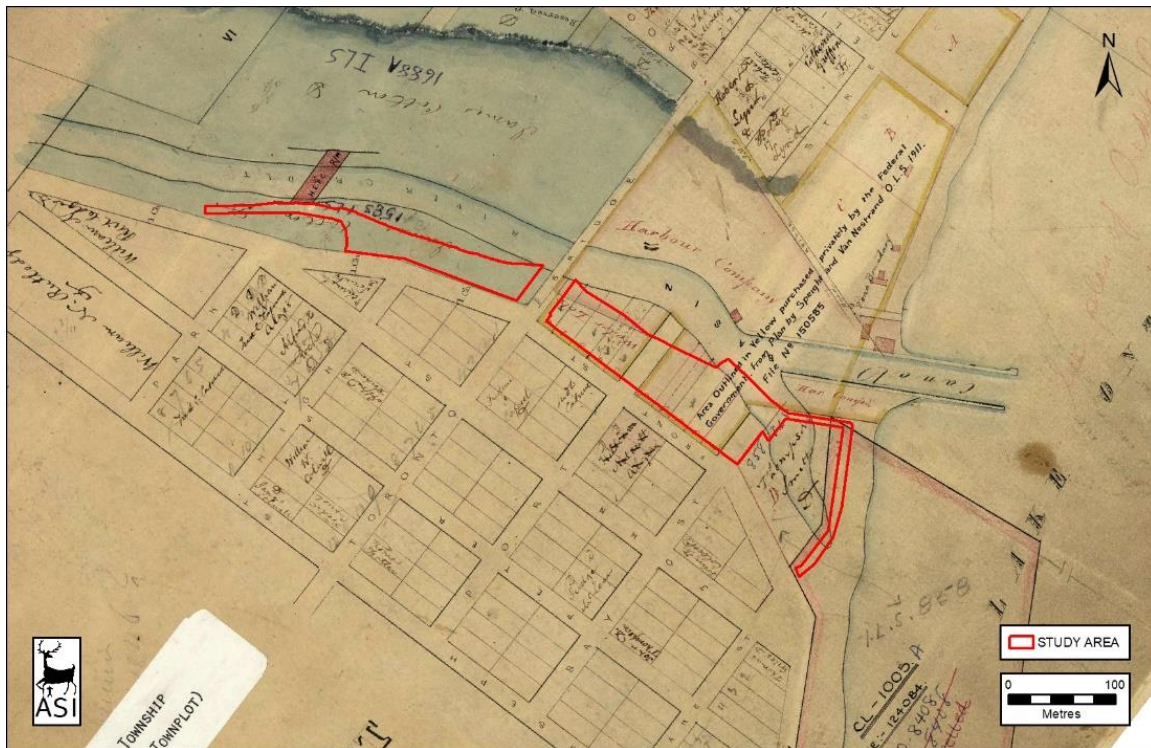


Figure 3: 1850 Plan of Port Credit (Ontario Archives)

In 1844, the chief exports from Port Credit consisted of wheat, flour and lumber. By 1850, trade and shipping had increased, and the list of products included: wheat, flour, ashes, barley, oats, peas and lumber (Smith 1851:277). In addition to the shipment of goods, there was also a small, local shipbuilding industry which sprang up at Port Credit. By 1850, another shipyard was added on the west bank of the river. The largest ship built at Port Credit was a schooner constructed in 1842 named the *British Queen*, capable of carrying 14,000 bushels of grain at a time. In 1851, it was noted that a schooner of 80 tons was owned by a businessman at Port Credit (Smith 1851:277; Robertson 1908:411; Hicks 2007).

Following the departure of the Mississaugas to the New Credit in 1847, the harbour was managed by Henry B. Bostwick, and by Robert Cotton during the 1850s and 1860s. Cotton in particular was an important figure in the early history of Port Credit. He bought the land within the study area north of Lakeshore Road West in the late 1840s and is noted on the 1850 Plan of Port Credit. Cotton was manager of the Port Credit Harbour Company in the 1850s, and owned a warehouse and store. Robert was also Toronto Township's Deputy-Reeve from 1867 to 1871 and Reeve from 1872 to 1879. Cotton was also the vice-president of the Toronto Township Agricultural Society, and was captain of the #1 Company of the Peel Militia (Town of Port Credit Association 2012).

During the second half of the nineteenth century, the volume of goods shipped out of Port Credit began to decline as a result of the construction of the Great Western Railway, which opened for service in 1855. However, Port Credit still retained some importance due to its fishing industry, stonehooking, and as the nearest alternate harbour to the one located at Toronto (Gibson 2002:182-183, 189).

The local economy at Port Credit was dealt an additional blow on April 13, 1855, when a blaze broke out in Henry Neeson's tavern. The fire then spread to Robert Cotton's store, house and barn, before it crossed Front Street into the study area lands. There it destroyed a number of buildings, and also threatened to damage the stonehooker fleet which was moored there. The fleet was saved, but most of the west bank "was a blackened soggy mess. Though the J.W. Taylor wharf and store/warehouse did not survive the fire, the aforementioned "Indian Store" building may have survived this fire, as it is the only structure illustrated on the 1856 map of the area, although it was razed at some later date. The estimate of damage was \$30,000 and only a few people had insurance. The Port Credit Harbour, under the management of Robert Cotton, was left neglected as neither the Township nor the provincial government would agree to assist in restoring it. The stonehookers still continued their work, and some produce was shipped out, but the northern communities took their crops to Malton and sent them out from the Grand Trunk Railway...the Port Credit Harbour never did regain its prestige" (Robertson 1908; Townsend 1995; Hicks 2007).

The harbour works were purchased by Frederick Capreol during the 1860s, though Capreol is noted as the owner of Lot 4 on the 1850 Plan of Port Credit. It remained in the hands of his family until June 1912, when the harbour (consisting of all land south of Lakeshore Road, on both sides of the Credit River) was purchased by the Dominion Government (Gibson 2002:182). The 1909 NTS map shows the harbour as it looked around this time (Figure 4). The map does not depict any buildings within the study area south of Lakeshore Road West but shows three buildings north of Lakeshore Road West on the west side of the Credit River. It appears that much of the land south of Lakeshore Road was identified as part of the Credit River, perhaps indicating that the marshland was not present at this time. A photo from 1909 shows the high water level at this time and there appears to be little to no land between Front Street and the River (Figure 5). However, the Goads Fire Insurance Map from 1910 does show the presence of a pump house at the corner of Front Street South and a building known as the Port Credit Boat Works located along the river on the modern-day fenced parking area (Figure 6).







Figure 4: 1909 NTS Map (Department of Militia and Defence 1909)



Figure 5: View of the Credit River and Lakeshore Road from the east bank in 1909. (Toronto Archives fonds 1244, item 1079)

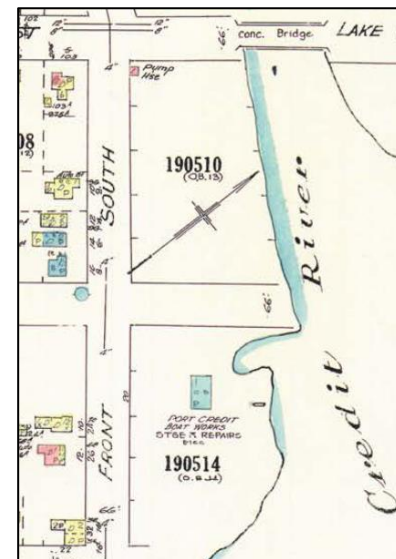


Figure 6: 1910 Goads Fire Insurance Plan (Goad 1910)

NTS maps from 1938 and 1942 (not included in this report), show no change in the study area. A photo from 1919 (Figure 7), shows the new bridge on Lakeshore Road and one of the aforementioned buildings with a large wraparound porch in the background. The area along the shoreline consists of trees and marshlands. An undated aerial photograph (Figure 8) shows how the area appeared during this time, with a large marshlands with no structures south of Lakeshore Road West, a small structure to

the north of Lakeshore Road West and grasslands or marshlands to the north. It appears that the west bank of the river was used informally for boats and locals, as shown in a 1924 photo taken from the southern portion of the study area (Figure 9). The Port Credit Yacht Club opened its new clubhouse on the harbour in 1936 and remained in the Harbour until it moved to the Lakefront Promenade in 1994.

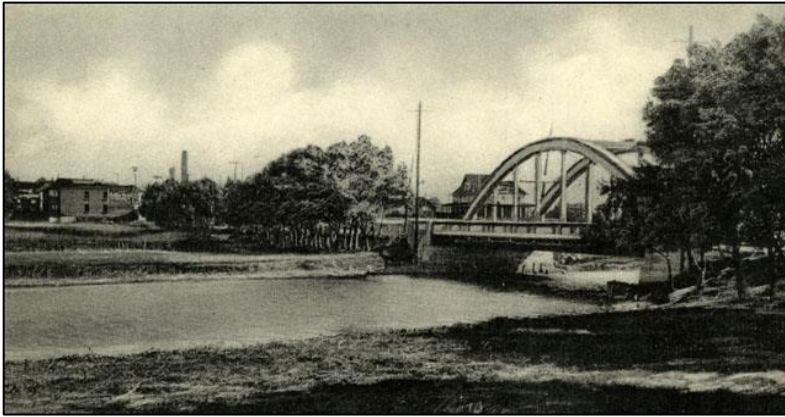


Figure 7: 1919 photo facing west from the east side of Port Credit Harbour



Figure 8: Undated (pre-1949) photo of Port Credit Harbour (Mississauga Library H957, annotated by ASI)



Figure 9: View from the west bank of the Credit River, looking north (Mississauga Library HA0006)

An aerial photograph from 1949, shows some changes to the Port Credit Harbour and the study area (Figure 10). The land within the study area to the north of Lakeshore Road West appears to remain as grassed parkland with a couple large trees, marshland and at least one dock. No structures are apparent in the study area in 1949 north of Lakeshore Road West. The land south of Lakeshore Road West in



1949, consists of grassland and marshland, though now a portion of the land is used for harbour-related activities where a building and a dock is visible.

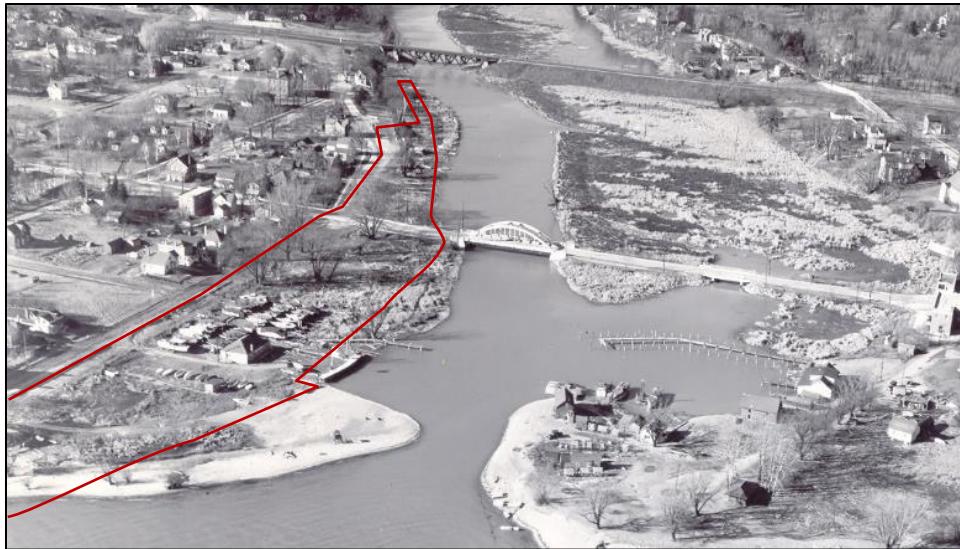


Figure 10: Aerial photograph from 1949 (Mississauga Library MC0669, annotated by ASI)

By 1966 (Figure 11), to the north of Lakeshore Road West, the Mississauga Canoe Club and the Don Rowing Club have been constructed along the Credit River. The area to the south of the rowing club appears to be grassed parkland. To the south of Lakeshore Road West, no structures are present within the study area, however the area appears to continue to support harbour-related activities and a portion of the study area appears to be used for the storing of boats. A decade later (Figure 12), the study area appears largely unchanged apart from the addition of docks in the Credit River and a structure that may be the Marina Park washroom to the south of Lakeshore Road West. There is also the addition of landfill to the south resulting in the construction of the Rivergate apartment building, the creation of the Rivergate Easement lands and further to the south, JC Saddington Park. Aerial photographs of the harbour from 1973 and 1975 confirm this description of the study area (Figure 13 and Figure 14).



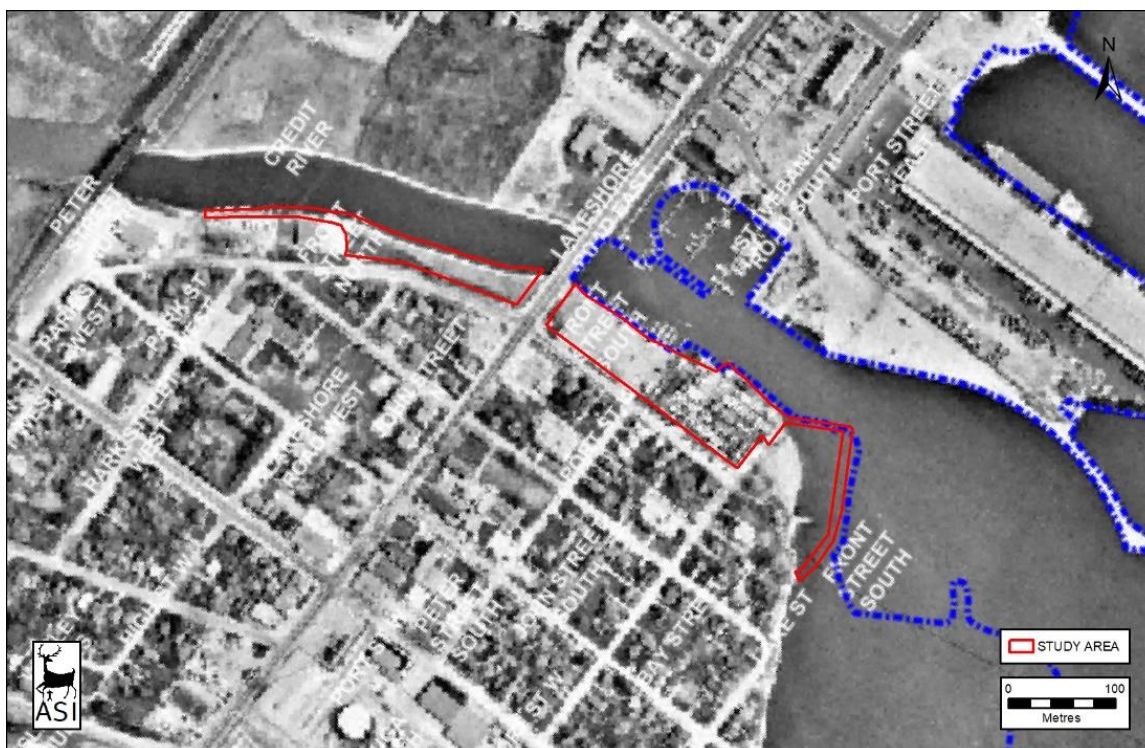


Figure 11: 1966 aerial photograph (City of Mississauga, annotated by ASI)

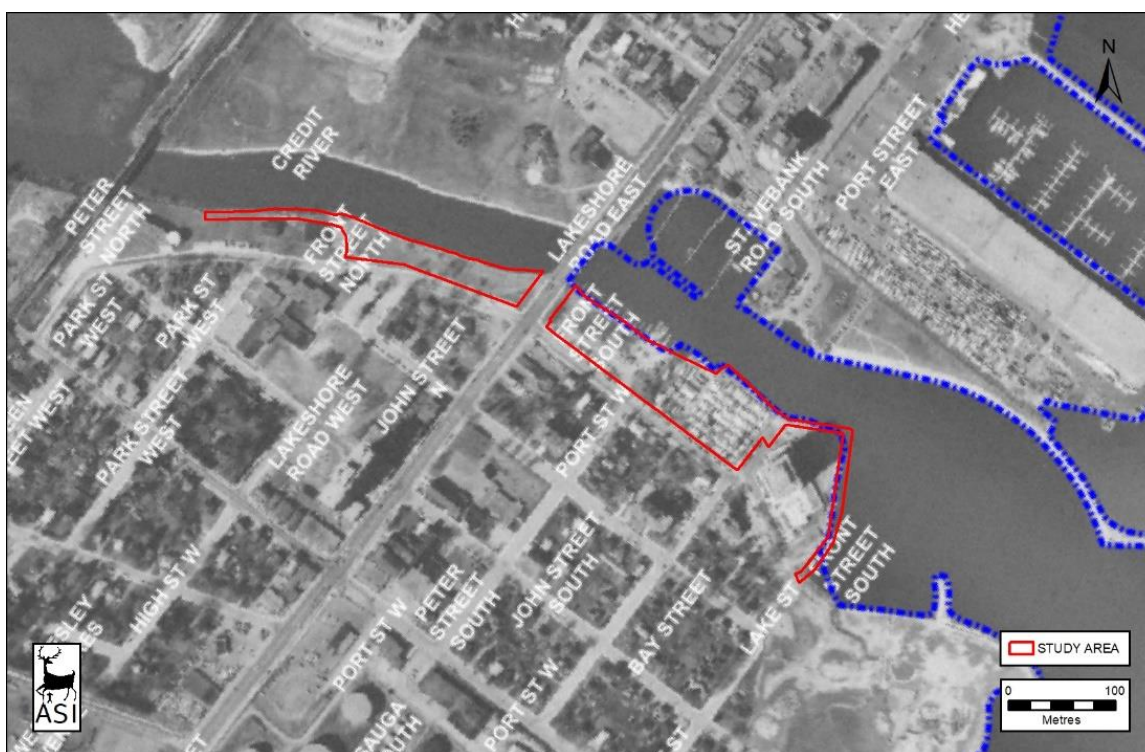


Figure 12: 1977 aerial photograph (City of Mississauga, annotated by ASI)

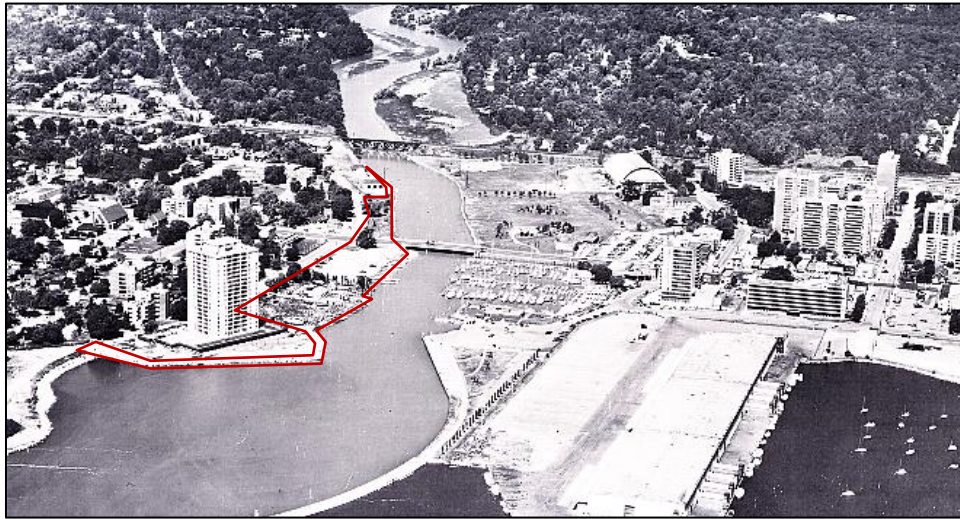


Figure 13: Port Credit Harbour in 1973 (Mississauga Library MC0670, annotated by ASI)



Figure 14: Port Credit Harbour in 1975 (Mississauga Library hf0154la, annotated by ASI)

After 1977, the largest addition to the study area involved the construction of the Port Credit Lighthouse/Front Street Pumping Station in 1991 (Figure 15). Additionally, the fish cleaning station was likely installed after 1987 (Funston 1987). The City of Mississauga was granted a 49-year lease on the harbour lands in 1994, after which time improvements were made to the marina, park and boardwalk on the east side and the addition of a pedestrian bridge to the south of Lakeshore Road as part of the Waterfront Trail in the mid-1990s (Gibson 2002:182; Hicks 2007).





Figure 15: Construction of the Port Credit Lighthouse in 1991 (Toronto Public Library tspa\_0106743f)

### 3.0 EXISTING CONDITIONS

#### 3.1 Introduction

A field review was conducted by James Neilson, Cultural Heritage Specialist, ASI, on 11 December 2019 to survey and document the study area and environs.

#### 3.2 Study Area

The study area (Figure 16) is bounded by the Credit River to the east, Port Credit Harbour to the South, Front Street North/South to the west and the Royal Canadian Legion Branch 82 (35 Front Street North) to the north. The study area consists of a number of properties and structures including the Port Credit Memorial Park (West), the Mississauga Canoe Club, the Don Rowing Club, the Port Credit Lighthouse/Front Street Pumping Station, Marina Park, a fenced parking area and a strip of land east of the Rivergate Apartment Building known as the Rivergate Easement. Lakeshore Road West divides the study area into two parts and a bridge for the Waterfront Trail connects Marina Park to the Credit Village Marina. Lakeshore Road West divides the study area into two parts and a bridge for the Waterfront Trail connects Marina Park to the Credit Village Marina.

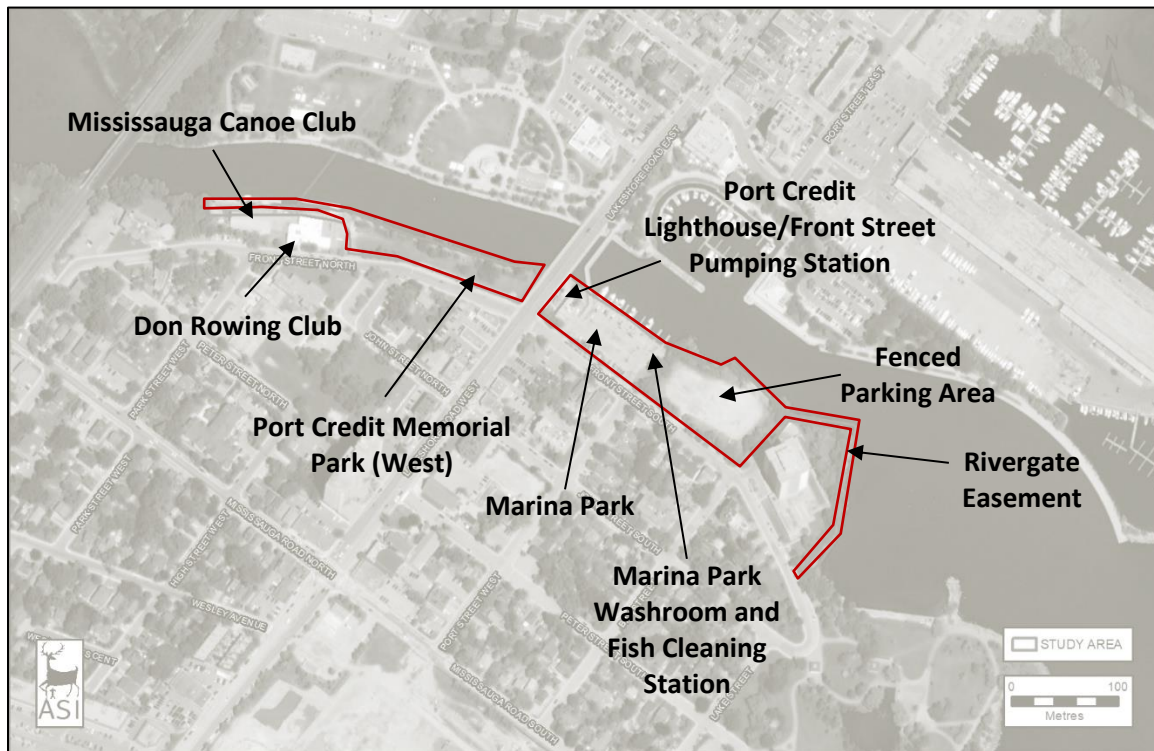


Figure 16: Map of the study area

### 3.2.1 Mississauga Canoe Club (31 Front Street North)

The Mississauga Canoe Club (Figure 17 to Figure 19) is located within the study area on its northern edge. The two-storey building has a gable roof with asphalt shingles and sits on a rectangular footprint located along the west bank of the Credit River and on the east side of Front Street North. The building was constructed on the bank of the Credit River, and as such the entrance is located on the second floor, with the first floor below and only accessible from the east elevation. The original building constructed in 1958 comprises the southern third of the structure that exists today, while an addition built in the early 1990s is located on the northern third of the building. Apart from the difference in roof lines, there are few stylistic or material differences between the original building and the 1990s addition.

The entrance to the building is on the west elevation, facing Front Street North. The steel and glass doors are flanked by sidelights and a transom. Concrete pillars supporting metal rails have been added to create an entrance feature. The fenestration on the west elevation primarily consists of rows of awning windows beneath the fascia of the eaves. The east elevation consists of two-storeys with the first storey composed of a series of garage door openings that provide storage for the club. The second storey has secondary entrances providing access to the balcony. Each of these entrances is flanked by large casement windows. The northernmost portion of the east elevation contains a two-storey glass curtain-wall.

The south elevation contains a single pair of casement windows and a staircase that provides access to a second storey balcony found on the east elevation. The north elevation consists of a secondary entrance

on the second floor that is accessed from grade on the west side of the building. A dock is located along the bank of the Credit River.



Figure 17: Mississauga Canoe Club, west elevation (ASI 2019)



Figure 18: Mississauga Canoe Club, west and south elevations (ASI 2019)



Figure 19: Mississauga Canoe Club, east elevation (ASI 2019)

### 3.2.2 Don Rowing Club (25 Front Street North)

The Don Rowing Club (Figure 20 to Figure 23) is a two-storey concrete block structure using brown and cream coloured concrete blocks. This concrete block structure is an addition constructed in the mid-1990s. As the club is located on the bank of the Credit River, the original one-storey building is found at the bottom of the bank, behind the 1990s addition. The original building is only accessible from the south, north and east elevations.

The building is accessed from a main entrance on Front Street North. The entrance consists of a steel and glass door flanked by sidelights and a set of square windows beside and above the entrance. The entrance bay also has a frontispiece that rises above the roofline of the rest of the building. The fenestration on the west elevation consists of fixed rectangular windows in a band on either side of the entrance bay. The southern portion of the west elevation has a secondary entrance and an additional band of rectangular windows.



The south elevation contains a set of five one-over-one windows that stretch approximately two-thirds up from the floor. The set of windows is flanked by square windows on each side. Similar windows are found on the second storey of the east elevation along with bands of fixed rectangular windows. The first storey consists of a set of garage doors on the south elevation that allow access to storage for the Rowing Club. Additionally, a garage door is found on the north elevation along with fenestration that is consistent with the rest of the building. A dock is located along the bank of the Credit River.



Figure 20: Don Rowing Club, north and west elevations (ASI 2019)



Figure 21: Don Rowing Club, west elevation (ASI 2019)



Figure 22: Don Rowing Club, south elevation (ASI 2019)

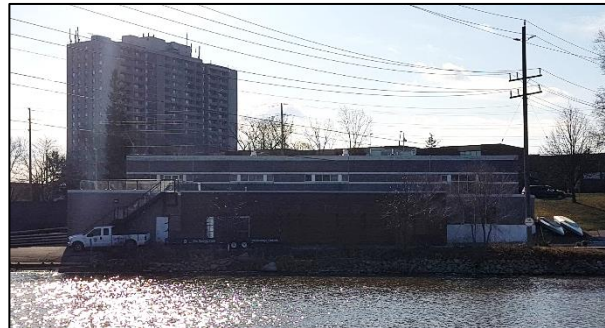


Figure 23: Don Rowing Club, east elevation (ASI 2019)

### 3.2.3 Port Credit Memorial Park West

The Port Credit Memorial Park West (Figure 24 to Figure 35) is a narrow strip of parkland located on the northeast corner of the intersection of Lakeshore Road West and Front Street North. The park is a green space comprised of grass, picnic tables, benches and deciduous trees and vegetation along the banks of the Credit River. A small parking lot is located along the western boundary of the park. At the southern end of the park along Lakeshore Road East is a wooden sign for the Old Port Credit Heritage Conservation District. The park also contains a plaque for the Government Inn approximately thirty metres north of Lakeshore Road East.

In addition the park features a 1.4m-long anchor embedded in concrete located forty metres north of Lakeshore Road East, approximately 2m west of the wood planter curb. According to Matthew Wilkinson of Heritage Mississauga the exact origins of the anchor is unknown, though it is known that it



was dredged from the harbour and installed in the park by the Town of Port Credit in the 1960s when this portion of the park was completed. A small plaque once adorned the anchor but there is no sign of it today. According to the late marine historian Lorne Joyce, the anchor is the size of a typical anchor from a stonehooker. Archival pictures of a stonehooker in Port Credit Harbour confirm the anchor style Figure 36. The design of the anchor is known as a Rodgers anchor, Admiralty Anchor or a Fisherman Anchor and was commonly used through the 1850s. The anchor consists of a central shank with a ring or shackle for attaching the rope or rode. At the other end of the shank there are two arms, carrying the flukes, while the stock is mounted to the shackle end, at ninety degrees to the arms.



Figure 24: Port Credit Memorial Park West from the north (ASI 2019)



Figure 25: Port Credit Memorial Park West, view towards the north near the Don Rowing Club (ASI 2019)



Figure 26: Port Credit Memorial Park West shoreline condition (ASI 2019)



Figure 27: Port Credit Memorial Park West shoreline condition (ASI 2019)





Figure 28: Port Credit Memorial Park West from within the park, facing south (ASI 2019)



Figure 29: Port Credit Memorial Park West from within the park, facing north (ASI 2019)



Figure 30: View of Port Credit Memorial Park West from Lakeshore Road West (ASI 2019)



Figure 31: View of Port Credit Memorial Park West from Lakeshore Road West (ASI 2019)



Figure 32: Anchor in Port Credit Memorial Park West (ASI 2019)



Figure 33: Anchor in Port Credit Memorial Park West (ASI 2019)





Figure 34: Provincial Plaque for the Government Inn in Port Credit Memorial Park West (ASI 2019)



Figure 35: Old Port Credit Heritage Conservation District sign (Google Streetview)

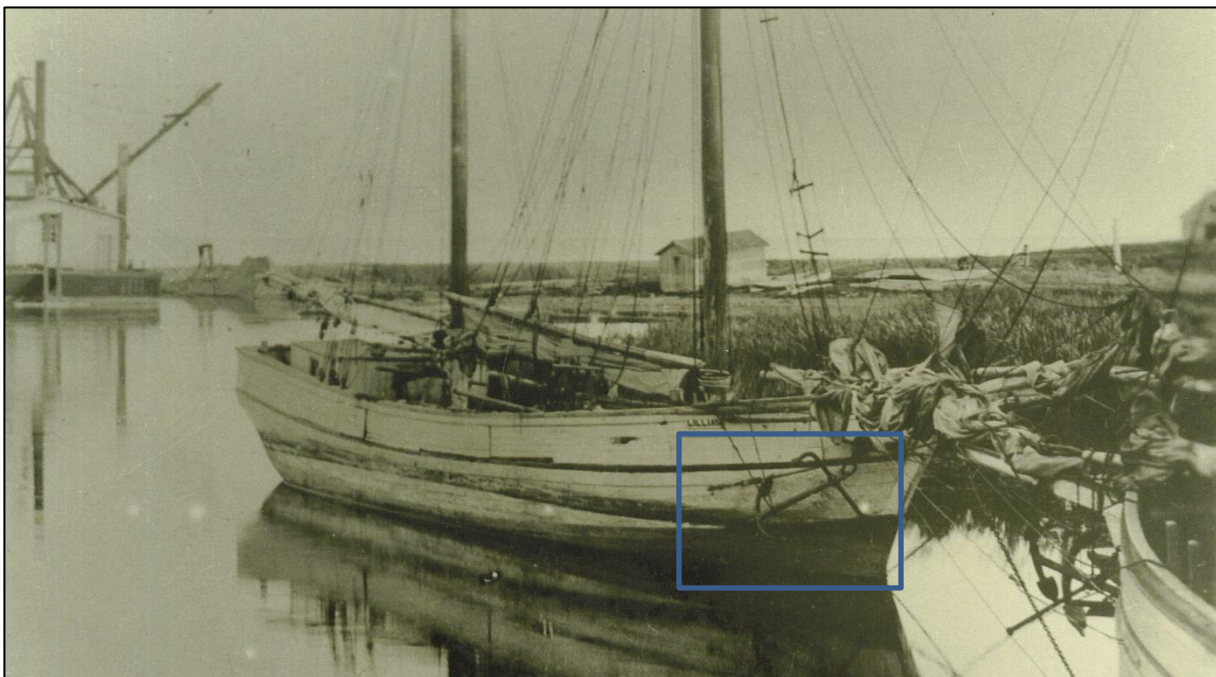


Figure 36: Example of a stonehooker with an anchor like the one in Port Credit Memorial Park West (Heritage Mississauga)

### 3.2.4 Port Credit Lighthouse and Front Street Pumping Station (105 Lakeshore Road West)

The Port Credit Lighthouse and Front Street Pumping Station (Figure 37 to Figure 44) are located on the southeast corner of Lakeshore Road West and Front Street South. The structure was constructed in 1991 in a post-modern style.

The Port Credit Lighthouse is a tall structure that sits atop a podium supported by four columns. The lighthouse has been clad in stucco. The structure is accessed via a steel door on the east elevation with a small gable accent above. A two-over-two window is found two-thirds of the way up the structure on both the east and west elevations. The structure is topped by a hexagonal shaped lantern room with a red steel roof and a faux-widow's walk below.

The Front Street Pumping Station is a one-storey structure with commercial space at grade and infrastructure for the pumping station below, that is accessible from the south. The building is clad in stucco, has a red pyramid-style steel roof with gable elements on each elevation. The building is accessed from the north elevation where a steel door with a circular window is located. The fenestration on each elevation consists of a pair of rectangular fixed steel windows beneath a semi-circular transom that has panels rather than panes of glass. Additional square windows are found near the corners of each elevation. The basement level has two steel doors and fenestration covered by metal. Stairs provide access from the lower level to a patio that is beneath the lighthouse. An additional patio space is located on the west elevation.



Figure 37: Port Credit Lighthouse and Front Street Pumping Station, east elevation (ASI)



Figure 38: Port Credit Lighthouse and Front Street Pumping Station, north elevation (ASI 2019)



Figure 39: Port Credit Lighthouse and Front Street Pumping Station, west elevation (ASI 2019)



Figure 40: Port Credit Lighthouse and Front Street Pumping Station, south elevation (ASI 2019)





Figure 41: Port Credit Lighthouse and Front Street Pumping Station, south elevation (ASI 2019)



Figure 42: Port Credit Lighthouse and Front Street Pumping Station, servicing area and adjacent Waterfront Trail bridge ramp (ASI 2019)



Figure 43: Pumping Station Access and staircase to the patio space (ASI 2019)



Figure 44: Port Credit Lighthouse Detail (ASI 2019)

### 3.2.5 Marina Park and Waterfront Trail Pedestrian Bridge

Marina Park (Figure 45 to Figure 54) is located south of the Port Credit Lighthouse and consists of a parking lot and a ramped concrete pathway that extends over the Credit River. The park also has docks and a boat launch ramp. Vegetation is limited to a strip of grass parallel to Front Street South and a small area of grass and a row of deciduous trees near a former washroom building and a fish cleaning station that demarcates the property boundary.





Figure 45: Marina Park Signage (ASI 2019)

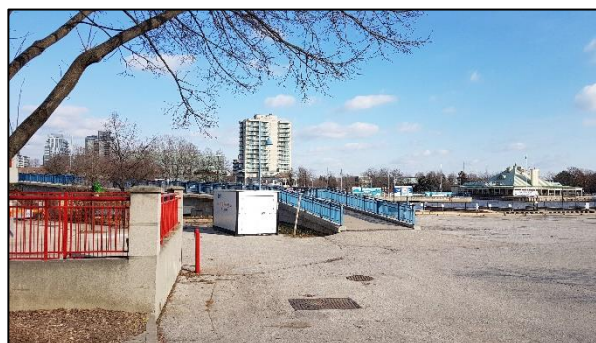


Figure 46: Marina Park pedestrian ramp (ASI 2019)

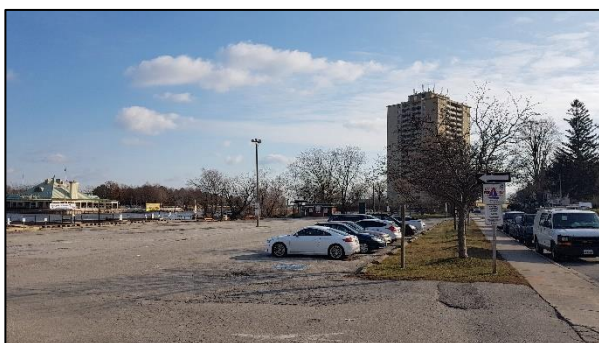


Figure 47: Marina Park, view facing south (ASI 2019)



Figure 48: Marina Park, view facing southeast (ASI 2019)





Figure 49: Marina Park, view facing northwest from the south (ASI 2019)



Figure 50: Marina Park, view facing west from the southeast corner (ASI 2019)



Figure 51: Marina Park washroom and fish cleaning station (ASI 2019)



Figure 52: Marina Park bicycle art and picnic area (ASI 2019)



Figure 53: Marina Park docks (ASI 2019)



Figure 54: Marina Park boat launch ramp (ASI 2019)

### 3.2.6 Marina Park Washroom and Fish Cleaning Station

The Marina Park Washroom and Fish Cleaning Station (Figure 55 to Figure 62) is located on the southern edge of Marina Park. The washroom structure consists of a one-storey frame building with a T-Shaped footprint and a flat roof with cedar shingle and metal flashing and wooden clapboard siding that has been cut into a wave effect. Each of the washroom entrances has metal doors and is found beneath an overhang of the roof. Each bathroom has a rectangular window opening on the side elevations and a rectangular window opening on the rear elevation, though the window openings of the western washroom have been boarded up, while the openings on the eastern washroom have fixed windows



with a metal security grate affixed to it. The third entrance is a wooden door that provides access that provides access to a small office space with a window that has been shuttered.

Adjacent to the washroom is the fish cleaning station which is a concrete, steel and wood structure. The metal cleaning station sits on top of a concrete podium with steps. A metal utility panel has been installed on the floor adjacent to the cleaning station. Above the cleaning station is a corrugated metal roof which sits on top of a metal frame. Along the west side of the structure is a concrete wall with exposed rebar. A wooden bench has been affixed to the top of the concrete wall. The fish cleaning station is metal.

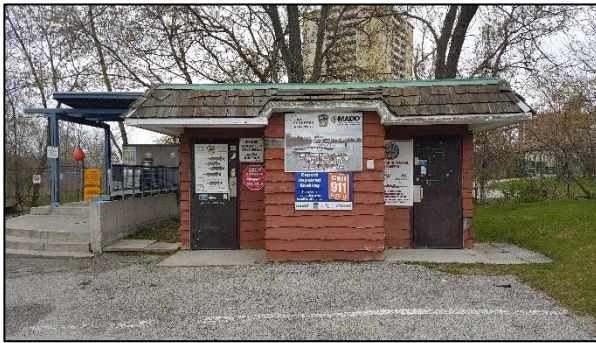


Figure 55: Marina Park Washroom north elevation (ASI 2020)



Figure 56: Marina Park Washroom north and west elevation (ASI 2020)



Figure 57: Marina Park Washroom north and east elevation (ASI 2020)



Figure 58: Marina Park Washroom east elevation (ASI 2020)



Figure 59: Marina Park Washroom west elevation (ASI 2020)



Figure 60: Marina Park Washroom west and south elevation (ASI 2020)



Figure 61: Fish cleaning station (ASI 2020)



Figure 62: Fish cleaning station (ASI 2020)

### 3.2.7 Fenced Parking Area and Rivergate Easement

The fenced parking area (Figure 63 to Figure 66) is located to the south of Marina Park, east of Front Street South and on the west bank of the Credit River. The lot is comprised of a gravel parking area with deciduous vegetation and a chain-link fence with a gate lining the perimeter of the property. The Rivergate Easement (Figure 67 to Figure 69) is a strip of land to the west and south of The Rivergate apartment building. The land consists of grass, deciduous trees and large boulders along the banks of the Credit River.





Figure 63: View of the fenced parking area facing northeast (ASI 2019)



Figure 64: View of the fenced parking area facing southeast (ASI 2019)



Figure 65: Gravel parking lot within the fenced parking area (ASI 2019)

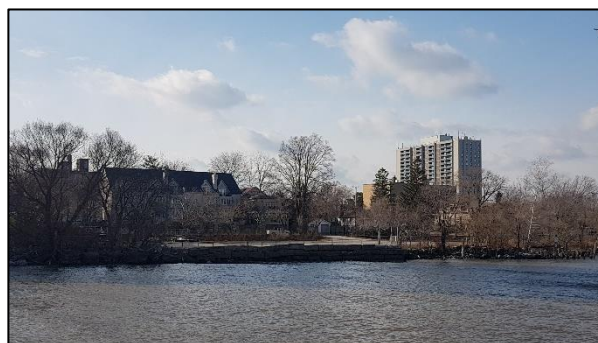


Figure 66: View of the fenced parking area from the east side of the Credit River (ASI 2019)



Figure 67: View of the Rivergate Easement lands (ASI 2019)



Figure 68: View of the Rivergate Easement lands (ASI 2019)





Figure 69: View of the Rivergate Easement lands from the east side of the Credit River (ASI 2019)

### 3.3 Adjacent Properties and Areas

#### 3.3.1 *Front Street South - Old Port Credit HCD*

Immediately to the west of the study area are a number of residential and commercial properties situated on Front Street South within the Old Port Credit HCD. Of the eight buildings on the west side of Front Street South, four were constructed over the last twenty years. The buildings are one-to-three storeys in height with varying styles. Each property has small setbacks of five metres or less, a driveway accessing Front Street South (or Port Street West in the case of two corner properties) and many of the properties have coniferous or deciduous vegetation on the front lawn.

A short description of each property can be found below. The property inventory sheets from the Old Port Credit HCD Plan can be found in Appendix B.

Property	Description
<p>111 Lakeshore Road West</p>  <p>Figure 70: 111 Lakeshore Road West (ASI 2019)</p>	<p>C.1980-1985 commercial building with a stucco and commercial glass façade, hipped roof with asphalt shingles and a one-storey side addition.</p>
<p>23 Port Street West</p>  <p>Figure 71: 23 Port Street West (Google Streetview 2018)</p>	<p>Post-WWII bungalow with vinyl siding, front and side porches, a hipped and gable roof with asphalt shingles, aluminum siding, concrete block foundation that has been parged, and a brick chimney.</p>
<p>10 Front Street South</p>  <p>Figure 72: 10 Front Street South (ASI 2019)</p>	<p>Residential building converted to commercial uses; an addition has been added to the front façade. The front façade is comprised of stucco and board and batten siding. A wooden balcony with a wooden fence has been constructed above the front entrance. The front addition has a flat roof, while the original building has a hipped roof. The fenestration consists of wide single-pane windows on the first and second storey of the stuccoed portion of the façade, while the board and batten portion has three narrow rectangular single pane vertical windows.</p>

12 Front Street South



Figure 73: 12 Front Street South (ASI 2019)

A Dutch Colonial Revival style residential building converted to commercial uses. The building has a stucco façade, wooden front porch and a gambrel roof with asphalt shingles. The entrance has a single sidelight, while the fenestration consists of a set of three windows (a centre fixed window flanked by casements) on the first storey and two pairs of windows on the second storey. Dormers and a brick chimney are visible in the rear of the building.

14 Front Street South



Figure 74: 14 Front Street South (ASI 2019)

An Edwardian style two-storey residential building with a hipped roof, split-faced concrete block façade, an enclosed front porch with aluminium siding, a hipped roof and a single centred upper storey window with an aluminium sill.

16 Front Street South



Figure 75: 16 Front Street South (ASI 2019)

A circa-2007 two-storey residential building with a brick façade, asphalt shingled gable roof with dormers and a second-storey wraparound balcony.



24 Front Street South



Figure 76: 24 Front Street South (ASI 2019)

A circa-2004, three-storey residential building with a stucco and stone veneer front elevation with a garage entrance at grade, first and second storey and rooftop balconies.

28 Front Street South



Figure 77: 28 Front Street South (ASI 2019)

A circa-1999 residential townhouse consisting of five four-storey units with garages at grade, a saltbox roof and dormers with gable roofs that lead to balconies.

32 Front Street South



Figure 78: 32 Front Street South (ASI 2019)

A two-storey neoclassical style residence built prior to 1843. The frame/horizontal wood building has a gable roof with wood shingles and two brick chimneys. The centre entrance is flanked by sidelights and a transom is found above. Pairs of twelve-over-twelve double-hung wood windows are found on either side of the entrance, though the façade is not symmetrical. The building sits atop of mound, requiring a wooden staircase to access the front door, and a stone retaining wall has been constructed at street level. The house has a rear addition that gives it an L-shaped floor plan.

35 Front Street South



Figure 79: 35 Front Street South (ASI 2019)

A 20-storey apartment building with a rectangular footprint and one-storey side additions on the north and south sides. The building is accessed from a central entrance on the west elevation along Front Street South. The east and west elevations are symmetrical with five bays with the three centre bays containing recessed balconies and the two outer bays containing a pair of flat-headed windows. The north and south elevations have a similar design, only with four bays instead of five.

### 3.3.2 Front Street North

Property	Description
30 John Street North (Riverside Public School)	Riverside Public School consists of irregular F-shaped footprint, with various additions added over time. The portion facing Front Street North is a two-storey brick structure. Fenestration consists of sets of four rectangular fixed steel windows on the first and second storey with stucco below and above each set of windows. One entrance is found near the corner of Front Street North and Park Street West, while a secondary entrance is located near Front Street West and High Street West.



Figure 80: 30 John Street North (Riverside Public School) (ASI 2019)



10 Front Street North



Figure 81: 10 Front Street North (ASI 2019)

A two-storey residential brick building converted to commercial use. The residence has a T-shaped plan with cross-gable roof with asphalt shingles and wooden fascia, an enclosed front porch and a first storey bay window. The second storey fenestration consists of a pair of six-over-six double hung windows with flat-arches, stone sills and shutters.

14 Front Street North



Figure 82: 14 Front Street North (ASI 2019)

A two-and-a-half storey brick and Angelstone veneer residential building with a hipped asphalt shingled roof and brick chimney. The entrance has a sidelight on the south side of the door and a second-storey balcony sits atop the entranceway. The fenestration on the southern bay of the front elevation consists of steel windows with sliders beneath a fixed window, with concrete sills. The northern bay consists of a set of three windows, each with sliders beneath a tall rectangular fixed window and concrete sills.

16 Front Street North



Figure 83: 16 Front Street North (ASI 2019)

A two-storey residential building with a gable asphalt shingled roof, aluminium and insulbrick siding. The building has been mothballed, though the two-over-two double hung wood windows are visible along with their wood trim and sills. The building also has a one-storey rear addition with a brick chimney.

102 Lakeshore Road West



Figure 84: 102 Lakeshore Road West (ASI 2019)

A one-storey commercial building built in the late-1990s with a stucco façade, commercial store-front and glazing and a parapet wall.

### 3.3.3 Credit River

The Credit River is a 90km long river, beginning in Orangeville, Erin and Mono Ontario, and ending at the Port Credit Harbour. The riverbank is lined with rocks or walls with grassy terrain and paths above. Deciduous vegetation is found along its banks. The River is approximately 50-60m wide (though it widens as it passes JC Saddington Park and JJ Plaas Park and enters Lake Ontario). The River incorporates a number of docks, boat launches and a marina. Both Lakeshore Road and the Waterfront Trail Pedestrian Bridge provide crossings.



Figure 85: Credit River, looking south from Lakeshore West (ASI 2019)



Figure 86: Credit River, looking north from Lakeshore Road West (ASI 2019)



Figure 87: Credit River, looking south from Port Credit Memorial Park to Lakeshore Road West (ASI 2019)



Figure 88: Credit River, looking south towards the Credit Village Marina (ASI 2019)



### 3.3.4 Credit River – East Bank Properties

Property	Description
<p>12 Stavebank Road South (Credit Village Marina)</p>  <p>Figure 89: 12 Stavebank Road South (Credit Village Marina) (ASI 2019)</p>  <p>Figure 90: Credit Village Marina Docks (ASI 2019)</p>	<p>A one-storey wood-frame building with a gable roof with asphalt shingles and dormers on the west elevation, vinyl siding, steel doors and windows and an awning. Wooden docks are located adjacent to the building.</p>
<p>14 Stavebank Road South</p>  <p>Figure 91: 14 Stavebank Road South (ASI 2019)</p>	<p>A one-storey commercial building with a pyramid and flat roof with a series of dormers and a chimney, board and batten siding, and an enclosed porch that wraps around three sides of the building.</p>

### 18 Stavebank Road South (J.J. Plaus Park)



Figure 92: 18 Stavebank Road South (J.J. Plaus Park), looking south (ASI 2019)



Figure 93: 18 Stavebank Road South (J.J. Plaus Park), looking south (ASI 2019)

A park located on the east bank of the Credit River, south of Lakeshore Road East. The park contains an asphalt parking lot, paths and a boardwalk that extend to the furthest point on the harbour, bordered by a stone retaining wall. The park has a number of deciduous trees and the eastern property line is bound by a row of coniferous trees.

### 22 Stavebank Road (Port Credit Memorial Park)



Figure 94: Port Credit Memorial Park (ASI 2019)

A park located on the east bank of the Credit River, north of Lakeshore Road East. The park consists of paths, grass, vegetation, deciduous trees, a gazebo, playground, basketball courts, skateboard park, lookouts over the Credit River and picnic areas. The park contains a number of interpretation elements including pillars dedicated to each of Canada's provinces and historical interpretation boards.

The existing six (6) historical Interpretation panels include these themes:

- Marshland to Parkland
- Fishing & Stone Hooking
- The River
- Roads & Railways
- Native & European Settlement
- The Port





Figure 95: Port Credit Memorial Park (ASI 2019)



Figure 96: Port Credit Memorial Park (ASI 2019)

Each panel includes text, photos and graphics such as maps. Heritage Mississauga and the City's logos are on them.

#### 24 Stavebank Road (St. Andrews Presbyterian Church)



Figure 97: 24 Stavebank Road (St. Andrews Presbyterian Church) (ASI 2019)

St. Andrews Presbyterian Church is a Neo-Gothic style church constructed with stone, with an asphalt shingled gable roof and parapet wall with copper fascia. The entrance is recessed with a stone surround and consists of large neo-gothic doors with sets of three arched windows with iron mounting. A St Andrews stone bas relief medallion is found above the entrance. The fenestration throughout the building is flat-headed set within stone surrounds with neo-gothic divisions except for the windows beneath the front-facing gable, which has of a set of five windows within a rounded arch. A series of buttresses are present throughout the exterior of the building. A stone bell-tower is located on the east elevation adjacent to a secondary entrance. A one-storey stone rear addition was constructed between 1954 and 1966.

26 Stavebank Road (Trinity Anglican Church and Cemetery)



Figure 98: 26 Stavebank Road (Trinity Anglican Church and Cemetery) (ASI 2019)

Built in 1931 on the site of a former church, the church has a stone façade and a gable roof with asphalt shingles. The front elevation is dominated by a glazed centre bay with rectangular staggered panes of glass stretching from the entrance (consisting of a pair of double doors) to the roofline. The centre bay also incorporates a large pre-cast concrete cross. A second entrance beneath a gable porch roof is found on a later addition on the southern end of the front elevation. The fenestration on the north elevation consists of sets of windows arranged vertically with staggered divisions. A bell tower is present on the south elevation. Adjacent to the church is its associated cemetery, which is surrounded by a stone wall.

40 Stavebank Road (Port Credit Arena)



Figure 99: 40 Stavebank (Port Credit Arena) (ASI 2019)

Port Credit Memorial Arena is a barrel-vaulted roof arena with metal roof and exposed buttresses. The original entrance has a scalloped soffit and canopy above a brick entrance way. A glass curtain-wall, brick, metal and precast addition was constructed in 2010.

31 Lakeshore Road East (Port Credit Post Office, Customs House & Armoury)



Figure 100: 31 Lakeshore Road East (Port Credit Post Office, Customs House & Armoury) (ASI 2019)

The property consists of the Port Credit Post Office, Customs House & Armoury and a glass curtain-wall addition constructed in 2018. The original building consists of a two-storey Edwardian Classicism brick building with a symmetrical façade divided into three bays. The centre bay has a stone entrance with "Post Office" inscribed above along with a stone a coat of arms. The other bays consist of inset windows with brick arches and brick voussoirs atop the windows and arches. This style is found on the east elevation as well. The first storey windows are all six-over-six double-hung windows, and the upper storey are four-over-four double-hung windows. Stone detailing on the building includes keystones, shoulder stones, stone frieze and architrave and the

stone door surrounded. Above the stone frieze is a stone feature within the parapet with “Port Credit” inscribed.

## 4.0 PROPOSED DEVELOPMENT

### 4.1 Proposed Work

ASI has evaluated plans for the proposed Port Credit Harbour West Parks (dated July 3, 2018 by Dillon Consulting and Shoreplan). The proposed park concepts can be divided into two distinct sections: Port Credit Memorial Park West (Section 4.1.1) and Marina Park (Section 4.1.2).

#### 4.1.1 Port Credit Memorial Park West



Figure 101: Proposed Port Credit Memorial Park West (Dillon Consulting & Shoreplan 2018)

Port Credit Memorial Park West is bound by Lakeshore Road West to the south, Front Street North to the west, the Credit River to the east and the Port Credit Royal Canadian Legion to the north. The alterations to Port Credit Memorial Park West consist of enhancements to the public space through the creation of a number of elements:

- Improved streetscape along Front Street North:
  - Removal of the existing linear parking lot, moving parking to the street.



- The western edge of the park (east side of Front Street North) will retain existing trees.
- New civic plaza and entrance space at the corner of Lakeshore Road West and Front Street North:
  - An accessible terraced space that will address the 5m change of grade at Front Street North to the Riverfront Promenade and Underpass connection.
  - Paving inspired by First Nations themes.
  - The design of the space provides seating to view activities on the waterfront.
- New landscaping and promenade that includes two low-maintenance approaches:
  - An upper terrace approach that includes:
    - Parkland, picnicking areas and small active open space.
    - Views of the river.
    - Retention of existing trees where possible and further planting to enhance the park's tree canopy.
  - A river's edge natural landscape approach that includes:
    - Sloped landscaped areas that extend toward the river's edge from the upper terrace.
    - The restoration of native grasses, plants and trees and integration of existing trees into a passive landscape.
    - At the shoreline, a riparian landscape zone will include aquatic plant species within the shallow wetland edge zones.
    - Incorporates Olympian/Paddle Sport themed interpretation.
- New lookout and armourstone fishing area with water's edge seating decks and walkway destination.
- Connection to Marina Park to the south via a new concrete walkway beneath Lakeshore Road West.

#### 4.1.2 Marina Park



Figure 102: Proposed Marina Park (Dillon Consulting & Shoreplan 2018)

Marina Park is situated to the south of Lakeshore Road West, bound by Front Street South to the west, the Credit River to the east and the mouth of the Credit River to the south. The alterations to Marina Park also include enhancements to the public space through the creation of a number of elements:

- Enhancements to Front Street South
  - Enhanced street lighting, planting, seating, decorative stone wall, paving and hydro poles/lines:
    - The decorative stone wall set along the east side of the Waterfront Trail will feature a “stonehooking” theme and will provide screening of the two parking areas from the residents across the street.
    - The existing hydro poles along the car-trailer parking edge will be replaced in order to move the power lines to a higher elevation, above the trees and create views to the water. The pole locations are proposed inside (east of) the stone wall.
  - Extension of the waterfront trail along Front Street South creating direct access to JC Saddington Park.
- Adapting the existing parking lot to also provide for event space:
  - The parking area is designed as a dual-purpose space with a large-scale chevron paving pattern creating an central public plaza, that in non-event use periods functions to provide 40 parking spaces. The angled parking spaces are defined by the overall chevron pattern. The paving material is proposed as a patterned coloured concrete surface.

- The creation of a raised garden terrace:
  - Intention is to create a buffer between the vehicle parking and River Promenade and provide additional event space, seating and tree canopy.
- The creation of lawn spaces, a shade structure with seating and additional parking within the existing fenced parking area to support vehicles and trailers.
- Reconstruction of the existing motorized boat launch ramp.
- Addition of a non-motorized boat launch ramp.
- Creation of a River Promenade.
- Development of a private charter boat dock and fish cleaning station.
- Modifications to the existing Waterfront Trail pedestrian bridge.
- Connection to Port Credit Memorial Park West to the north via a new concrete walkway beneath Lakeshore Road West.
- The demolition of the existing Marina Park office/washroom building and fish cleaning/waste station in Marina Park to accommodate the creation of the park.

## 4.2 Impact Assessment

### 4.2.1 Old Port Credit HCD Plan (2018)

The following analysis will evaluate the proposed Marina Park to determine how the proposed design is consistent with the policies and guidelines of the Old Port Credit HCD Plan.

#### Section 3.4

Section 3.4 of the Old Port Credit HCD Plan (2018) states the goals and objectives of the district's designation. Conservation objectives are outlined and the following objectives pertain to the proposed Marina Park:

Objective	Analysis
<b>Land use</b>	
b) To maintain public access to the Credit River and Lake Ontario.	Public access to the Credit River will be enhanced as part of the proposed Marina Park, with greater connectivity and more publicly accessible spaces.
<b>Public Lands</b>	
b) To open the long views on Mississauga Road South to Lake Ontario and on Port Street West and on Bay Street to the Credit River.	<p>Long views from Port Street West and Bay Street will be created as part of the proposed Marina Park.</p> <p>Trees proposed as part of a vegetation island within the parking lot could be shifted to the south or north to provide a stronger enhanced view from Bay Street. See Section 5.2 for further discussion.</p>





d) To enhance public access to the Credit River in any development of Marina Park.	Public access to the Credit River will be enhanced as part of the proposed Marina Park, with greater connectivity and more publicly accessible spaces.
f) To enhance the streetscape and street profile to an earlier historic <i>character</i> .	The proposed Marina Park will not return the streetscape or street profile to an earlier historic character. However, to mitigate this impact, the western edge of Marina Park along Front Street South will incorporate a low natural stone wall that will reflect a “stonehooking” theme as a form of interpretation.
g) To maintain the views from the District towards the Credit River and Lake Ontario.	As the proposed Marina Park will be publicly accessible and will open up the previously inaccessible fenced parking area, more views to the Credit River will be created. No existing views are proposed for removal.
h) To maintain the views from Lake Ontario and the mouth of the Credit River harbour north to Lakeshore Road West, including both sides of the harbour.	As the proposed Marina Park will be publicly accessible and will open up the previously inaccessible fenced parking area, views across the Credit River Harbour towards Lakeshore Road West will be maintained and new views will be created. No existing views are proposed for removal.
<b>Public awareness of history</b>	
a) To encourage historical research and archaeological investigation and interpret the District’s history to the public.	<p>The proposed Marina Park will incorporate interpretation elements, with a particular focus on archaeological resources and the history of the waterfront (for example, stonehooking in the harbour).</p> <p>Further opportunities for historical interpretation that are consistent with the interpretation elements found on the east side of the Credit River in Port Credit Memorial Park and along Stavebank Road South should be considered. See Section 5.1 for further discussion.</p>

### Section 10.0

Section 10.0 of the Old Port Credit HCD Plan addresses policies related to the demolition of buildings and structures. As the Marina Park Washroom and fish cleaning station are proposed for demolition are located on a contributing property within the HCD, the following policies should be considered:

Objective	Analysis
10.1.1 The demolition of buildings on contributing properties (as classified in Section 4.1) shall not be permitted. Exceptions may only	The proposed demolition of the Marina Park washroom and fish cleaning station is intended to accommodate the creation of the proposed park.



<p>be considered in extraordinary circumstances such as natural disasters (e.g. fire, flood, tornado, earthquake, etc.), or where there is a greater public interest served (e.g. health and safety concern), as determined by Council, through the demolition of the building or structure.</p>	<p>The existing Marina Park washrooms will be removed and the washrooms within the existing Lighthouse are proposed to service the proposed park. Public access to the Lighthouse washroom would improve the health and safety of users by providing access to washrooms in a more highly trafficked location with facilities that can be upgraded to meet accessibility guidelines.</p> <p>In addition, the existing fish cleaning station drains into the municipal sanitary system, which is no longer considered an acceptable practice. To replace the existing fish cleaning station, two new fish cleaning stations will be constructed to service the public and charter boats. To accommodate public and environmental concerns, the new cleaning stations will require a holding tank component where the secured station's waste will collect the organic waste material and be transported to a compost facility. The public station waste will be collected and directed to a landfill. The new fish cleaning station will help to reinforce the importance of the theme of fishing on site.</p>
<p>10.1.2 Other extraordinary circumstances shall generally constitute those situations where public health and safety is considered to be compromised and the City of Mississauga's Chief Building Official has determined, based on an independent structural assessment that the building is beyond repair and has been determined to be unsafe. The structural assessment must be prepared by a professional engineer with expertise and experience in heritage buildings and structures.</p>	<p>Neither the Marina Park washroom or fish cleaning stations appear to be cosmetically beyond repair. A structural assessment would be required to determine if either structure is unsafe for public use.</p>
<p>10.1.3 The property owner shall demonstrate that all other options have been investigated including: preservation; rehabilitation; restoration; retro-fitting; reuse; mothballing; etc. and that they are not viable options from a structural engineering and/or health and safety perspective.</p>	<p>Maintaining the existing Marina Park washrooms has not been explored. However, from a health and safety perspective, public access to the washrooms within the existing Lighthouse would improve the health and safety of users by providing access to washrooms in a more highly trafficked location with facilities that can be upgraded to meet accessibility guidelines.</p> <p>In addition, the existing fish cleaning station drains into the municipal sanitary system, which</p>

	<p>is no longer considered an acceptable practice. To replace the existing fish cleaning station, two new fish cleaning stations will be constructed to service the public and charter boats. To accommodate public and environmental concerns, the new cleaning stations will require a holding tank component where the secured station's waste will collect the organic waste material and be transported to a compost facility. The public station waste will be collected and directed to a landfill. The new fish cleaning station will help to reinforce the importance of the theme of fishing on site.</p>
10.1.4 Should a heritage permit for demolition of a building on a contributing property be submitted to the City of Mississauga, the following conditions should be met:	
a) The property owner shall retain an appropriately qualified heritage professional to evaluate the potential loss to the cultural heritage value of the District in support of the demolition request of a contributing property's building, in the form of a heritage impact assessment.	This HIA meets this requirement.
b) The property owner shall provide drawings for a new building and/or site landscaping with the heritage permit application. In circumstances where demolition has been required as a result of natural disaster or public safety concerns, once a building on a contributing property has been demolished and the property is considered to be in a stable and safe state the property owner shall submit the required heritage permit application for the new building and/or site landscaping within six months of site clearance, or as agreed upon on between the owner and the City.	See Appendix A for the proposed plan.
c) A record of the building or the remains of the building through photography and/or measured drawings shall be required as a condition of demolition approval.	See appendix F for photographs of the Marina Park washroom and Fish Cleaning Facility



### Section 12.1

Section 12.1 of the Old Port Credit HCD Plan addresses policies for public landscape conservation. These policies include:

Policy	Analysis
<p>12.1.1 The City will maintain the existing street grid, and will consider the feasibility of incorporating the historical pattern of wide grass boulevards with random street tree planting in any plan for streetscape improvement.</p>	<p>The proposed Marina Park will have no impact on the existing street grid. The proposed Marina Park involves enhancements to the east side of Front Street South as part of the development of the Waterfront Trail including a bioswale, low natural stone wall, seating, a 4-metre wide trail, trees and lighting. However, these enhancements are not fully consistent with the random tree plantings and wide grass boulevards described in Policy 12.1.1. As part of the proposed Marina Park, proposed trees could be planted along Front Street South in a random manner to be consistent with this policy (see Section 5.3 for further discussion). However, the proposal calls for the introduction of a bioswale on the west side of the park rather than a wide grass boulevard. While the absence of a wide grass boulevard is not consistent with Policy 12.1.1, the proposed bioswale does provide for a vegetative element that doubles as a feature of the park's stormwater management system, helping to clean water before it enters the Credit River. Combined with the overall public realm enhancements to Front Street South, it is not anticipated that a bioswale feature in lieu of a wide grass boulevard will have a negative impact on the cultural heritage value of the heritage district.</p>
<p>12.1.2 The City will consider the following streetscaping measures to better reflect the previously-existing landscape features: a) Narrowing of the streets with landscaped 'bump-outs' and defined areas for on-street parking subject to the City's Traffic Calming Policy.</p>	<p>No streets will be narrowed as part of this project. No on-street parking is proposed as parking lots are incorporated into the park.</p>
<p>12.1.3 The City will protect trees in the public right-of-way.</p>	<p>Within the Front Street South right of way and adjacent to the fenced parking area, the existing over mature vegetation has been evaluated by the City's Forestry Department and a number of the existing trees in poor condition have been identified to be removed in order to create a</p>

	safe, diverse and healthy tree community. The street edge planting will allow improved views from the street and adjacent homes through to the waterfront, while also enhancing the streetscape environment. Street trees in the Front Street South right of way will be planted in expanded soil zones to assist in maintaining healthy and sustainable urban trees.
12.1.6 Marina Park will be developed as an integral part of both Port Credit harbour and the Old Port Credit Village Heritage Conservation District, and its development will have regard for the following principles:	
a) Public access to the Credit River will be enhanced.	As part of the proposed Marina Park, public access to the Credit River will be enhanced with improvements to the public realm including the development of a river promenade and elevated boardwalk connecting the proposed Marina Park to JC Saddington Park. The park will also incorporate space for leisure and relaxation in close vicinity to the river.
b) Views of the Credit River from both the Port Street West and Bay Street road allowances will be extended through the site.	Views of the Credit River from Port Street West and Bay Street will be created as part of the proposed Marina Park.  Trees proposed as part of a vegetation island within the parking lot could be shifted to the south or north to provide a stronger enhanced view from Bay Street. See Section 5.2 for further discussion.
c) New <i>building</i> heights will not exceed two storeys.	No new buildings are proposed as part of the proposed Marina Park.
d) <i>Buildings</i> will be articulated to reduce the perception of bulk.	No new buildings are proposed as part of the proposed Marina Park.
e) <i>Buildings</i> will be oriented to acknowledge the river, Front Street South frontage and District street grid.	No new buildings are proposed as part of the proposed Marina Park.
f) Service areas for any new development, including the provision of car parking, will be inconspicuous.	The proposed car parking lots within Marina Park will be obscured from Front Street South by a low natural stone wall and bioswale.
g) Pedestrian links along the Credit River through the site and both north and south of it will be pursued where feasible.	Pedestrian links are proposed to both north and south of the proposed Marina Park.
h) Historical interpretation of the site will be integrated into any future development.	The proposed Marina Park incorporates a stonehooking interpretation theme along Front Street South.

	Further opportunities for historical interpretation that are consistent with the interpretation elements found on the east side of the Credit River in Port Credit Memorial Park and along Stavebank Road South should be considered. See Section 5.1 for further discussion.
12.1.7 The feasibility of a river trail connecting Memorial Park north of the District and J.C. Saddington Park will be studied.	A river trail connecting Memorial Park north of the district and JC Saddington Park to the south is proposed as part of the proposed Marina Park.

### Section 12.2

Section 12.2 of the Old Port Credit HCD Plan addresses guidelines for public landscape conservation

Guideline	Analysis
<b>12.2.1 Street trees and boulevards</b>	
a) The municipality is responsible for the public works within the road right-of-way and for the open space parkland. The planting and maintenance of the trees make a significant contribution to the heritage landscape <i>character</i> of the District.	Within the Front Street South right-of-way and adjacent to the fenced parking area, the existing over mature vegetation has been evaluated by the City's Forestry Department and a number of the existing trees in poor condition have been identified to be removed in order to create a safe, diverse and healthy tree community. The street edge planting will allow improved views from the street and adjacent homes through to the waterfront, while also enhancing the streetscape environment. Street trees in the Front Street South right of way will be planted in expanded soil zones to assist in maintaining healthy and sustainable urban trees.
b) The majority of trees are mature, wide-canopy deciduous trees – primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash and mountain ash. These species have green foliage in the summer and colourful reds, yellows and golds in the fall. Many of the trees are located adjacent to the sidewalk at the property line.	According to the Design Brief, the types of trees proposed within Marina Park will meet the City of Mississauga's requirements.  The City of Mississauga should consider the trees described in Guidelines 12.2.1.b of the Old Port Credit HCD Plan for use within the proposed Marina Park (see Section 5.3 for further discussion).
e) Undertakings such as road improvements and infrastructure upgrades should be assessed prior to the start of construction to determine if they will negatively affect the existing trees. It may not be possible to incorporate underground electrical services until such time that street trees are	Within the Front Street South right-of-way and adjacent to the fenced parking area, the existing over mature vegetation has been evaluated by the City's Forestry Department and a number of the existing trees in poor condition have been identified to be removed in order to create a safe, diverse and healthy tree community.





being replaced, due to the possibility of damage to trees and root systems.	Solutions regarding electrical services will be explored, including relocating the hydro underground or elevating the hydro lines and replacing the existing wood poles with concrete poles.
f) The feasibility of adding a grass boulevard and planting appropriate large-canopy trees, randomly spaced, should be investigated as part of future infrastructure and streetscape improvement initiatives.	The proposed Marina Park will have no impact on the existing street grid. The proposed Marina Park involves enhancements to the east side of Front Street South as part of the development of the Waterfront Trail including a bioswale, low natural stone wall, seating, a 4-metre wide trail, trees and lighting. However, these enhancements are not fully consistent with the random tree plantings and wide grass boulevards described in Policy 12.1.1 of the Heritage Conservation District Plan. As part of the proposed Marina Park, proposed trees could be planted along Front Street South in a random manner to be consistent with this policy (see Section 5.3 for further discussion). However, the proposal calls for the introduction of a bioswale on the west side of the park rather than a wide grass boulevard. While the absence of a wide grass boulevard is not consistent with Policy 12.1.1, the proposed bioswale does provide for a vegetative element that doubles as a feature of the park's stormwater management system, helping to clean water before it enters the Credit River. Combined with the overall public realm enhancements to Front Street South, it is not anticipated that a bioswale feature in lieu of a wide grass boulevard will have a negative impact on the cultural heritage value of the heritage district.

### Section 15

Section 15 of the Old Port Credit HCD Plan addresses land use policies and guidelines.

Policy	Analysis
15.1.3 Marina Park and J.C. Saddington Park will continue to provide public access to the water.	The proposed Marina Park will continue to provide public access to the water.

### Overall impact on the Old Port Credit HCD

An evaluation and analysis of the impact of the proposed Marina Park on the policies and guidelines of the Old Port Credit HCD Plan has determined that the proposed park is not anticipated to have a



negative impact on the cultural heritage value of the district. The proposed demolition of the Marina Park washroom and fish cleaning facility is not anticipated to have a significant impact on the cultural heritage value of the property, and new facilities will address public and environmental health and safety concerns with the existing facilities. Overall, the proposal reflects many of the Plan's policies and guidelines, enhancing the public realm and providing additional public access to the Credit River. Where the proposed design does not directly meet the guidelines (such as through the use of bioswales rather than grassland along Front Street South), these differences are not anticipated to have a significant impact on the character of the district. Minor changes to the proposed park could enhance views to the river and the incorporation of a more robust interpretation strategy that is consistent with the interpretation found on the east bank of the Credit River should be considered.

#### 4.2.2 Credit River Corridor Cultural Heritage Landscape

A number of properties within and adjacent to the study area are located within the Credit River Corridor Cultural Heritage Landscape. These properties include:

- Marina Park
- 105 Lakeshore Road West (Port Credit Lighthouse/Front Street Pumping Station)
- 21 Front Street South
- 25 Front Street North (Don Rowing Club)
- 31 Front Street North (Port Credit Memorial Park West)
- 33 Front Street North (Mississauga Canoe Club)
- 12 Stavebank Road South (Credit Valley Marina)
- 14 Stavebank Road South
- 31 Lakeshore Road East (Port Credit Post Office, Customs House & Armoury)

The *Cultural Heritage Landscapes Inventory* (2005) notes that the Credit River Corridor is significant by meeting the following criteria:

<p><b>LANDSCAPE ENVIRONMENT</b></p> <p><input checked="" type="checkbox"/> Scenic and Visual Quality</p> <p><input checked="" type="checkbox"/> Natural Environment</p> <p><input type="checkbox"/> Horticultural Interest</p> <p><input checked="" type="checkbox"/> Landscape Design, Type and Technological Interest</p> <p><b>HISTORICAL ASSOCIATION</b></p> <p><input type="checkbox"/> Illustrates Style, Trend or Pattern</p> <p><input checked="" type="checkbox"/> Direct Association with Important Person or Event</p> <p><input checked="" type="checkbox"/> Illustrates Important Phase in Mississauga's Social or Physical Development</p> <p><input type="checkbox"/> Illustrates Work of Important Designer</p>	<p><b>BUILT ENVIRONMENT</b></p> <p><input type="checkbox"/> Aesthetic/Visual Quality</p> <p><input type="checkbox"/> Consistent Early Environs (pre-World War II)</p> <p><input type="checkbox"/> Consistent Scale of Built Features</p> <p><input type="checkbox"/> Unique Architectural Features/Buildings</p> <p><input type="checkbox"/> Designated Structures</p> <p><b>OTHER</b></p> <p><input checked="" type="checkbox"/> Historical or Archaeological Interest</p> <p><input checked="" type="checkbox"/> Outstanding Features/Interest</p> <p><input checked="" type="checkbox"/> Significant Ecological Interest</p> <p><input type="checkbox"/> Landmark Value</p>
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Figure 103: Credit River Corridor Cultural Heritage Landscape criteria (City of Mississauga 2005)

In addition to the aforementioned criteria, the Cultural Heritage Landscape Inventory contains the following site description:

*The Credit River is 58 miles long in total and has a drainage area of 328 square miles. From south of Georgetown to Erindale, the river cuts through the boulder till of the Peel Plain and in some areas exposes the underlying Paleozoic bedrock of shales and sandstones. The River flows through a wide alluvial terrace at Meadowvale where its banks are gentle and tree covered. As it approaches the old Shoreline of glacial Lake Iroquois at Erindale it cuts deeper and deeper into the Peel Plain creating steep valley walls in excess of 75 feet deep. In several locations, such as on the former Bird property north of Burnhamthorpe, intermediate benches were formed as the water levels of the glacial lakes receded. These benches and alluvial terraces provide wonderful natural and recreational settings for trails and other recreational activities. South of the Iroquois shoreline the River cuts through the sands and boulder till of the Iroquois Plain. The last mile of the river is drowned and marshy. The wave action of Lake Ontario continues in its efforts to build a bar across the mouth of the river which is periodically removed by dredging. Despite its size, the River has had significant impact on the settlement of the area. At one time, Erindale had a mill and for a short while a small hydroelectric generating station. At Streetsville, four flour mills operated some of which remain today as modern mills. Two sawmills and a carding mill were built in Meadowvale. The banks of the river continue to be developed for attractive residential neighborhoods, parks and special uses such as the University of Toronto Erindale campus. The river provides the residents of Mississauga with a variety of recreational and educational opportunities. The Credit River Valley is the most significant natural feature remaining in the City of Mississauga. (excerpts from The Physiography of Southern Ontario)*

As per the City of Mississauga Cultural Heritage Landscape Heritage Impact Statement Terms of Reference, an assessment of impacts deriving from the proposed development or site alteration should consider the following potential negative impacts as stated in the Ontario Heritage Tool Kit:

- Destruction of any, or part of any, significant heritage attributes or features
- 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

Based on the Credit River Corridor's criteria for inclusion in the Cultural Heritage Landscape Inventory and its site description, the proposed Port Credit Harbour West Parks are not anticipated to have a negative impact on the cultural heritage value of any of the properties contained within the Credit River Corridor. The Credit River Corridor meets the criteria for "Landscape Environment" for its "scenic and visual quality", "natural environment" and "landscape design, type and technological interest". The





proposed park will contribute positively to each of these aspects. The park's design, materials and public realm enhancements will contribute to the Credit River's scenic and visual quality and landscape design. Furthermore, though the proposal does not return the study area to its natural state, the additional parkland and vegetation will contribute to the area's natural environment.

With regards to "Historical Association", the Credit River Corridor has a "direct association with an important person or event" and "illustrates an important phase in Mississauga's social or physical development." The proposed park is not anticipated to negatively affect either of these historical elements. No historical elements with direct association to an important person or event are proposed for removal. Furthermore, there are no elements that illustrate an important phase in Mississauga's social or physical development that will be impacted. The proposed park has integrated historical themes to inform the design of the parkland including a focus on the area's Indigenous history and association with stonehooking. Further interpretation could be incorporated into the park to provide a greater connection to the history of the area as a means of expressing this criterion within the design of the parks.

Finally, the Credit River Corridor is considered to possess "historical or archaeological interest", "Outstanding Feature/Interest" and "Significant Ecological Interest". With regards to historical interest, no structures of historical significance are proposed for removal or alteration as part of the development of the park. Outstanding features such as the Port Credit Lighthouse/Front Street Pumping Station, Don Rowing Club and Mississauga Canoe Club are not proposed for removal or alteration and will have their surrounding areas enhanced by improvements to the public space surrounding them. Finally, the plan for the proposed park has considered the ecological and environmental elements that may be affected and has incorporated measures to protect and address ecological and environmental concerns. Section 5.3.4 of the *Design Brief* notes the following:

*The design for Port Credit Memorial Park West and Marina Park includes a number of environmental features to be protected and proposed on site. These features address environmental concerns that include energy efficiency, drainage and discharge to the river, the enhancement of the riparian edge, a landscape strategy that creates native and natural landscape areas, and also creates opportunities for wildlife habitats and connectivity.*

#### **LIGHTING**

*In order to create an energy efficient environment, the plan proposes that all pedestrian lighting on site be low energy LED fixtures. In addition, the pedestrian light fixtures will be down-lit to reduce light pollution for the surrounding community.*

#### **FISH CLEANING STATIONS**

*The proposed fish cleaning stations require alternative solutions for waste handling, as draining to the municipal sanitary system is no longer acceptable. The design proposes two separate fish cleaning stations located on the secured Charter boat dock and a public station at the launch ramp area. The cleaning stations require a holding tank component where the secured station's waste will collect the organic waste material and be transported to a compost facility. The public station waste will be collected and directed to a landfill.*

#### **STORMWATER AND DRAINAGE**



*The site design proposes solutions to mitigate harmful discharge into the Credit River. Hardscaping throughout the site provides drainage that reverses the direction of stormwater towards bio-swailes along the Front Street edge. These bio-swailes then serve to filter the runoff that eventually passes through an oil/grit separator before it is discharged into the river. For stormwater that is collected by a catch basin, a trench drain is connected to ensure that runoff is collected and then passed through an oil/grit separator before being discharged into the river. The car trailer and car parking lots are graded to drain back towards a bio-swale that runs parallel to Front Street South. The swale is intended to capture and clean runoff before discharging into the river and is designed to accommodate normal rain events. A detailed stormwater strategy is included in the Pre- Engineering Investigation Report.*

### **COASTAL COMMUNITIES**

*The coastal edge of the site will be enhanced to improve its ecology and habitats. After the promenade is installed along the water's edge, the riparian zone will be enhanced through in-water features and naturalized planting that will create opportunities for fish habitat and cover for migratory birds. The improved coastal edge will take a sensitive approach to reducing erosion through hard/soft erosion control methods installed on site. In addition, naturalized planting areas will be located throughout the site, utilizing native species and encouraging further habitat creation.*

### **SHADE AND SHELTER**

*The retention of existing mature trees and extensive planting of significant new trees to create areas of shade canopy and cooling are proposed throughout the landscape plan. Seating zones and a shade structure are further components to create comfortable conditions and reduce heating effects from the pavement.*

### **LANDSCAPE STRATEGIES**

*The landscape approach optimizes opportunities to create a restored River edge landscapes typology, while also offering parkland open space and extensive tree planting. The landscapes are intended to create links for wildlife to move along the water's edge, as well as for people to enjoy a passive park setting at the water.*

*In Port Credit Memorial Park West the sloped landscapes and riparian landscapes are proposed as naturalized landscape surfaces, while park walkways and places to stop are inset into this landscape. Species specific to the coastal edge, including aquatic plants are proposed in the near shore edges. Once established, the natural areas will require reduced maintenance, particularly in the Port Credit Memorial Park West area. Existing mature vegetation will be retained along the river's edge wherever possible and integrated with grading and coastal protection works.*

*The parkland open spaces will include turf areas to provide activity based landscape zones that offset the urban promenade. The turf areas will incorporate areas of native shrubs to provide visual screens, wildlife links, and four season park interest.*

*The landscape provides a design that appeals to visitors throughout each season, including colourful flowering shrubs at entry locations, native ornamental grasses for year round interest, coniferous planting for winter vegetation, and deciduous native trees for*



*shading and fall colors. Hardy, and low maintenance shrub material is needed to reduce maintenance weeding requirements.*

*Within the bio-swale areas, the native plants and grasses will be selected to ensure that the material will improve water quality. The species will also reflect the need for the material to be appropriate for an urban bio-swale function, and provide controlled and manageable growth characteristics.*

*Within the Front Street South right of way and adjacent to the fenced parking area, the existing over mature vegetation has been evaluated by the City's Forestry Department and a number of the existing trees in poor condition have been identified to be removed in order to create a safe, diverse and healthy tree community. The street edge planting will allow improved views from the street and adjacent homes through to the waterfront, while also enhancing the streetscape environment. Street trees in the Front Street South right of way will be planted in expanded soil zones to assist in maintaining healthy and sustainable urban trees.*

*While the urban forms and materials are selected to reinforce a sense of unity between the park segments, the landscape is an opportunity to allow for differing experiences and different landscape character in localized areas on the site. The natural character of Port Credit Memorial Park West, the urban landscape of Marina Park, and the coastal experience and riparian landscape at the Harbour boardwalk will each offer a varied and distinct landscape experience, aligned appropriately to the length of the promenade.*

In addition to the criteria described above, the site description for the Credit River Corridor notes that *"the banks of the river continue to be developed for attractive residential neighborhoods, parks and special uses"* indicating that parkland development is an appropriate use of land within the corridor. Furthermore, the opportunity to create recreational parkland that incorporates historical theming and interpretation is consistent with the notion that *"The river provides the residents of Mississauga with a variety of recreational and educational opportunities."* Ultimately, the site description notes that, *"The Credit River Valley is the most significant natural feature remaining in the City of Mississauga"* and as such, the creation of a park destination that enhances the public space and creates opportunities for public access to the river should be viewed as a positive endeavour with no negative impacts on the Credit River Corridor's status as a cultural heritage landscape.

#### **4.2.3 Adjacent Properties**

In addition to the properties located within the Old Port Credit HCD and the properties located within the Credit River Corridor, the proposed Port Credit Harbour West Parks are proposed for an area that is adjacent to seven properties recognized by the City of Mississauga as Listed or Designated under Part IV of the *Ontario Heritage Act*. These properties include:

- 10 Front Street North – Listed
- 18 Stavebank Road South (J.J. Plaus Park) – Listed
- 22 Stavebank Road (Port Credit Memorial Park) - Listed
- 24 Stavebank Road (St. Andrews Presbyterian Church) – Listed
- 26 Stavebank Road (Trinity Anglican Church and Cemetery) – Listed





- 40 Stavebank Road (Port Credit Arena) – Designated Part IV, By-law #261-2011
- 31 Lakeshore Road East (Port Credit Post Office, Customs House & Armoury) – Designated Part IV, By-law #067-2013

With the exception of the property at 10 Front Street North, each of the other adjacent properties is located on the east side of the Credit River. The properties on Stavebank Road are adjacent to the Port Credit Memorial Park located on the eastern bank of the Credit River. The development of the park in 2006 has had a positive impact on the Port Credit area, providing greater public space and access to the Credit River. The heritage buildings in this area, such as the Port Credit Arena, St. Andrews Presbyterian Church and Trinity Anglican Church) are important venues in the Port Credit community. In concert with the Port Credit Memorial Park, this area has become a hub for community gatherings, providing the heritage buildings with additional prominence and visibility. In addition, the interpretation strategy implemented on within the park has had a positive impact on telling the story of the Port Credit Harbour and greater community. The proposed Port Credit Harbour West Parks are situated on the west bank of the Credit River and as such will not have as strong of a direct positive impact on these heritage buildings as the Port Credit Memorial Park. However, the new park will provide enhanced views across the river towards these important community buildings, which should be regarded as a positive impact. If the Port Credit Memorial Park interpretation strategy was extended to the Port Credit Harbour West Parks, it could be used to further explain the history of these important buildings from across the river.

With regards to the adjacent building at 10 Front Street, the proposed Port Credit Harbour West Parks are not anticipated to have an impact on the cultural heritage value of the property. No elements of the heritage building will be physically or visually affected. Additionally, the public realm enhancements north of Lakeshore Road West will provide for an improved public realm around the building and attract users to the park, thereby increasing the building's prominence.

Overall, the proposed Port Credit Harbour West Parks is anticipated to have a positive impact on adjacent heritage properties throughout the area.

#### 4.2.4 Impact Summary

Overall, the proposed Port Credit Harbour West Parks are anticipated to have a positive impact on the cultural heritage resources in the surrounding area, including the Old Port Credit HCD, the Credit River Corridor Cultural Heritage Landscape and adjacent listed and designated properties on both sides of the Credit River. The enhancements to the public space will attract additional people to the area, providing more visibility to the heritage properties in the area as well as provide additional public access to the river and provide additional views of and across the river. The proposed Port Credit Harbour West Parks will also incorporate historical themes in its design, including elements related to the area's Indigenous, fishing, stone-hooking, and Olympic/paddle sport history.

While the proposed parks will have a positive impact on the cultural heritage value of the area, certain elements could be altered or enhanced to further improve the proposal. Recommendations are made in Section 5.



## 5.0 MITIGATION AND RECOMMENDATIONS

### 5.1 Interpretation

Priority 4 of the City of Mississauga's *Culture Master Plan* notes the importance of telling Mississauga's "rich history including early geology, First Nations heritage, European settlement and recent decades of modern settlement." To further this goal, in addition to the themes incorporated in the design of the proposed Port Credit Harbour West Parks, additional interpretation strategies should be considered to further tell the history of the archaeological resources within the harbour and to further tell the story of the historic waterfront. In some cases, it may be meaningful to connect the resources within the site to those in the Old Port Credit HCD. Additional interpretation may take the form of information boards, such as those found in Port Credit Memorial Park or through art or creative interpretive pieces. In addition to purpose-built infrastructure, infrastructure that is required for utilities and services within the parks should be regarded as opportunities for mounting interpretation. Finally, interpretation should consider a range of demographics, learning abilities and appeal to all ages. For example, children are not often a target demographic for interpretation, yet interesting forms of interpretation that incorporate play and tactile experiences could be considered. ASI understands that Dillon has implemented interesting and innovative interpretation strategies at other parks in the Greater Toronto Area, such as Lake Wilcox Park in Richmond Hill (Figure 104 and Figure 105). These types of interpretation strategies should be encouraged.

In addition to the above, forthcoming archaeological assessments of the harbour, the Credit Valley Trail Indigenous Experience Plan and the Credit Valley Trail Heritage Destination Plan will need to be considered when designing the interpretation for the park.



Figure 104: Interpretation strategy in Lake Wilcox Park (Dillon Consulting)



Figure 105: Interpretation strategy in Lake Wilcox Park (Dillon Consulting)

## 5.2 Enhanced View Corridors

As part of the proposed design for Marina Park, two enhanced view corridors of the Credit River from Port Street West and Bay Street have been integrated into the park's design. This is consistent with objective 3.4.b and policy 12.1.6.b of the Old Port Credit HCD Plan.

The existing view corridor from Port Street West is well defined with unobstructed views to the Credit River (Figure 106). As part of the proposed plan for Marina Park, this view is intended to be maintained with trees framing the view towards the proposed boat launch (Figure 107).



Figure 106: Existing view corridor from Port Street West (ASI 2019)

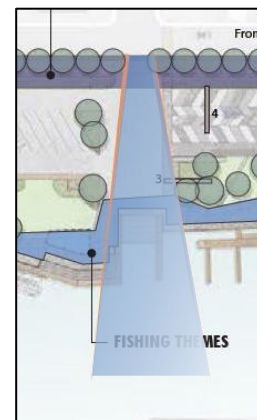


Figure 107: Proposed enhanced view corridor from Port Street West (Dillon Consulting & Shoreplan 2018)

However, unlike the view corridor from Port Street West, the view corridor from Bay Street is currently obstructed by vegetation and a chain-link fence, obstructing views to the Credit River (Figure 108). The proposed Bay Street view corridor improves upon the existing condition by removing the trees and



chain-link fence that obscure the existing view. However, the proposed view corridor could be improved through the removal or shifting of two trees proposed for a parking island within the proposed car/trailer parking lot.



Figure 108: Existing view corridor from Bay Street (ASI 2019)

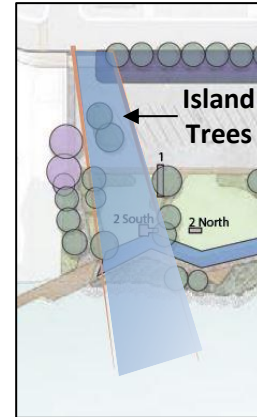


Figure 109: Proposed enhanced view corridor from Bay Street (Dillon Consulting & Shoreplan 2018)

### 5.3 Trees on Front Street South

Policy 12.1.1 and Guideline 12.2.1.f of the Old Port Credit HCD Plan note that streetscape improvement initiatives should consider the feasibility of adding a grass boulevard and planting appropriate large-canopy randomly spaced trees. While the proposed bioswale, stonehooking inspired low natural stone wall and enhanced sidewalk as part of the waterfront trail adequately mitigates the absence of the grass boulevard, the proposed plan calls for the introduction of evenly spaced trees along Front Street South (Figure 110). This is not consistent with the policies and guidelines of the HCD Plan. The proposed streetscape improvements for Front Street South should consider a less evenly spaced layout of trees, which will also allow for less obstruction of views from Front Street South.

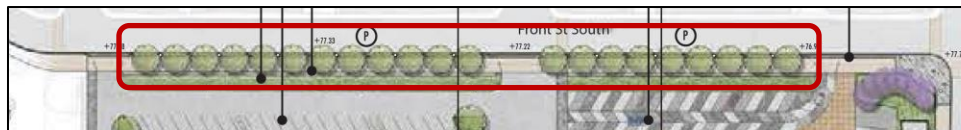


Figure 110: Proposed trees along Front Street South (Dillon Consulting & Shoreplan 2018)

Furthermore, guideline 12.2.1.b notes that the majority of trees within the Old Port Credit HCD Plan are mature, wide-canopy deciduous trees – primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash and mountain ash. These species have green foliage in the summer and colourful reds, yellows and golds in the fall. These tree types should be considered for use by the City of Mississauga.

## 6.0 CONCLUSION

This heritage impact assessment for the Port Credit Harbour West Parks has evaluated the potential impacts of the proposed parks on the cultural heritage resources within and adjacent to the study area. Overall, the proposed Port Credit Harbour West Parks are anticipated to have a positive impact on the cultural heritage resources within and adjacent to the study area, including the Old Port Credit HCD, the Credit River Corridor Cultural Heritage Landscape and adjacent listed and designated properties on both sides of the Credit River. The proposed demolition of the Marina Park washroom and fish cleaning facility is not anticipated to have a significant impact on the cultural heritage value of the property, and new facilities will address public and environmental health and safety concerns with the existing facilities. Overall, the enhancements to the public space will attract additional people to the area, providing more visibility to the heritage properties in the area as well as provide additional public access to the river and provide additional views of and across the river. The proposed Port Credit Harbour West Parks will also incorporate historical themes in its design, including elements related to the area's Indigenous and stonehooking history.

While the proposed parks will have a positive impact on the cultural heritage value of the area, certain elements should be altered or enhanced to further improve the heritage-related design components of the proposed parks. These recommendations include:

1. To meet the priorities of the City of Mississauga's *Culture Master Plan*, in addition to the themes incorporated in the design of the proposed Port Credit Harbour West Parks, additional interpretation strategies should be considered to further tell the history of the park property (e.g. stone hooking), and where appropriate, bring in contextual points from Port Credit and Old Port Credit HCD. The relocation of the anchor in Port Credit Memorial Park West to Marina Park may also be considered. The themes incorporated in the *Design Brief*, along with additional interpretation strategies should be developed as part of an Interpretation Plan. This Interpretation Plan should be developed with consultation from local community groups and the indigenous community.
2. To better reflect objective 3.4.b and policy 12.1.6.b of the Old Port Credit HCD Plan, the proposed view corridor from Bay Street towards the Credit River could be further enhanced through the removal or shifting of two trees proposed for within the car/trailer parking area.
3. As per policy 12.1.1 and guideline 12.2.1.f of the Old Port Credit HCD Plan, public realm enhancements should consider a less evenly spaced layout of trees along Front Street South. Furthermore, guideline 12.2.1.b notes that the majority of trees within the Old Port Credit HCD Plan are mature, wide-canopy deciduous trees – primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash and mountain ash. These species have green foliage in the summer and colourful reds, yellows and golds in the fall. These tree types should be considered for use along Front Street and within the proposed park by the City of Mississauga.
4. All heritage plaques/signs and heritage features to be removed should be put into storage and, where appropriate, included in the interpretation design aspects of the proposed park developments.







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## Appendix A - Proposed Development

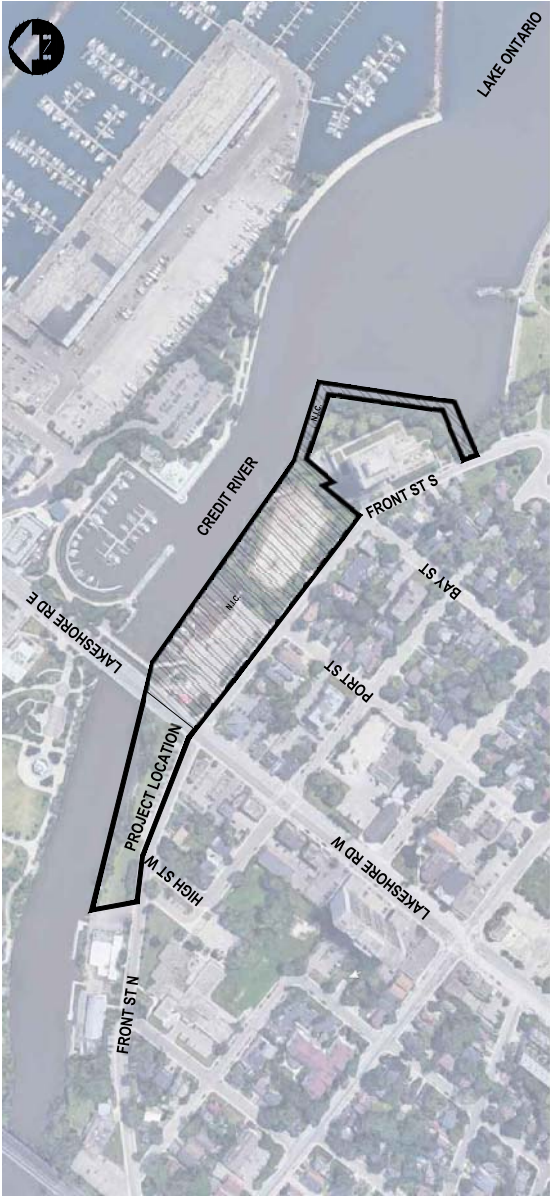


Issued for Review June 10, 2021

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MM1	Memorial Park Cover Sheet
MM2	Memorial Park: Existing Conditions
MM3	Memorial Park: Existing Conditions
MM4	Memorial Park: Tree Planting Plan
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E-2	Memorial Park: Tree Planting Plan

# MEMORIAL PARK

## PORT CREDIT HARBOUR WEST PARKS



Project Team









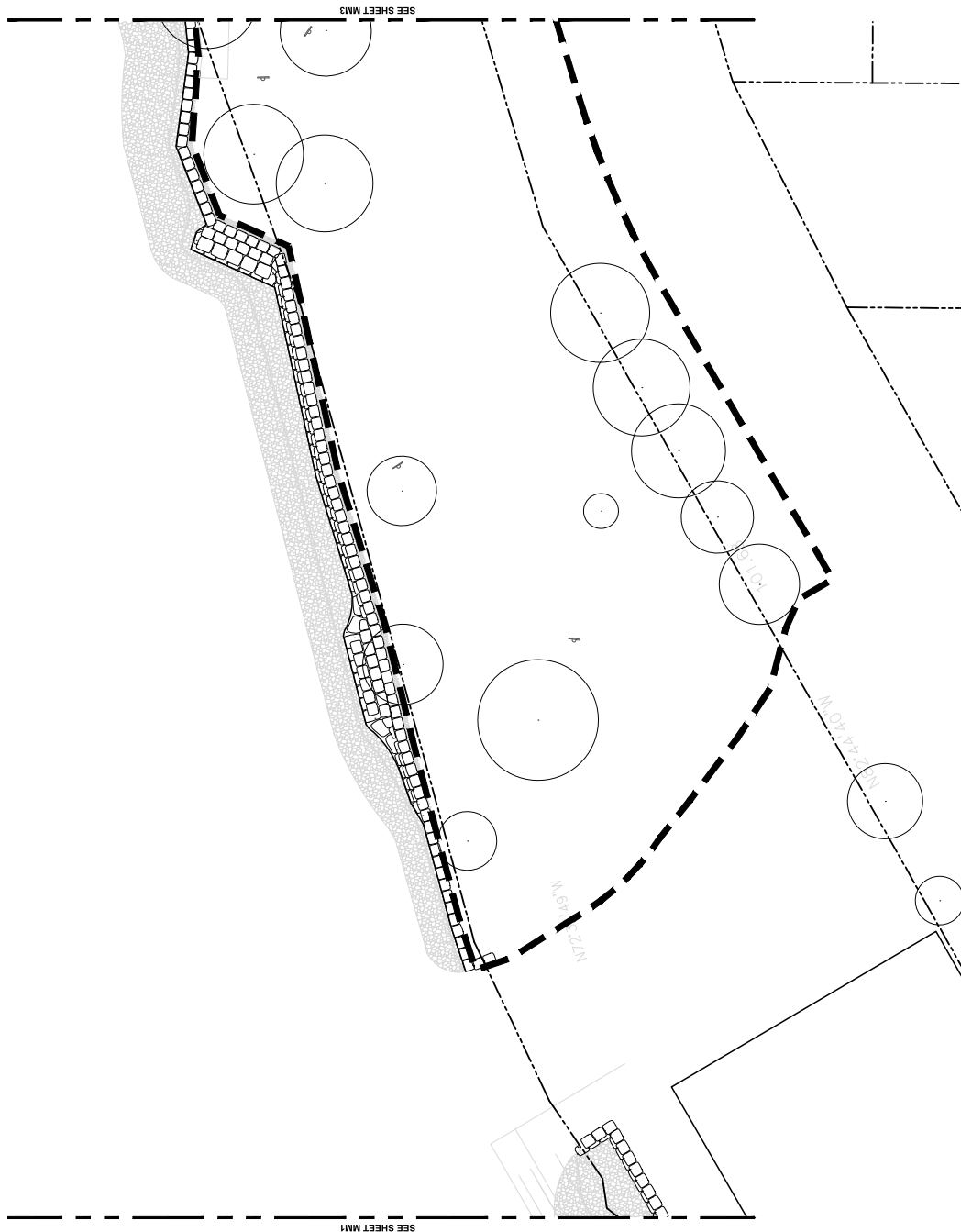
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LIMIT OF WORK

EXISTING TREE

## MONITORING WELL



Verify elevations and/or dimensions on drawing prior to use.  
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Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

Training Personnel Using the Personnel Manual



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CONSULTING

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**Existing Conditions  
Memorial Park**

SHEET NO.

**MM2.2**



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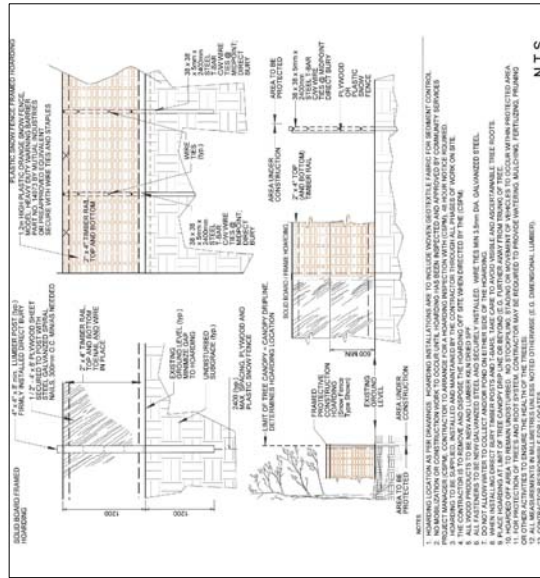
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**TREE PROTECTION BARRIERS:**

GENERAL NOTE:  
PRIOR TO THE COMMENCEMENT OF ANY SITE ACTIVITY THE TREE PROTECTION BARRIERS SPECIFIED ON THIS PLAN MUST BE INSTALLED. THE TREE PROTECTION BARRIERS MUST REMAIN IN EFFECTIVE CONDITION UNTIL ALL SITE ACTIVITIES INCLUDING LANDSCAPING ARE COMPLETE. A SIGN AS SPECIFIED ON PAGE 10 "APPROVED TREE PRESERVATION SIGN SPECIFICATIONS" OF TREE PRESERVATION & PROTECTION STANDARDS MUST BE ATTACHED TO ALL SIDES OF THE BARRIER.

ARBORICULTURE WORK:

NOTE: ANY ROOTS OR BRANCHES WHICH EXTEND BEYOND THE TREE PROTECTION ZONE(S) INDICATED ON THIS FORM ARE REQUIRED TO BE REMOVED OR LIMITED TO THE PROTECTION ZONE(S). OTHER THAN THE TREE PROTECTION ZONE(S), PROFESSIONAL SERVICES FOR URBAN FORESTED AREAS, INCLUDING PRUNING OF TREE ROOTS AND BRANCHES MUST BE IN ACCORDANCE WITH GOOD ARBORICULTURAL STANDARDS. THE ARBORIST/TREE PROFESSIONAL MUST CONTACT URBAN FORESTRY SERVICES NO LESS THAN 48 HOURS PRIOR TO CONDUCTING ANY SPECIFIED WORK.



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### ① Framed Protective Construction Hoarding

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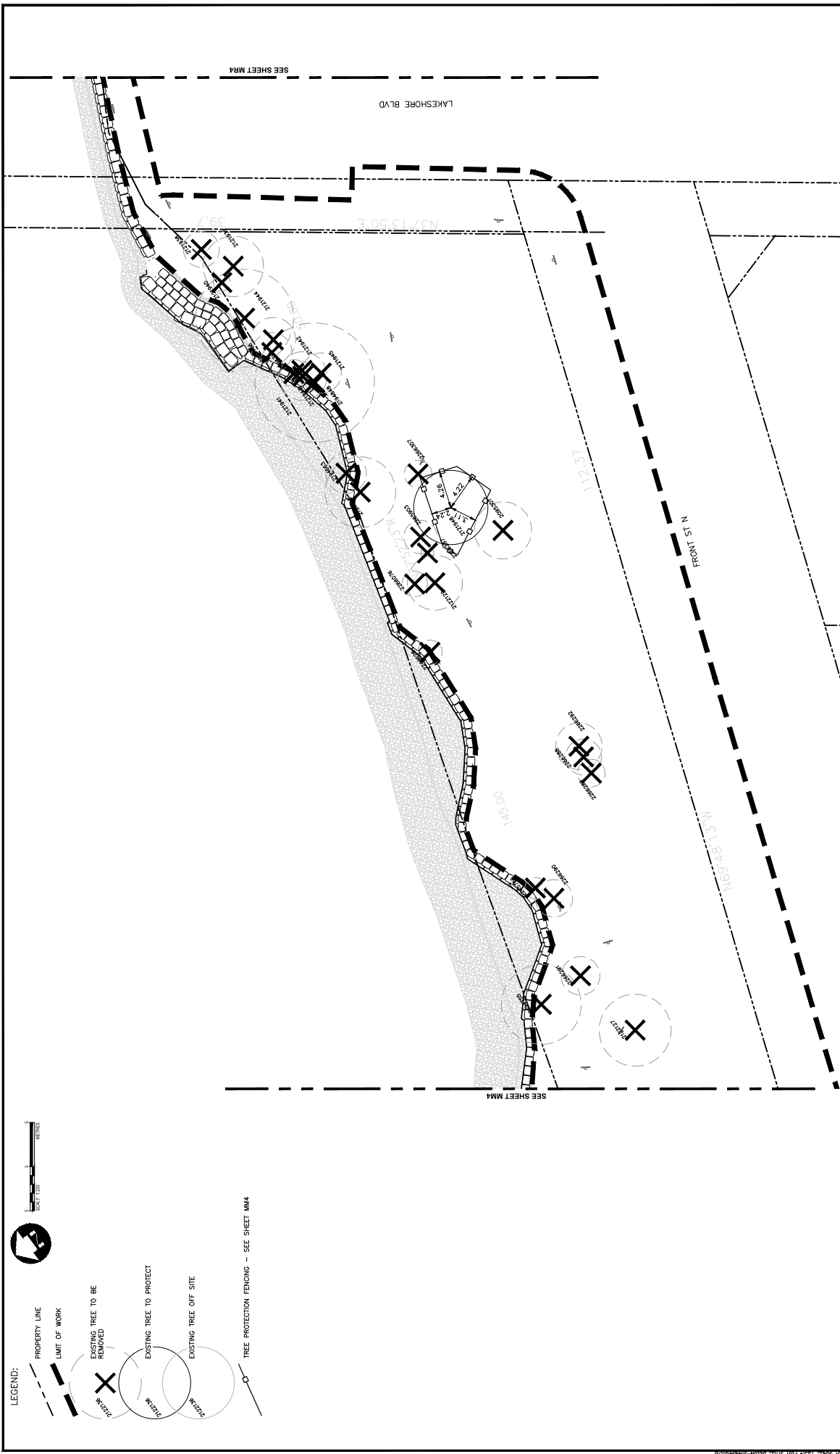
**PORT CREDIT HARBOUR WEST PARKS**  
**CITY OF MISSISSAUGA**




19-1530

## Tree Protection Plan Memorial Park

## 6.2 MM4

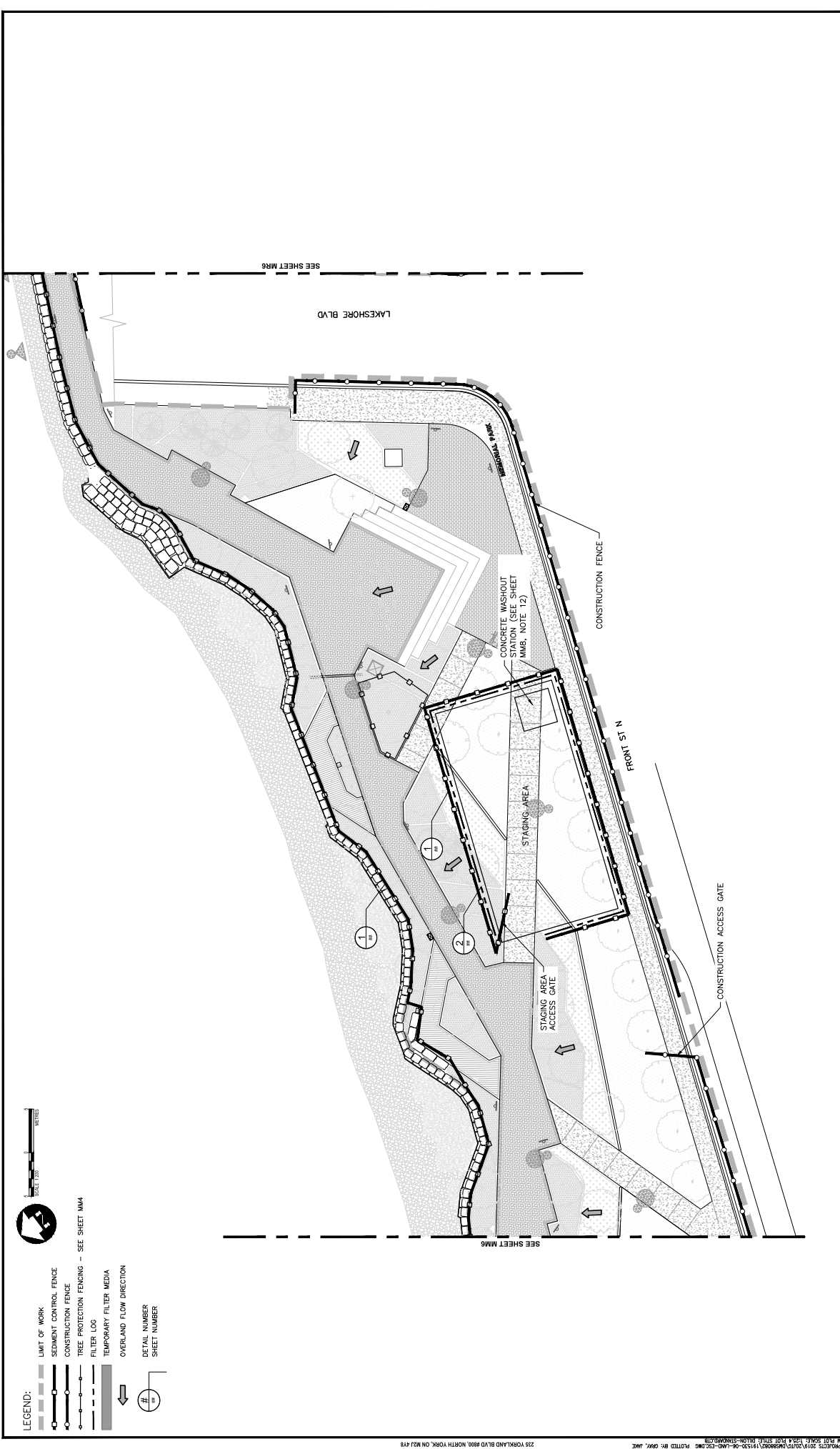
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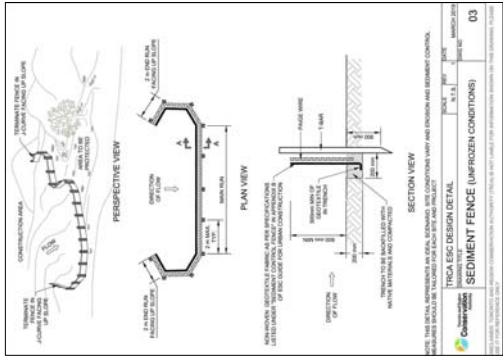
<p><b>Conditions of Use</b></p> <p>Verify elevations and/or dimensions on drawings prior to use. Do not use drawings for construction purposes.</p> <p>Do not scale dimensions from drawing.</p> <p>Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from DILLON CONSULTING INC.</p>				<p>PROJECT NO.</p> <p>19-1530</p>	<p>SHEET NO.</p> <p>MM55N</p>	PORT CREDIT HARBOUR WEST PARKS									
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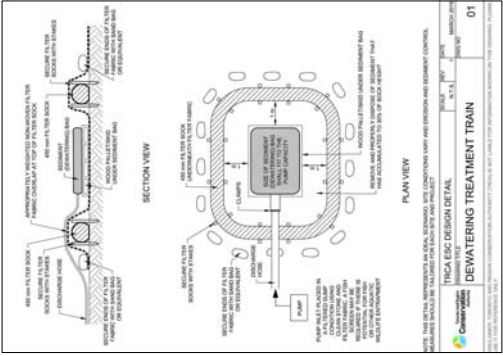


<p><b>Conditions of Use</b></p> <p>Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited. Do not modify drawing, reuse or reuse for purposes other than those intended without written permission from Dillon Consulting Limited.</p>	<p><b>PROJECT NO.</b> 19-1530</p> <p><b>DATE</b> JANUARY 2021</p> <p><b>SCALE</b> 1:500</p>	<p><b>PROJECT NAME</b> PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA</p> <p><b>PROJECT TYPE</b> Erosion and Sediment Control Plan Memorial Park</p>	<p><b>PROJECT NO.</b> 19-1530</p> <p><b>DATE</b> JANUARY 2021</p> <p><b>SCALE</b> 1:500</p>
--	---	--	---



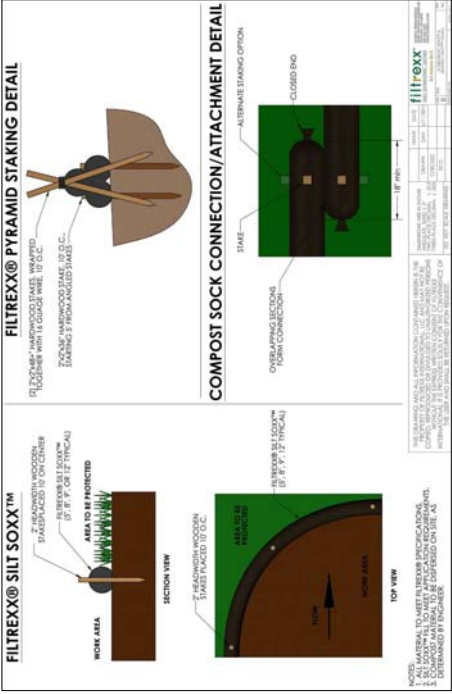
### 1 SEDIMENT FENCE

NOTE



### 3 DEWATERING TREATMENT

NOTE



### 2 FILTER LOG

NOTE

1. EROSION AND SEDIMENT CONTROL (ESC) MEASURES WILL BE IMPLEMENTED PRIOR TO, AND MAINTAINED DURING THE CONSTRUCTION PHASES, TO PREVENT ENTRY OF SEDIMENT INTO THE WATER. ALL DAMAGED EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REPAIRED AND/OR REPLACED WITHIN 48 HOURS OF THE INSPECTION.
2. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED TO THE EXTENT POSSIBLE, AND TEMPORARILY OR PERMANENTLY STABILIZED OR RESTORED AS THE WORK PROGRESSES.
3. ALL IN-WATER AND NEAR WATER WORKS WILL BE CONDUCTED IN THE DRY WITH APPROPRIATE EROSION AND SEDIMENT CONTROLS.
4. THE EROSION AND SEDIMENT CONTROL STRATEGIES OUTLINED ON THE PLANS ARE NOT STATIC MEASURES. THEY ARE DESIGNED TO BE MAINTAINED AND MODIFIED AS THE WORK PROGRESSES. LADEN RUNOFF FROM LEAVING THE WORK AREAS, IF THE PRESCRIBED MEASURES ON THE PLANS ARE NOT EFFECTIVE IN PREVENTING THE RELEASE OF A DELETERIOUS SUBSTANCE, INCLUDING SEDIMENT, THEN ALTERNATIVE MEASURES MUST BE IMPLEMENTED IMMEDIATELY TO MINIMIZE ANY POTENTIAL ADVERSE EFFECTS.
5. ALL ACTIVITIES, INCLUDING MAINTENANCE PROCEDURES, WILL BE CONTROLLED TO PREVENT THE ENTRY OF PETROLEUM PRODUCTS, DEBRIS, RUBBLE, CONCRETE OR OTHER DELETERIOUS MATERIALS INTO THE WATER. ALL ACTIVITIES SHALL BE CONDUCTED WITHIN A DESIGNATED REFUELING AREA LOCATED AT A MINIMUM OF 15 METERS FROM THE WATER.
6. SPILL KIT TO BE STORED WITHIN FUELING AREA AT ALL TIMES, AND KEPT IN WORKING ORDER.
7. ANY STOCKPILE OF EXCAVATED SOIL TO BE HELD ON SITE FOR LONGER THAN 14 CONSECUTIVE DAYS, SHALL BE STABILIZED WITH SEED OR OTHER SUITABLE GEOTEXTILE AT COMMENCEMENT OF STOCKPILE CONSTRUCTION.
8. SILT FENCE AND FILTER LOGS TO BE INSTALLED AS PER DETAILS PROVIDED IN LOCATIONS AS SHOWN.
9. GREATER FENCE WILL BE A NON-WOVEN GEOTEXTILE WITH A MATERIAL DENSITY OF 270R OR GREATER.
10. FILTER LOGS WILL BE FILTEREXX SOXX OR APPROVED EQUIVALENT PRODUCT.
11. THIS ESC PLAN SHOULD BE READ IN CONJUNCTION WITH THE TREE PROTECTION PLAN. TREE PROTECTION SHALL BE INSTALLED IN THE LOCATIONS AS INDICATED IN THE TREE PROTECTION PLAN. TREE PROTECTION SHALL BE MAINTAINED AND MODIFIED AS THE WORK PROGRESSES. ANY POTENTIAL RUNOFF INTO THE WATERCOURSE.
12. ANY PONDED WATER ON SITE WILL NEED TO BE PUMPED TO A DEWATERING TREATMENT TRAIN AS PER ESC GUIDELINES. SEE DETAIL 3.
13. FOR SUBSTITUTION, APPROVAL SHALL BE OBTAINED FROM THE CONTRACT ADMINISTRATOR PRIOR TO SUBSTITUTION.
14. ALL EXTERNAL FUEL TANKS, GENERATORS, STATIONARY GASOLINE/DIESEL EQUIPMENT MUST BE IN A COMMERCIALLY AVAILABLE/MANUFACTURED SPILL CONTAINMENT BERM.

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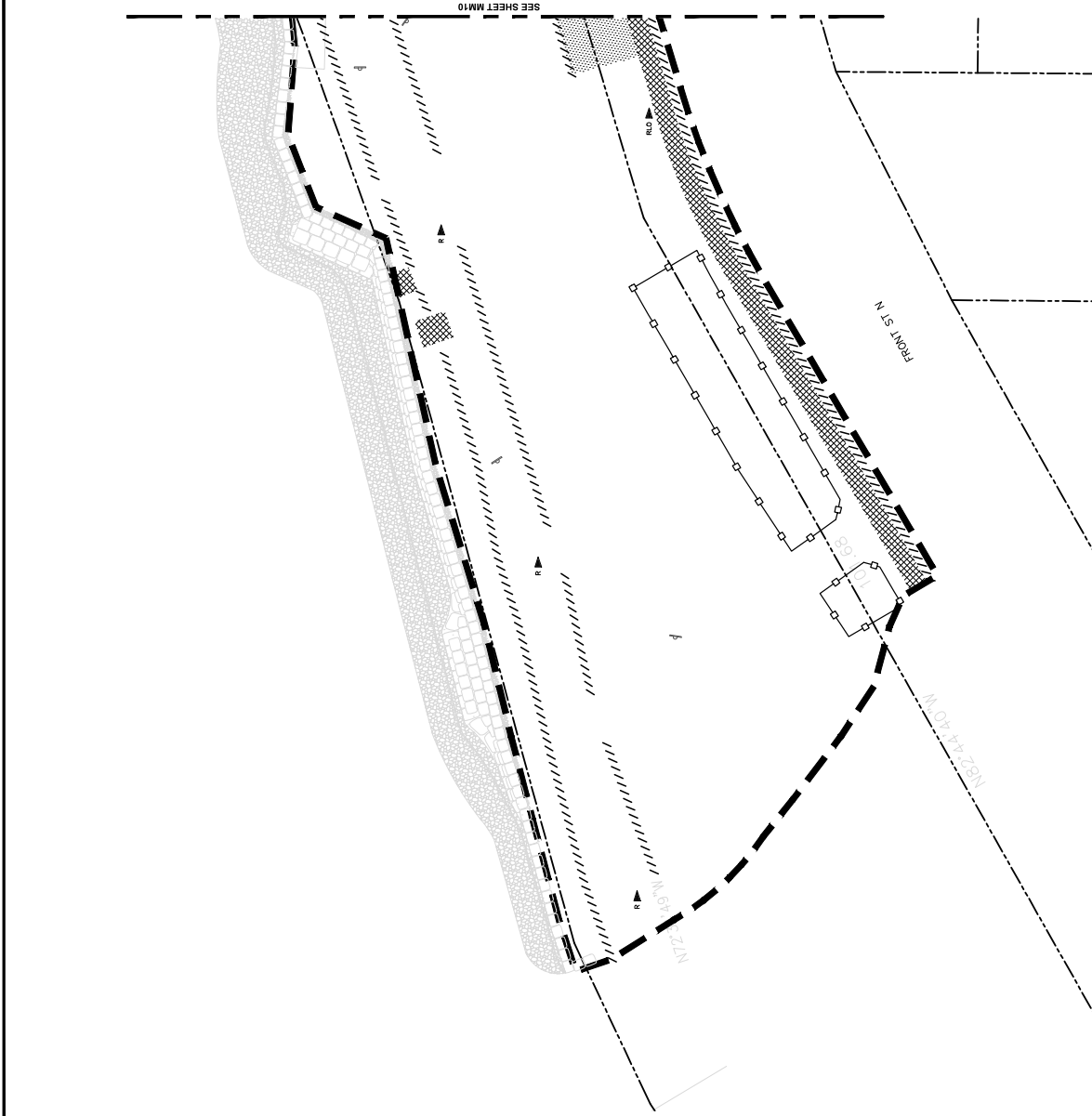
DATE	REVISION BY	REVISION
1	DESIGNED BY: C. J. BROWN	1.200
2	CHECKED BY: C. J. BROWN	1.200
3	APPROVED BY: C. J. BROWN	1.200
4	DATE: JANUARY 2021	

**Erosion and Sediment Control Plan Details**

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

PROJECT NO: 19-1530

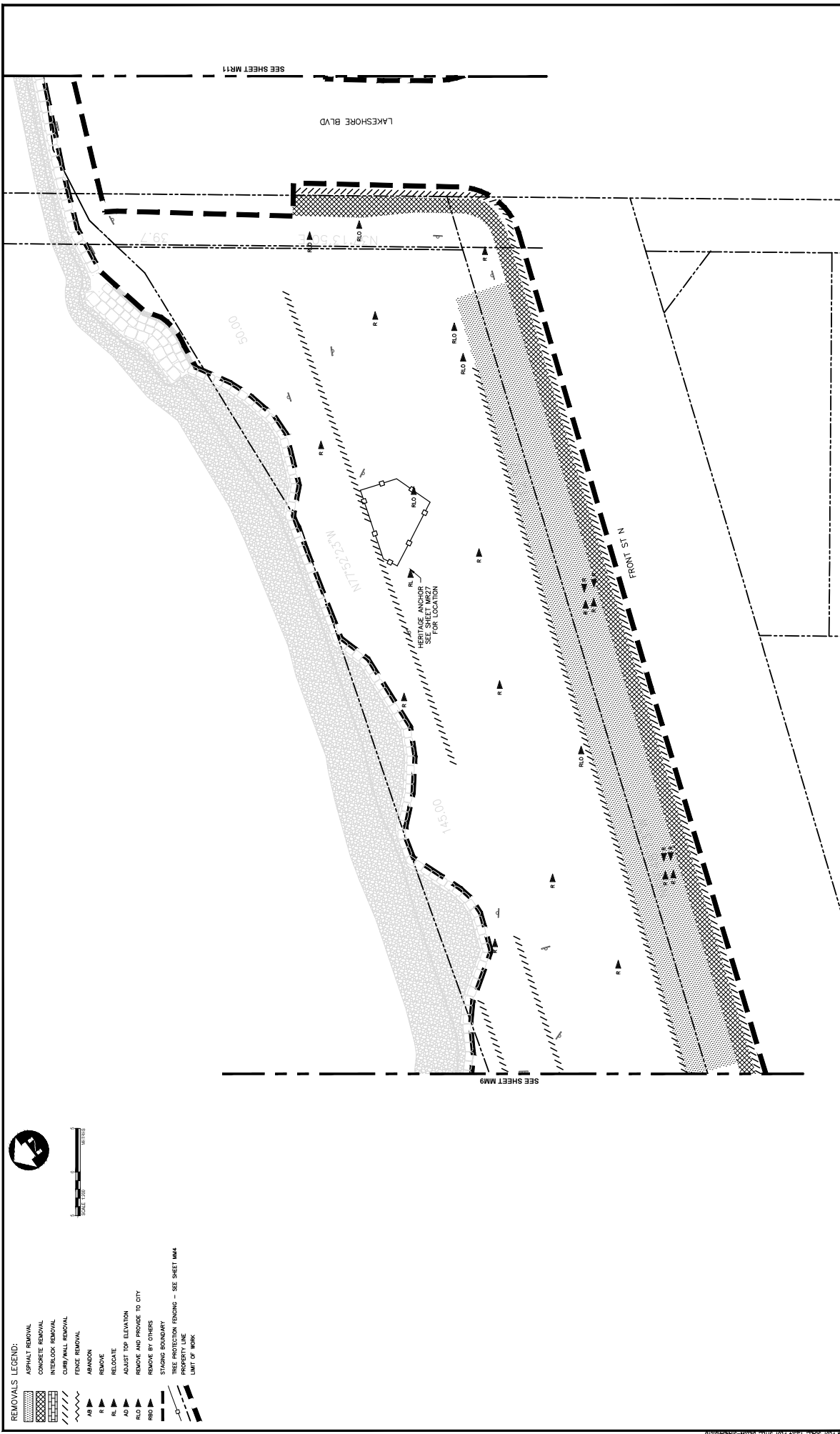
DATE: MM18.2



- REMOVALS**      **LEGEND:**
- |  |                            |
|--|----------------------------|
|  | ASPHALT REMOVAL            |
|  | CONCRETE REMOVAL           |
|  | INTERLOCK REMOVAL          |
|  | CURB/CURB REMOVAL          |
|  | FENCE REMOVAL              |
|  | ARBOREAL REMOVAL           |
|  | RELOCATE                   |
|  | ADJUST TOP ELEVATION       |
|  | REMOVE AND PROVIDE TO CITY |
|  | REMOVE BY OTHERS           |
|  | STATION BOUNDARY           |
|  | PROPERTY LINE              |
|  | LIMIT OF WORK              |
- SEE SHEET M44 FOR FENCING

[illegible]





- REMOVALS LEGEND:**
- ASPHALT REMOVAL
  - CONCRETE REMOVAL
  - INTERLOCK REMOVAL
  - CURB/WALL REMOVAL
  - FENCE REMOVAL
  - ABANDON
  - REMOVE
  - RELOCATE
  - ADJUST TOP ELEVATION
  - REMOVE AND PROVIDE TO CITY
  - REMOVE BY OTHERS
  - STAGING BOUNDARY
  - TREE PROTECTION FENCING - SEE SHEET MM4
  - PROPERTY LINE
  - LIMIT OF WORK

PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA		PROJECT NO. 19-1530	MM108
Removals Plan Memorial Park		DATE JANUARY 2021	
DESIGNED BY J.S.	CHECKED BY J.S.	DATE JANUARY 2021	SCALE 1:200
DRAWN BY J.S.	DATE JANUARY 2021	DATE JANUARY 2021	
1. ISSUED FOR PUBLIC COMMENT REVIEW		DATE JANUARY 2021	BY J.S.



**Conditions of Use**  
Verify elevations and/or dimensions on drawing prior to use.  
Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Dillon Consulting Limited.



### Conditions of Use

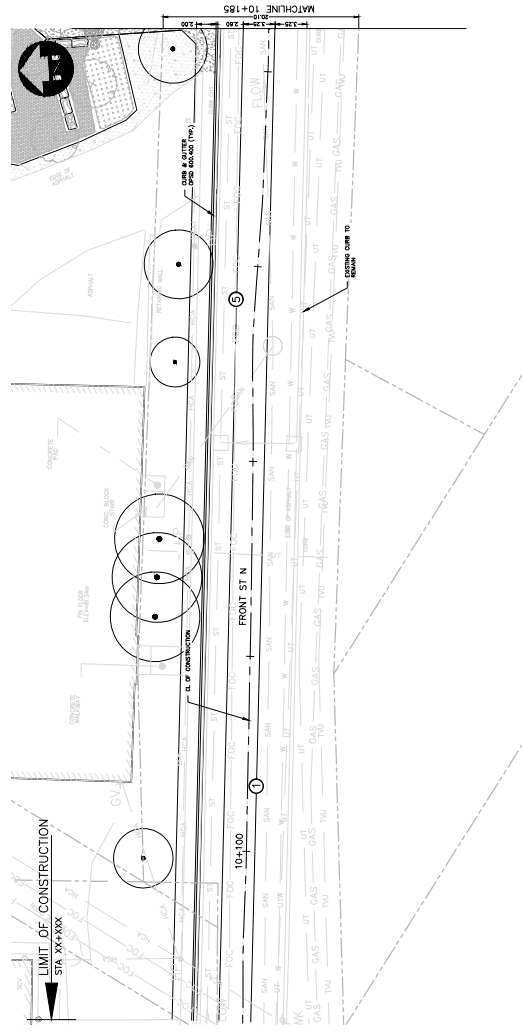
**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

**Stormwater Management  
Memorial Park Development  
Plan**

PROJECT NO. 19-1530  
SHEET NO. MM1



**DILLON**  
CONSULTING



PAVEMENT MARKING LEGEND:

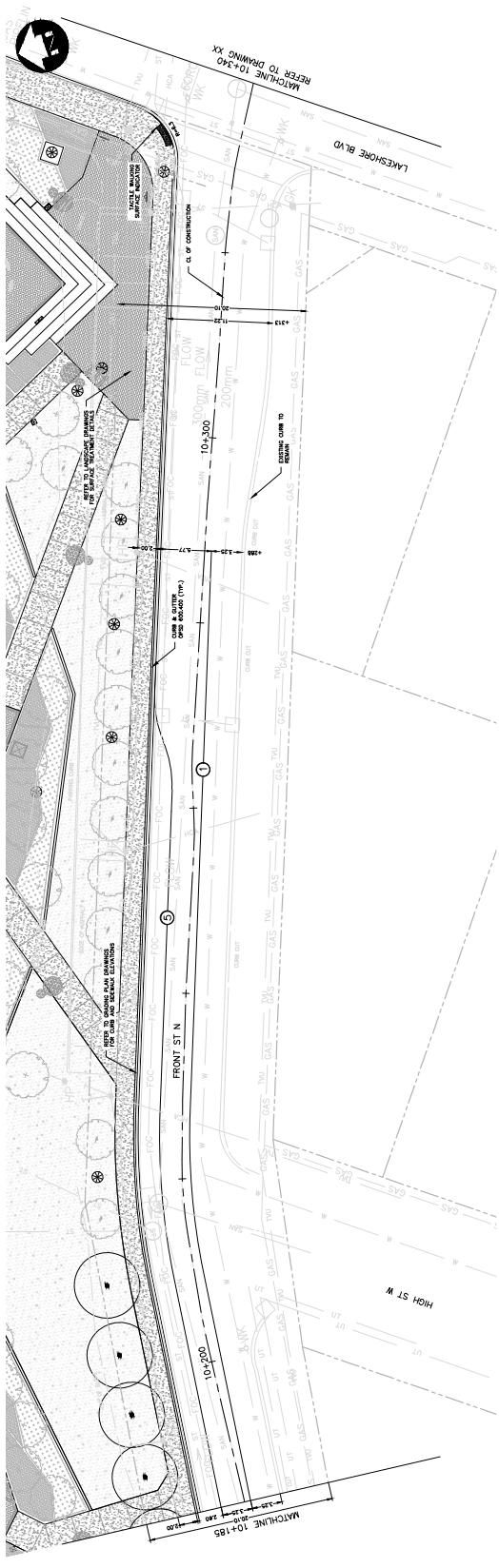
1 SOLID YELLOW,10cm	
2 SOLID DOUBLE YELLOW,10cm	
3 333 BROKEN YELLOW,10cm	
4 SOLID YELLOW,20cm	
5 SOLID WHITE,10cm	
6 333 BROKEN WHITE,10cm	
7 363 BROKEN WHITE,10cm	
8 393 BROKEN WHITE,10cm	
9 SOLID WHITE,20cm	
10 111 BROKEN WHITE,20cm	
11 333 BROKEN WHITE,20cm	
12 333 BROKEN WHITE,30cm	
13 SOLID WHITE,30cm	
14 SOLID WHITE,45cm	
15 SOLID WHITE,60cm	
20 SYMBOLS	
] [ LIMITS OF MARKINGS	

GENERAL NOTES:

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED ON DRAWING INDEX.
2. ALL DIMENSIONS ARE IN METRES AND PIPE SIZES ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
3. TACTILE WALKING SURFACE INDICATOR AS PER CITY STANDARD DRAWINGS 2240.036 AND 2240.035.

NOTES:

1. 333, 363, 393, DENOTES PAVEMENT MARKING SPACING (IE, 3m LINE, 3m GAP, 3m LINE)
2. USE (1) TO DENOTE PAVEMENT MARKING
3. USE (1) TO DENOTE PAVEMENT MARKING, TEMPORARY
4. USE (1) TO DENOTE PAVEMENT MARKING, TEMPORARY-REMOVABLE
5. USE (1) TO DENOTE PAVEMENT MARKING, DURABLE



Conditions of Use  
Verify elevations and/or dimensions on drawing prior to use.  
Reprint any discrepancies to Dillon Consulting Limited.  
Do not scale dimensions from drawing.  
Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Dillon Consulting Limited.

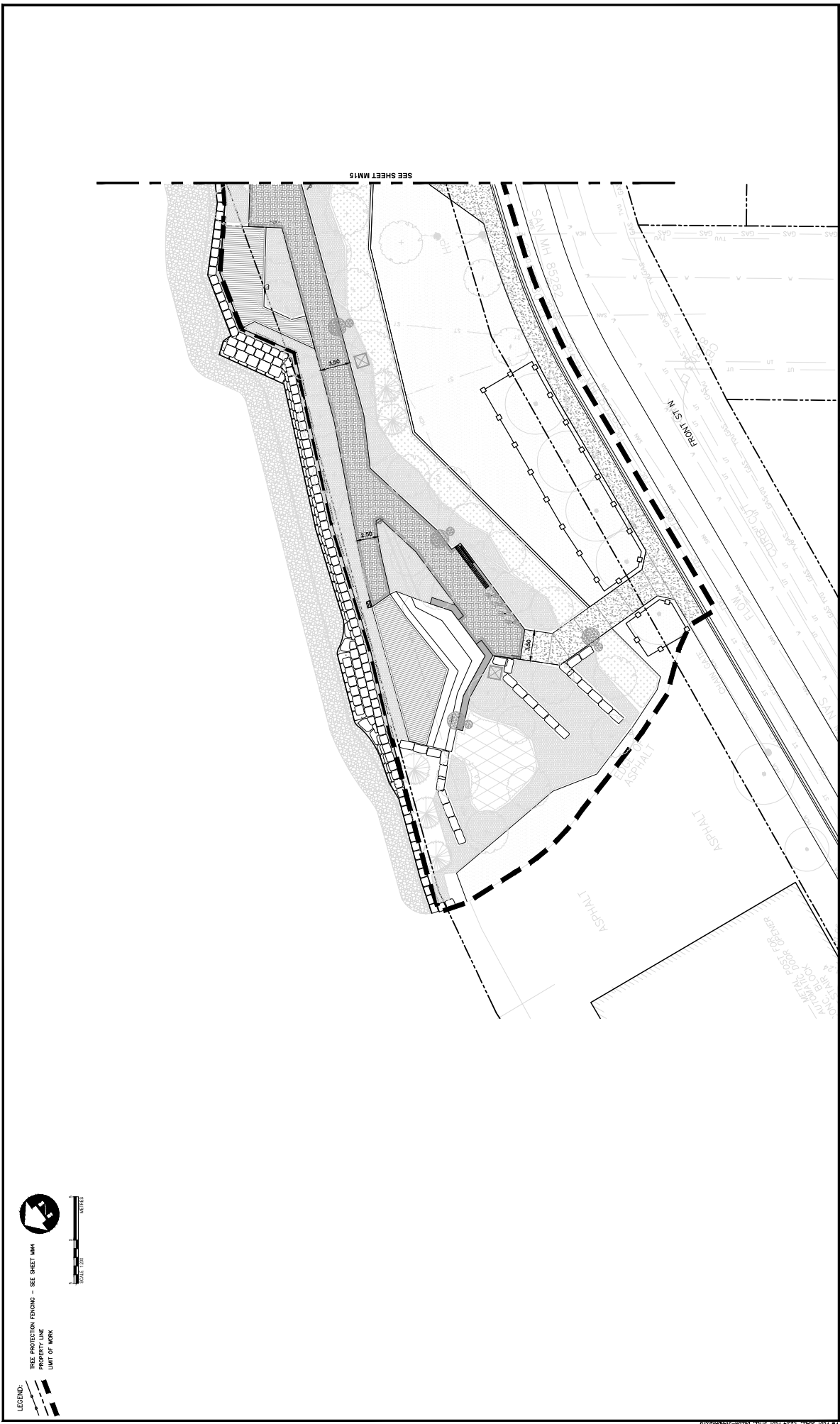


REVISION	DATE	BY	CHKD	DATE	BY
1	2021-08-10	JS			
2	2021-08-10	JS			
3	2021-08-10	JS			
4	2021-08-10	JS			
5	2021-08-10	JS			
6	2021-08-10	JS			
7	2021-08-10	JS			
8	2021-08-10	JS			
9	2021-08-10	JS			
10	2021-08-10	JS			
11	2021-08-10	JS			
12	2021-08-10	JS			
13	2021-08-10	JS			
14	2021-08-10	JS			
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16	2021-08-10	JS			
17	2021-08-10	JS			
18	2021-08-10	JS			
19	2021-08-10	JS			
20	2021-08-10	JS			

PROJECT NO.	19-1530
DATE	JANUARY 2021
SCALE	1:250
PROJECT NAME	PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA
PROJECT TYPE	Geometry and General Layout Memorial Park
PROJECT NO.	MM125







**LEGEND:**

- Tree Protection Fencing — SEE SHEET MM4
- Property Line
- Limit of Work

SCALE: 1"=50'

**Conditions of Use**

Verify elevations and/or dimensions on drawing prior to use.  
Reprint any discrepancies to Dillon Consulting Limited.  
Do not scale dimensions from drawing.  
Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Dillon Consulting Limited.

**DILLON CONSULTING**

NO.	DATE	BY	REV.	DESCRIPTION
1	2021-08-10	JS		ISSUED FOR PUBLIC CLIENT REVIEW

NO.	DATE	BY	REV.	DESCRIPTION
1	2021-08-10	JS		ISSUED FOR PUBLIC CLIENT REVIEW

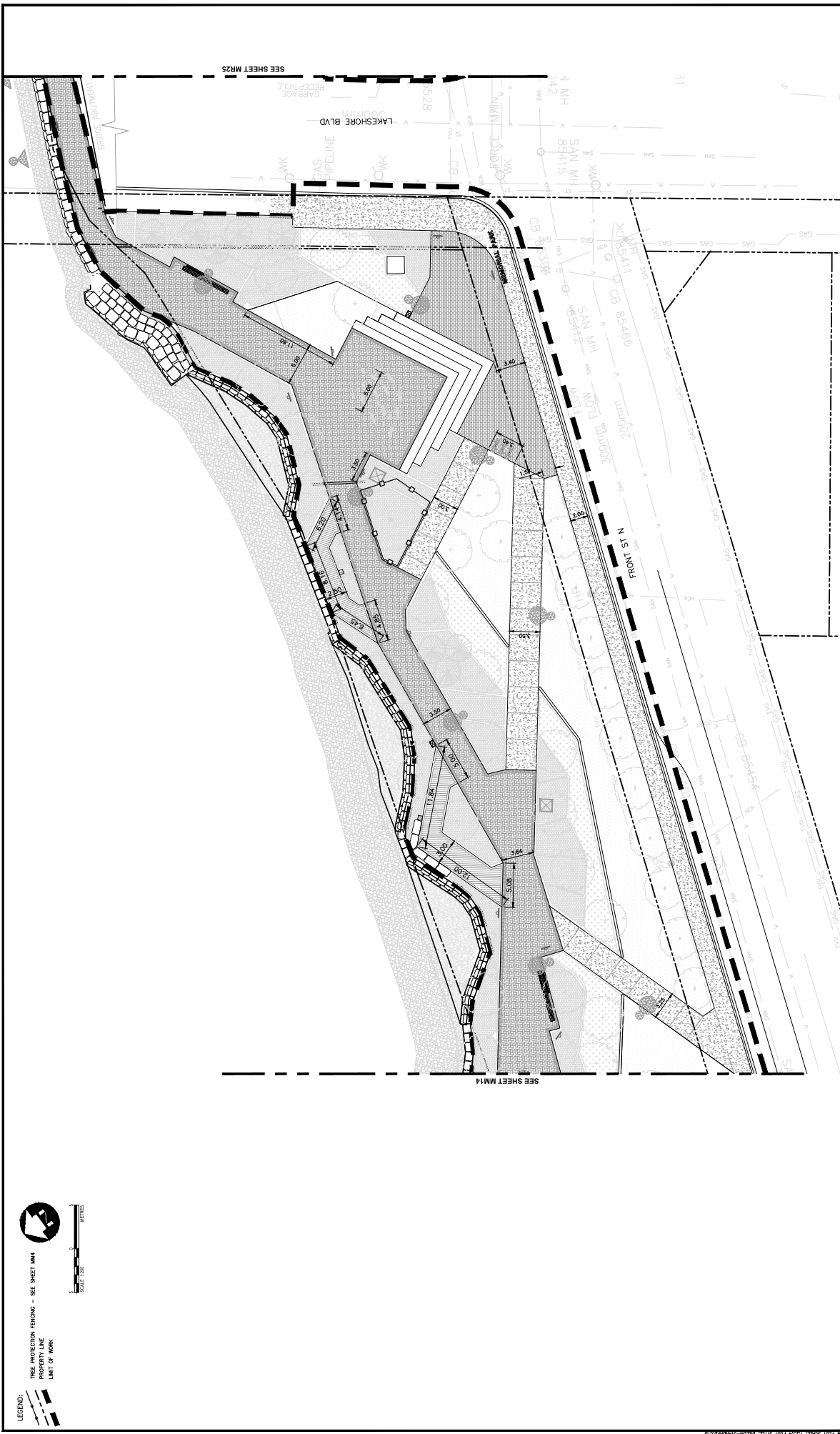
PROJECT NO. 19-1530

DATE: 19-1530

PROJECT NAME: PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

PROJECT TITLE: Layout Plan  
Memorial Park

PROJECT NO. MM14S



**LEGEND:**

- Tree Protection Fencing - SEE SHEET MM4
- Property Line
- Limit of Work

SCALE 1:500

**Conditions of Use**

Verify elevations and/or dimensions on drawing prior to use.  
Reprint any discrepancies to Dillon Consulting Limited.  
Do not scale dimensions from drawing.  
Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Dillon Consulting Limited.

**DILLON CONSULTING**

NO.	DATE	BY	REVISION
1	2021-08-10	JG	ISSUED FOR PUBLIC COMMENT REVIEW

NO.	DATE	BY	REVISION
1	2021-08-10	JG	ISSUED FOR PUBLIC COMMENT REVIEW

PROJECT NO. 19-1530

DATE: 19-1530

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

Layout Plan  
Memorial Park

**MM153**



[illegible]

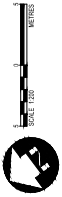
**Conditions of Use**

Verify dimensions and/or elevations as drawing prior to use.  
Report any discrepancies to CH2M Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, reuse it, or use it for purposes other than those intended at the time of the preparation without prior written permission from CH2M Consulting Limited.

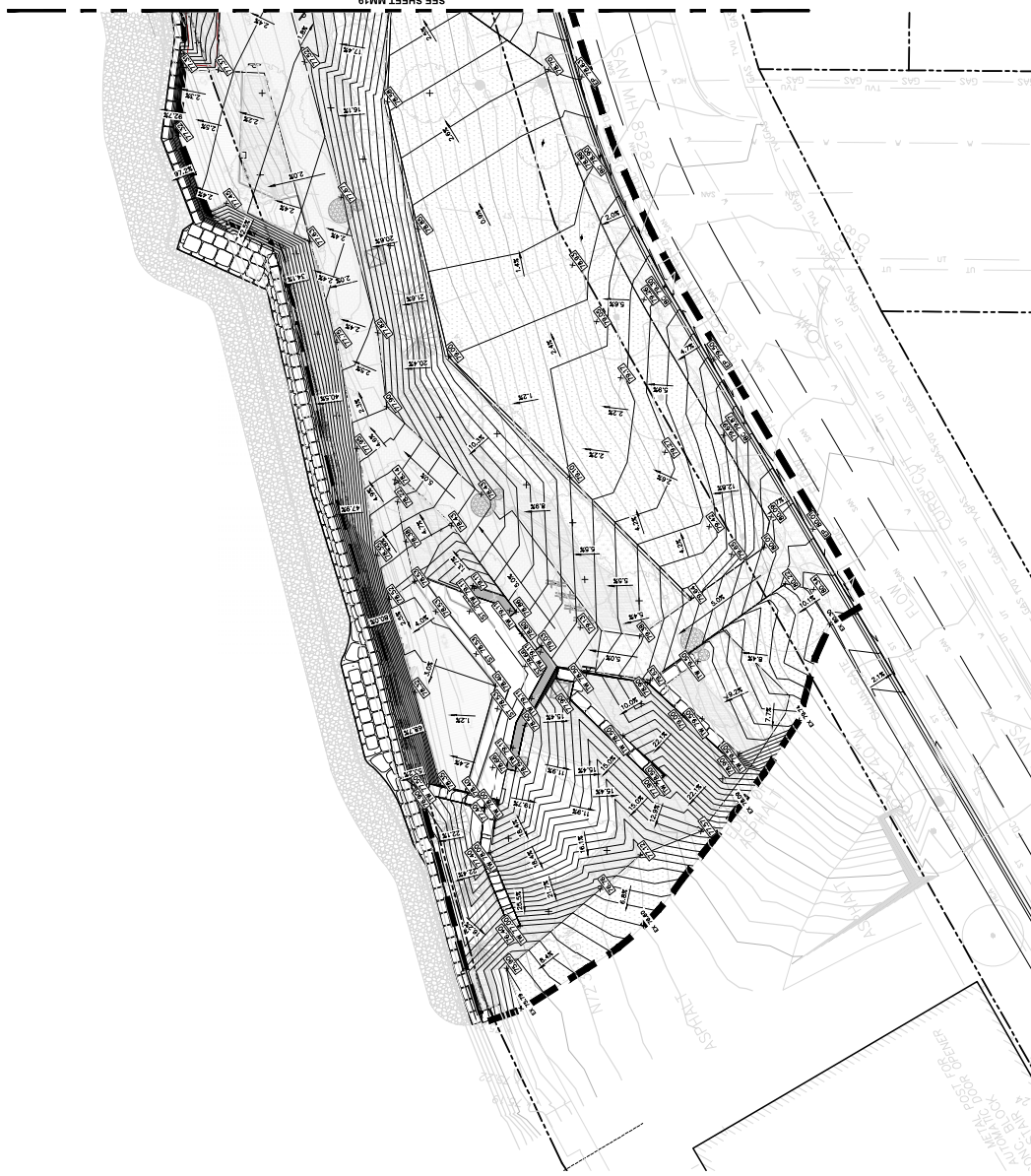




LEGEND:

PROPERTY LINE  
LIMIT OF WORK

PROPOSED COASTAL ELEVATIONS  
SEE COASTAL PLANS  
PROPOSED SPOT ELEVATION  
SLOPE ARROW  
TOP OF WALL ELEVATION  
BOTTOM OF WALL ELEVATION  
STAR ELEVATION  
BACK OF CURB ELEVATION  
EDGE OF PAVEMENT ELEVATION  
EXISTING ELEVATION



<div>Conditions of Use</div> <div>Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.</div> <div>Do not scale. Dimensions from drawing.</div> <div>Do not modify drawing, re-scale it, or cut it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
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Conditions of Use

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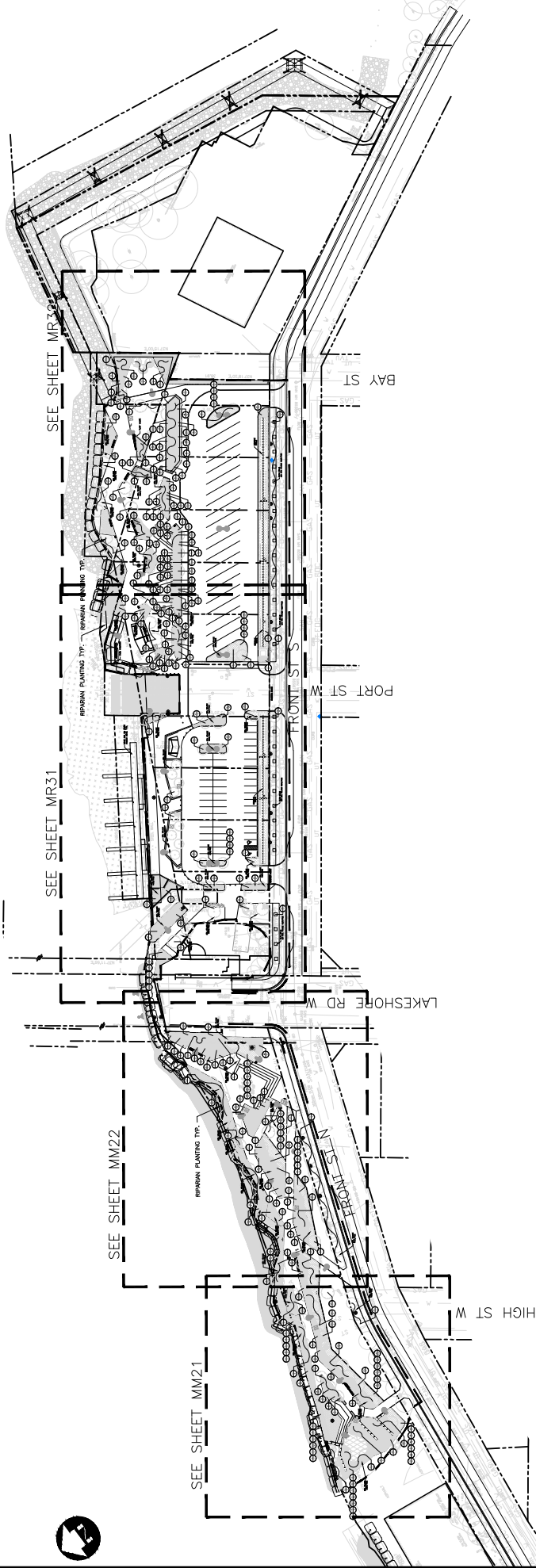


GENERAL NOTES:

- All non-organic (steel, plastic, etc.) debris located in remediation zones to be removed prior to installing vegetation. Debris should be placed in a designated area for disposal. Do not dispose of debris in the water.
- The Contractor shall verify all existing conditions in the field prior to submitting bids and construction and report any discrepancies to the Contract Administrator for clarification prior to construction. The Contractor shall be responsible for the accuracy of the location of existing and/or proposed utilities included in this drawing. All measurements are approximate and are intended to provide a guide for planting materials.
- Contract Administrator for specific work methods. Any change to areas beyond these limits is to be reported to the satisfaction of the Contract Administrator at no additional cost.
- All revegetation to be done in dry conditions. No work to be done during rain.
- Site fencing to be installed to protect existing plant material and creek environment throughout of remediation zones. (See Notes Section).
- Contract Administrator for specific work methods. Any change to areas beyond these limits is to be reported to the satisfaction of the Contract Administrator at no additional cost.
- 200,000 lbs of seedling material to be provided by the Contractor.
- Logistics provided.

LAKE ONTARIO →

CREDIT RIVER



Conditions of Use

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Do not scale dimensions from drawing.  
Do not modify drawing (e.g. use for construction) without written permission from Dillon Consulting Limited.



PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

Planting Plan  
Reference Plan

PROJECT NO.  
19-1530  
DATE  
JANUARY 2021

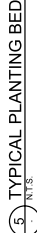
MM203







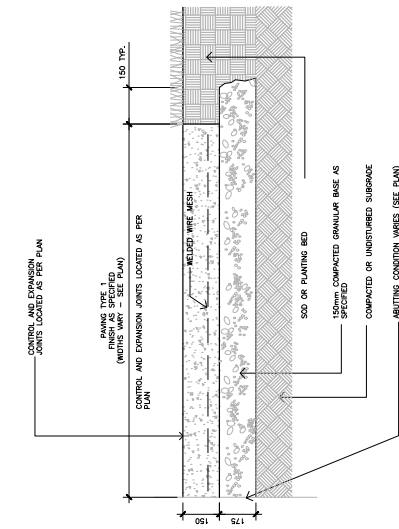




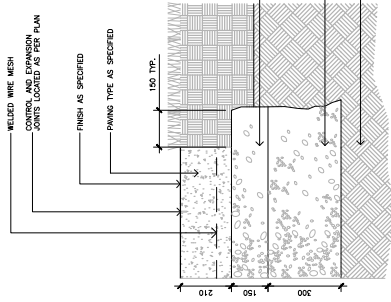
Free Shrub Planting Notes

- [illegible]

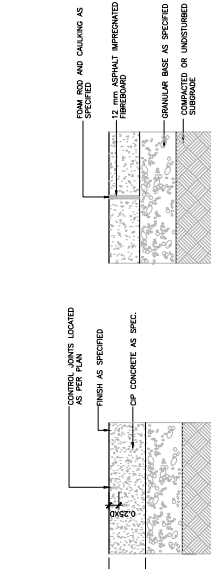
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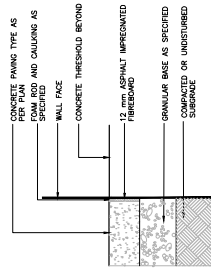
1 LIGHT DUTY CONCRETE PAVING  
1:10



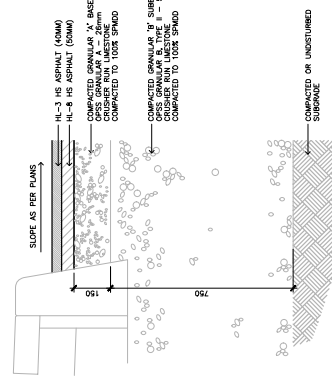
2 HEAVY DUTY CONCRETE PAVING  
1:10



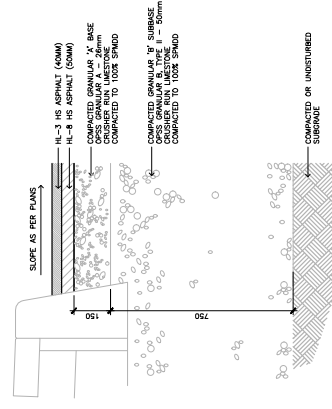
CONTROL JOINT



CONCRETE TO WALL ABUTMENT  
1:10



### 3 ASPHALT PAVING



4 HEAVY DUTY ASPHALT PAVING

### Conditions of Use

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Pin and spike dimensions from drawing

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.



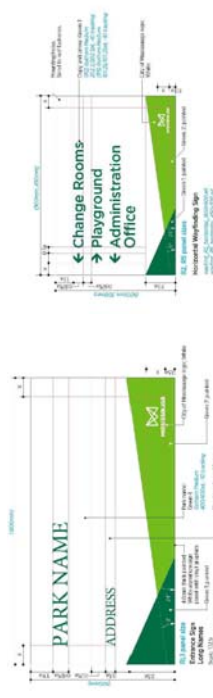
**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

PROJECT NO.

**QUESTIONS**

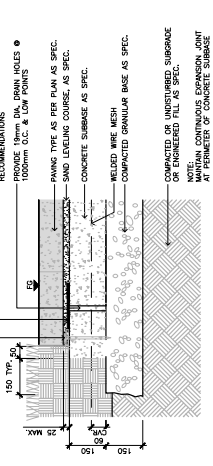
## Details Paving

MM24<sup>®</sup>



ENTRANCE SIGN

WAYFINDING SIGN



CONCRETE SIDEWALK EDGE

NOTE: SIGNAGE PANEL CONTENT TO BE PROVIDED BY THE CITY OF MISSISSAUGA



WARNING SIGN



REGULATORY SIGN



INFORMATION SIGN

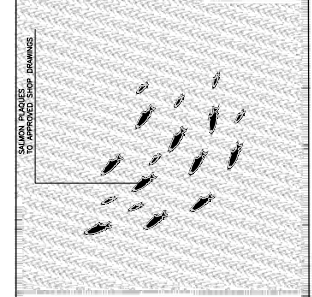
TYPE A

TYPE B

PAVING NOTES:

1. NO PAVEMENT SHALL BE CUT AND USED THAT ARE LESS THAN 30% OF THE AREA OF A FULL PAVEMENT.
2. PAVEMENT SHALL BE ADJUSTED TO ELIMINATE THE USE OF ANY PAVEMENT LESS THAN 30% OF THE AREA OF A FULL PAVEMENT.
3. CONTRACTORS TO CUT PAVEMENT TO FIT AROUND SINKS, MANHOLES, VALVES, UTILITIES AND SALMON PLAQUES USING DIAMOND WIRE SAW TO ENSURE CLEAN, CURVED EDGES FIT SNUG AROUND UTILITY WITH MAX. 6mm GAP.
4. CORE DRILL PAVEMENT TO FIT VALVES WHEN APPLICABLE.

1. LIGHT DUTY UNIT PAVING



- SALMON PLAQUES**
1. SALMON PLAQUES SHALL BE AS FOLLOWS:
    - INDIVIDUAL CAST BRONZE, 10 MM THICK, ORBITAL FINISH, WAXED.
    - EACH PLAQUE SHALL BE SUPPORTED BY A MINIMUM OF 3 - 6 MM STAINLESS STEEL THREADED RODS ANCHORED MINIMUM 50 MM INTO SUBGRADE.
  2. SUBMIT DETAILED SHOP DRAWINGS SHOWING THE METHOD(S) PROPOSED TO KEEP SALMON PLAQUES FIRMLY IN POSITION DURING CONCRETE PLACEMENT.
  3. PRODUCE A SAMPLE PANEL OF PLAQUES.
  4. MAKE CHANGES AS NECESSARY FOLLOWING REVIEW OF THE SAMPLE PANEL BY THE DEPARTMENTAL REPRESENTATIVE.
  5. ONCE APPROVED, THE SAMPLE PANEL SHALL BE THE BASIS OF ACCEPTANCE FOR THE FINISHED PAVING THEMES.



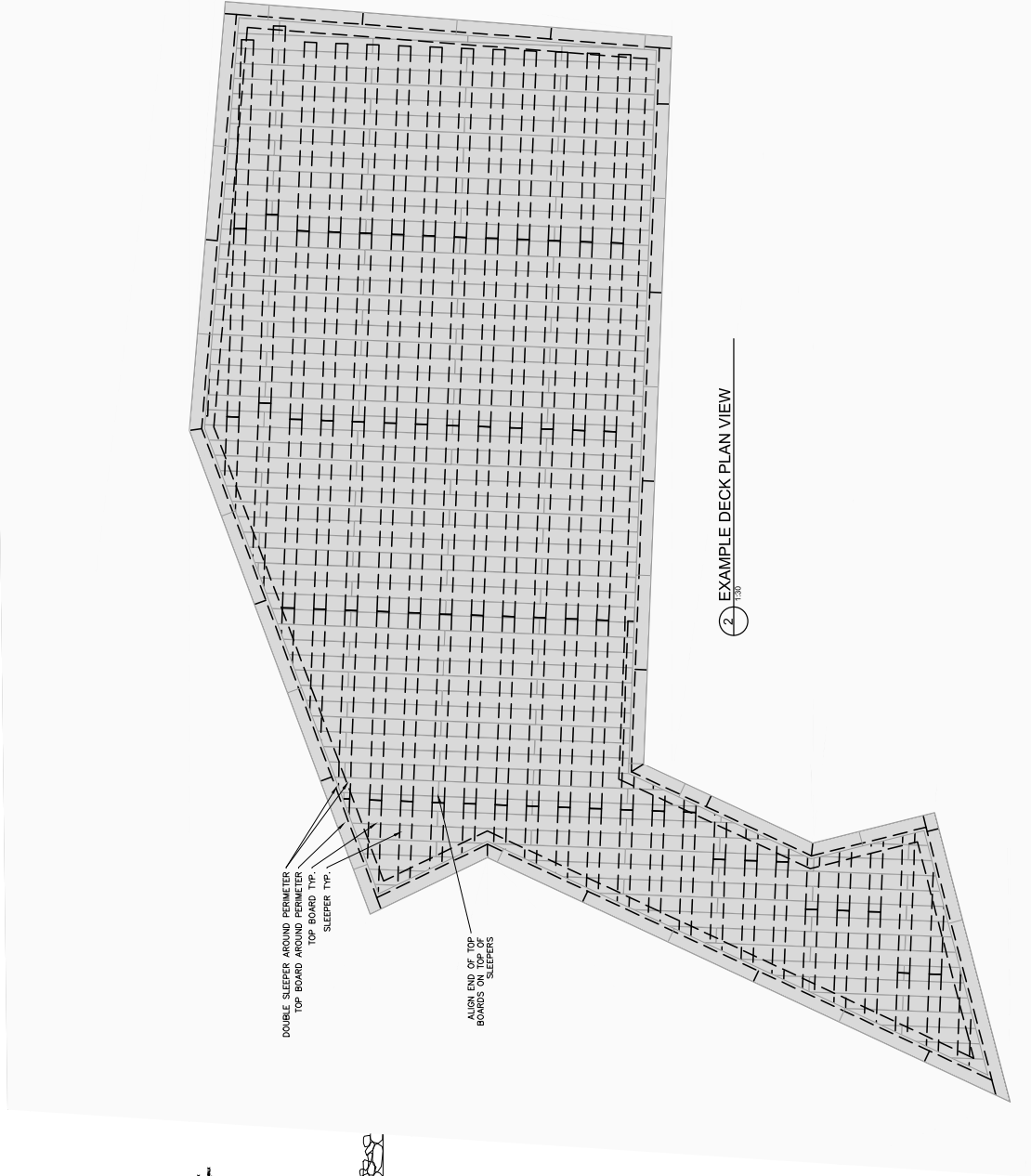
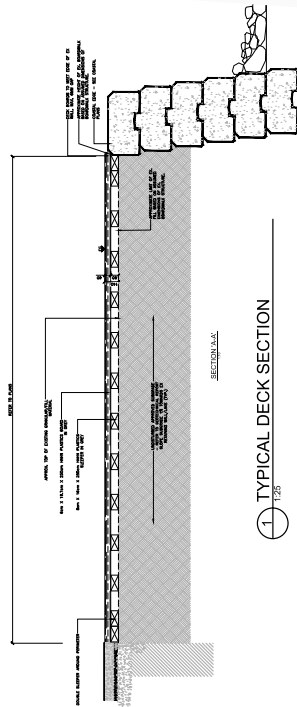
2. PAVING THEME AT THE PLAZA

**Conditions of Use**  
Verify elevations and/or dimensions on drawing prior to use.  
Reprint any discrepancies to Dillon Consulting Limited.  
Do not modify drawing (re-use is ok) for purposes other than those intended.  
Written permission from Dillon Consulting Limited.



PROJECT NO. 19-1530		PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA	
DATE 19-1530		DETAILS Paving and Signage	
REVISION		REVISION	
NO.	DATE	NO.	DATE
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2 EXAMPLE DECK PLAN VIEW  
1:30

**Conditions of Use**  
Verify elevations and/or dimensions on drawing prior to use.  
Reprint any discrepancies to Dillon Consulting Limited.  
Do not scale dimensions from drawing.  
Do not modify drawing or use for any other purpose other than that intended without the written consent of Dillon Consulting Limited.



NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PUBLICITY REVIEW	2021-08-10	JS	

DATE: JANUARY 2021

SCALE: 1:200

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

PROJECT NO: 19-1530  
SHEET NO: MM268

Details  
Lookout Decks





1 BIKE RACK MOUNTED THROUGH PAVERS INTO CONCRETE BASE



3 TRASH MOUNTED ON UNIT PAVING



#### 4 RECYCLING MOUNTED ON UNIT PAVING



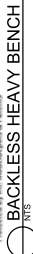
THROUGH CONCRETE



**NOTE:**

1. CONTRACTOR TO COORDINATE FINAL LOCATIONS OF THE BENCH WITH THE CONTRACT ADMINISTRATOR AND LANDSCAPE ARCHITECT.
2. PROPOSED LOCATIONS SHOULD BE IDENTIFIED ON SITE, FOR REVIEW AND CONFIRMATION BY THE CONTRACT ADMINISTRATOR AND LANDSCAPE ARCHITECT, PRIOR TO INSTALLATION.

5 BENCH MOUNTED ON UNIT PAVING 120

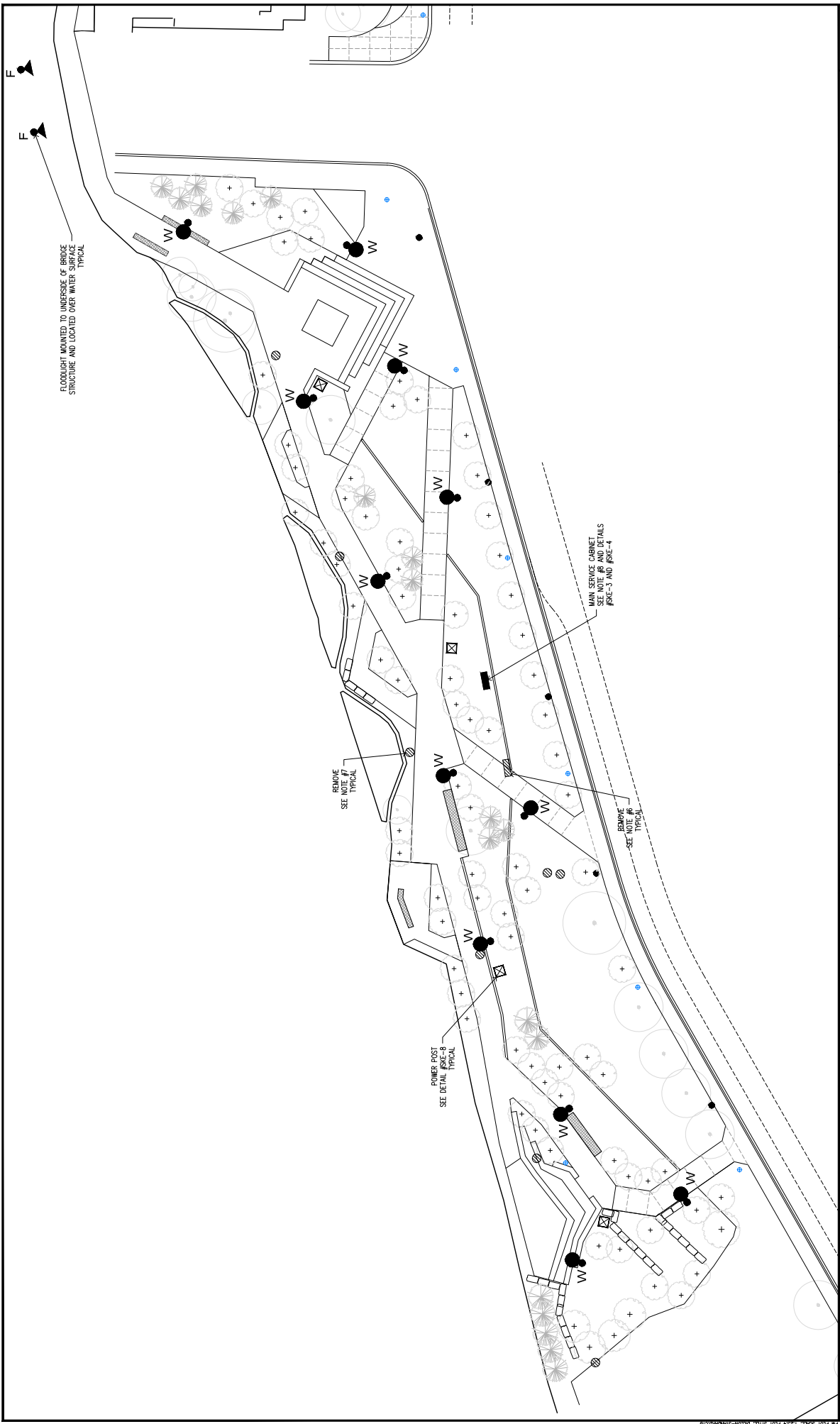


BACKED HEAVY BENCH

[illegible]







Conditions of Use

Verify elevations and/or dimensions on drawing prior to use.  
Report any discrepancies to Olan Consulting Limited.  
Do not modify drawing in use for use for purposes other  
than those intended for use.  
Written permission from Olan Consulting Limited.

PROGRESS PRINT

PORT CREDIT HARBOUR WEST PARKS

MEMORIAL PARK WEST  
PRELIMINARY ELECTRICAL LIGHTING PLAN

PROJECT NO. 19-1530

DATE: APRIL 2020

SCALE: 1:250

PROJECT NO. 19-1530

DATE: APRIL 2020

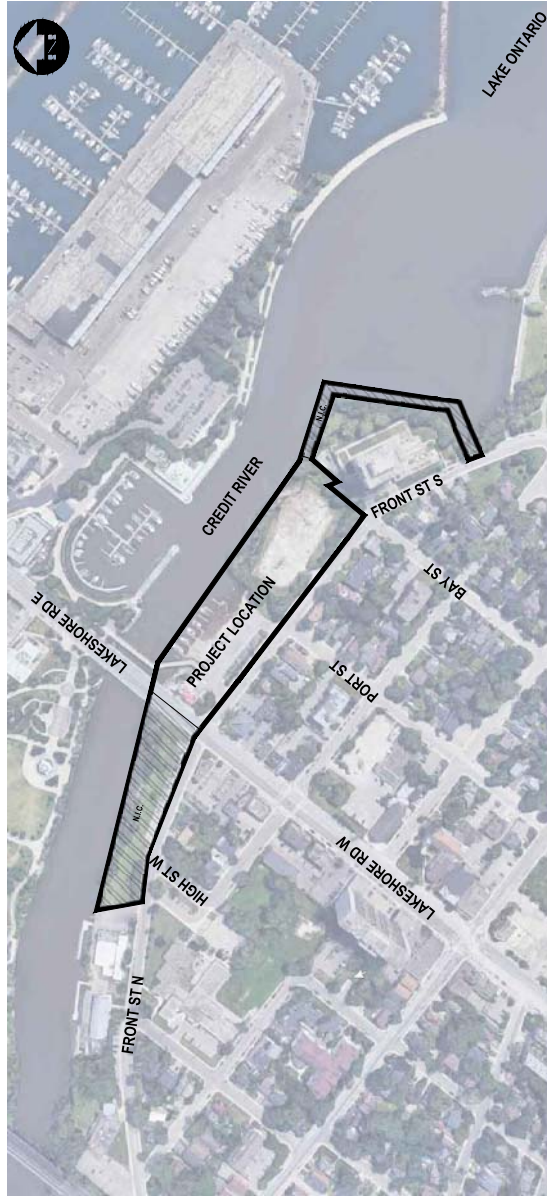
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Issued for Review June 10, 2021

Drawing Index	
Sheet Number	Sheet Title
MR0	Marina Park
MR1	Marina Park Cover Page
MR2	Marina Park: Existing Conditions
MR3	Marina Park
MR4	Marina Park: River Gate
MR5	Marina Park: Tree Protection Plan
MR6	Marina Park: Erosion and Sediment Control Plan
MR7	Marina Park: Phase 1
MR8	Marina Park: Phase 2
MR9	Marina Park: Phase 2
MR10	Marina Park: Removal Plan
MR11	Marina Park
MR12	Marina Park: Site
MR13	Marina Park
MR14	Marina Park: Stormwater Management
MR15	Marina Park: Bioretention Details
MR16	Marina Park: Existing Physical Constraints
MR17	Marina Park: Erosion and Sediment Control Details 1
MR18	Marina Park: Erosion and Sediment Control Details 2
MR19	Marina Park: Geometry and General Layout
MR20	Marina Park
MR21	Marina Park: General Arrangement and Removals
MR22	Marina Park: New Construction
MR23	Marina Park: Retaining Wall Plan
MR24	Marina Park: Retaining Wall Details
MR25	Marina Park: Retaining Wall Details
MR26	Marina Park: Retaining Wall Details
MR27	Marina Park: Retaining Wall Details
MR28	Marina Park: Retaining Wall Details
MR29	Marina Park: Retaining Wall Details
MR30	Marina Park: Retaining Wall Details
MR31	Marina Park: Retaining Wall Details
MR32	Marina Park: Retaining Wall Details
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MR34	Marina Park: Retaining Wall Details
MR35	Marina Park: Retaining Wall Details
MR36	Marina Park: Retaining Wall Details
MR37	Marina Park: Retaining Wall Details
MR38	Marina Park: Retaining Wall Details
MR39	Marina Park: Retaining Wall Details
MR40	Marina Park: Retaining Wall Details
MR41	Marina Park: Retaining Wall Details
E-1	Marina Park Electrical/Lighting

# MARINA PARK

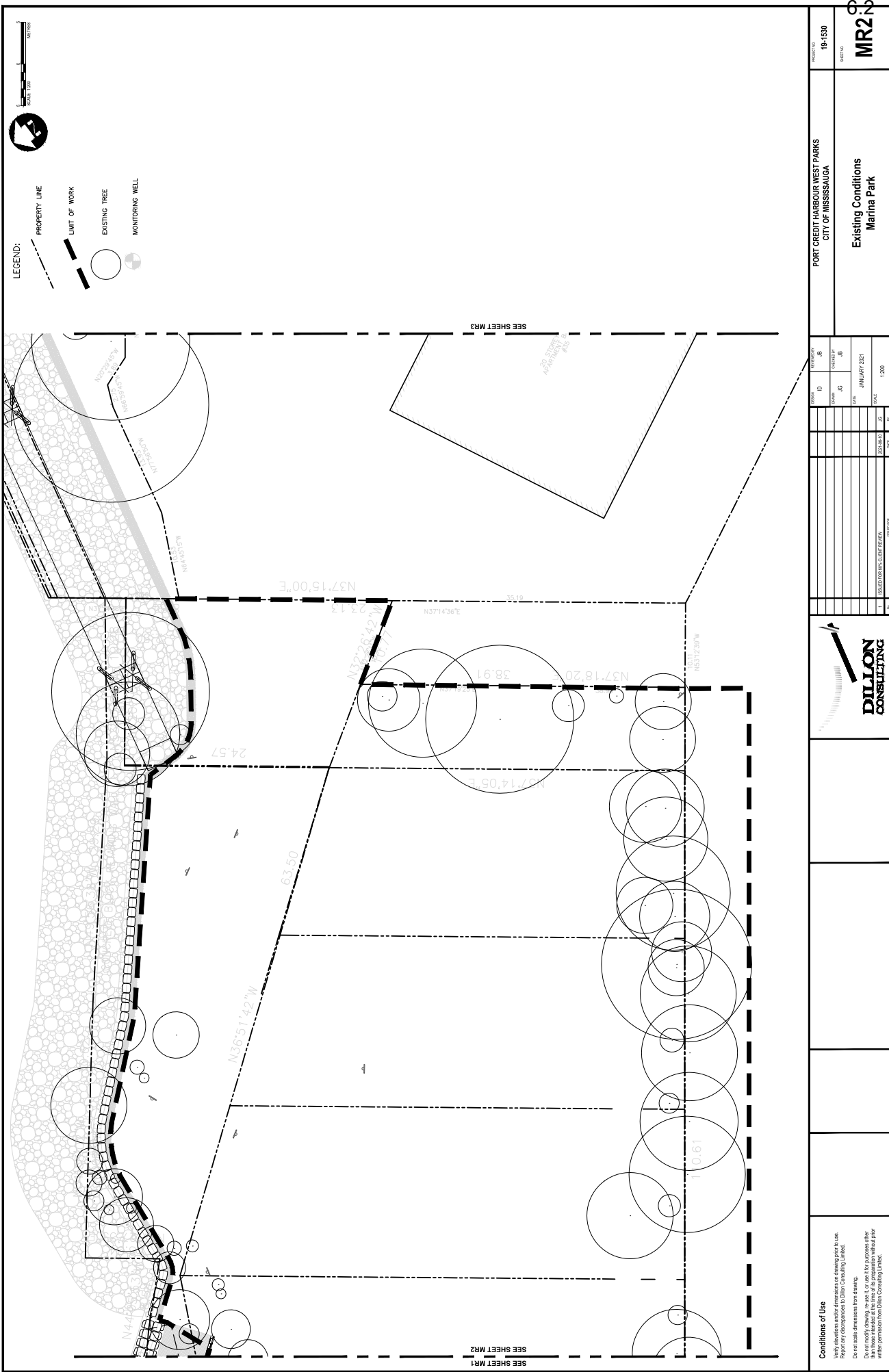
## PORT CREDIT HARBOUR WEST PARKS



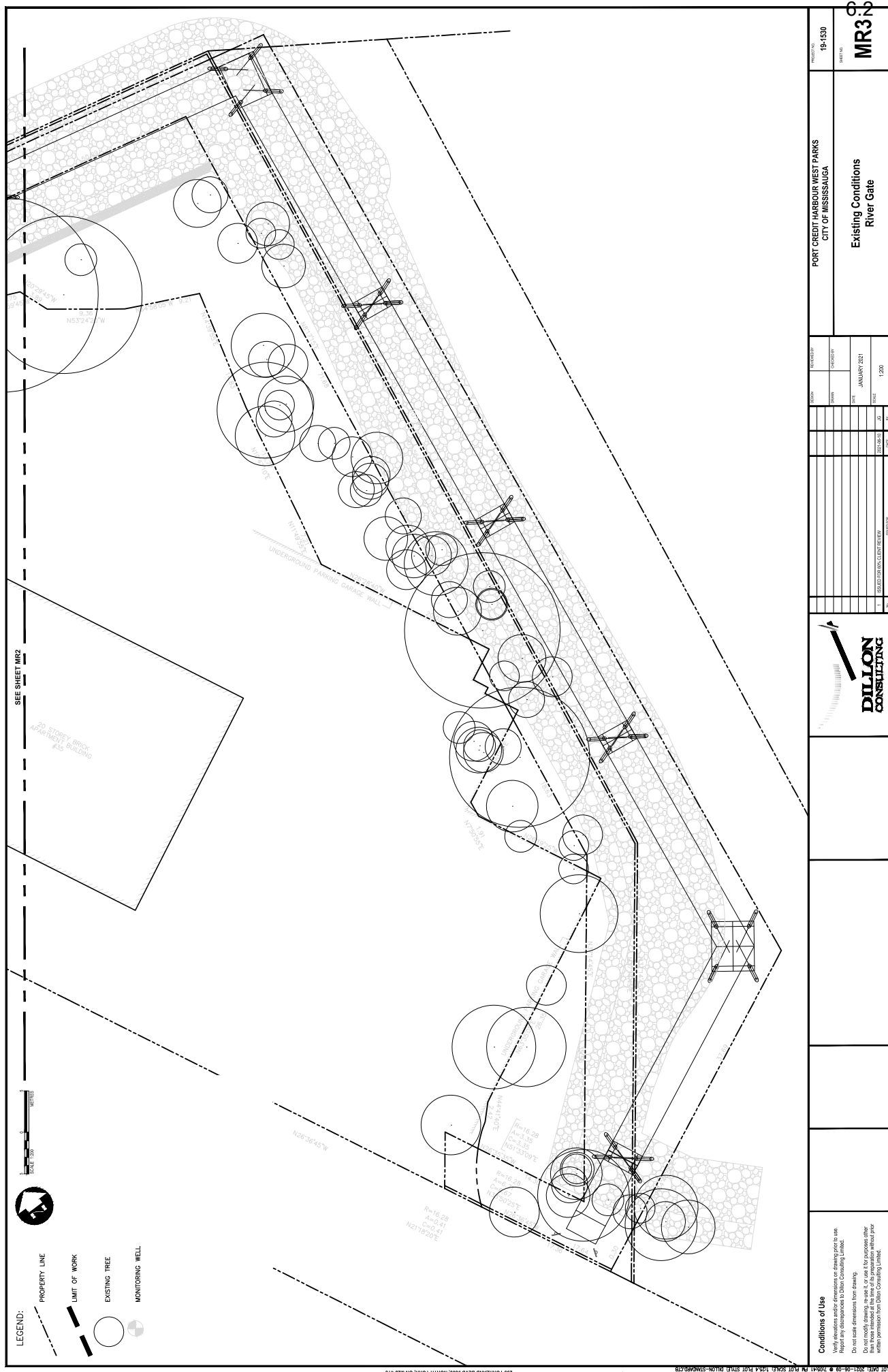
Project Team

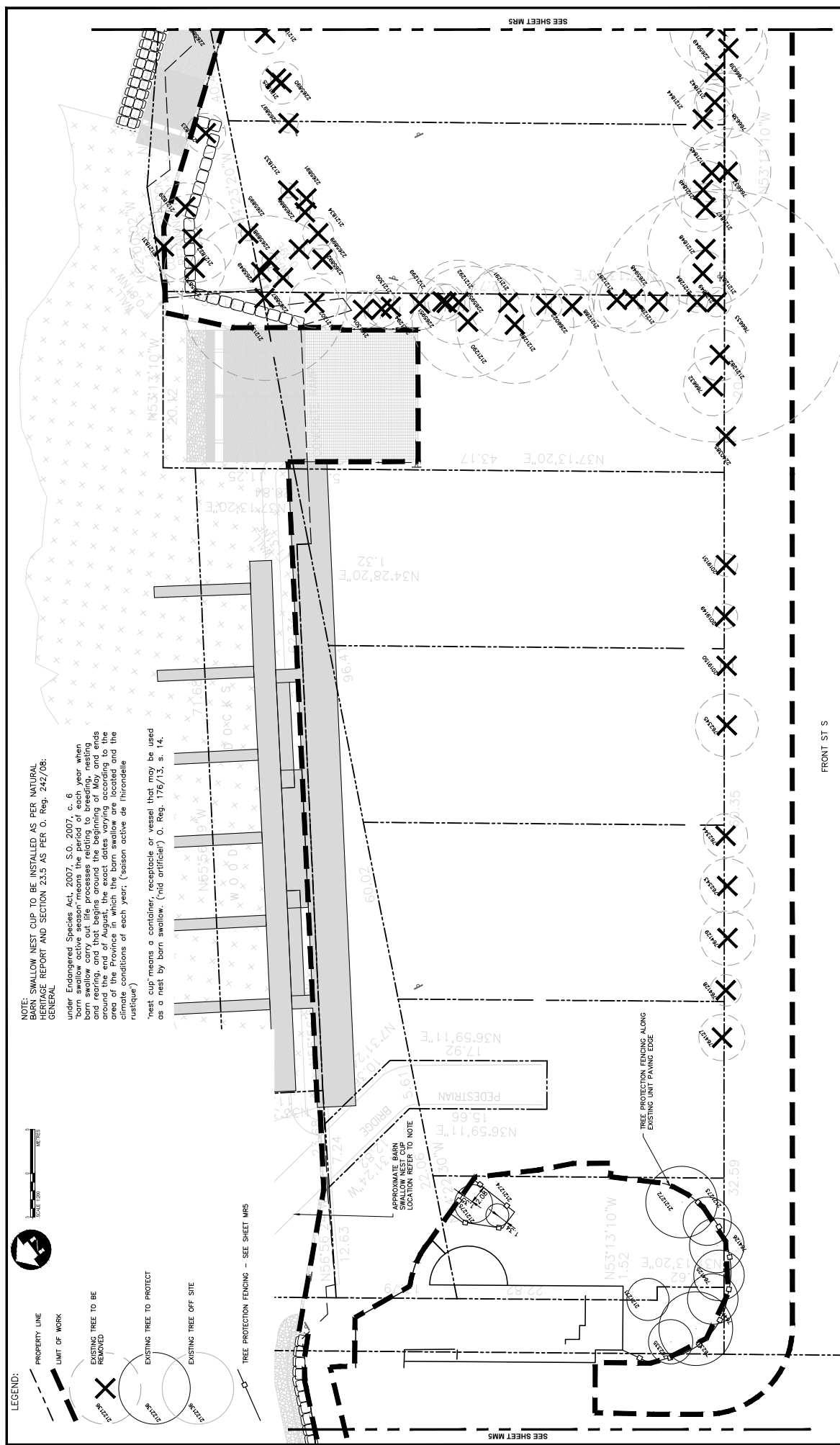


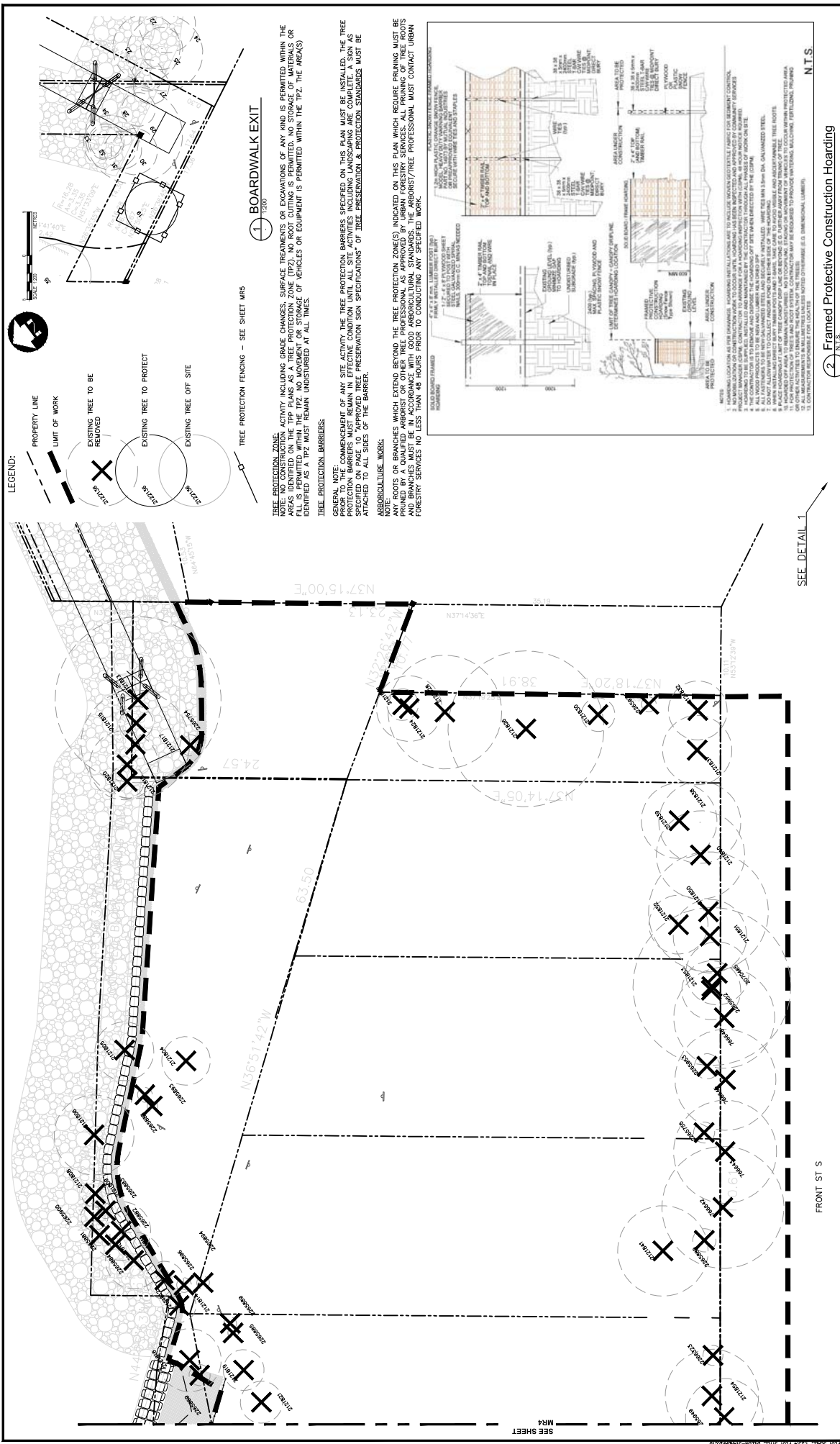








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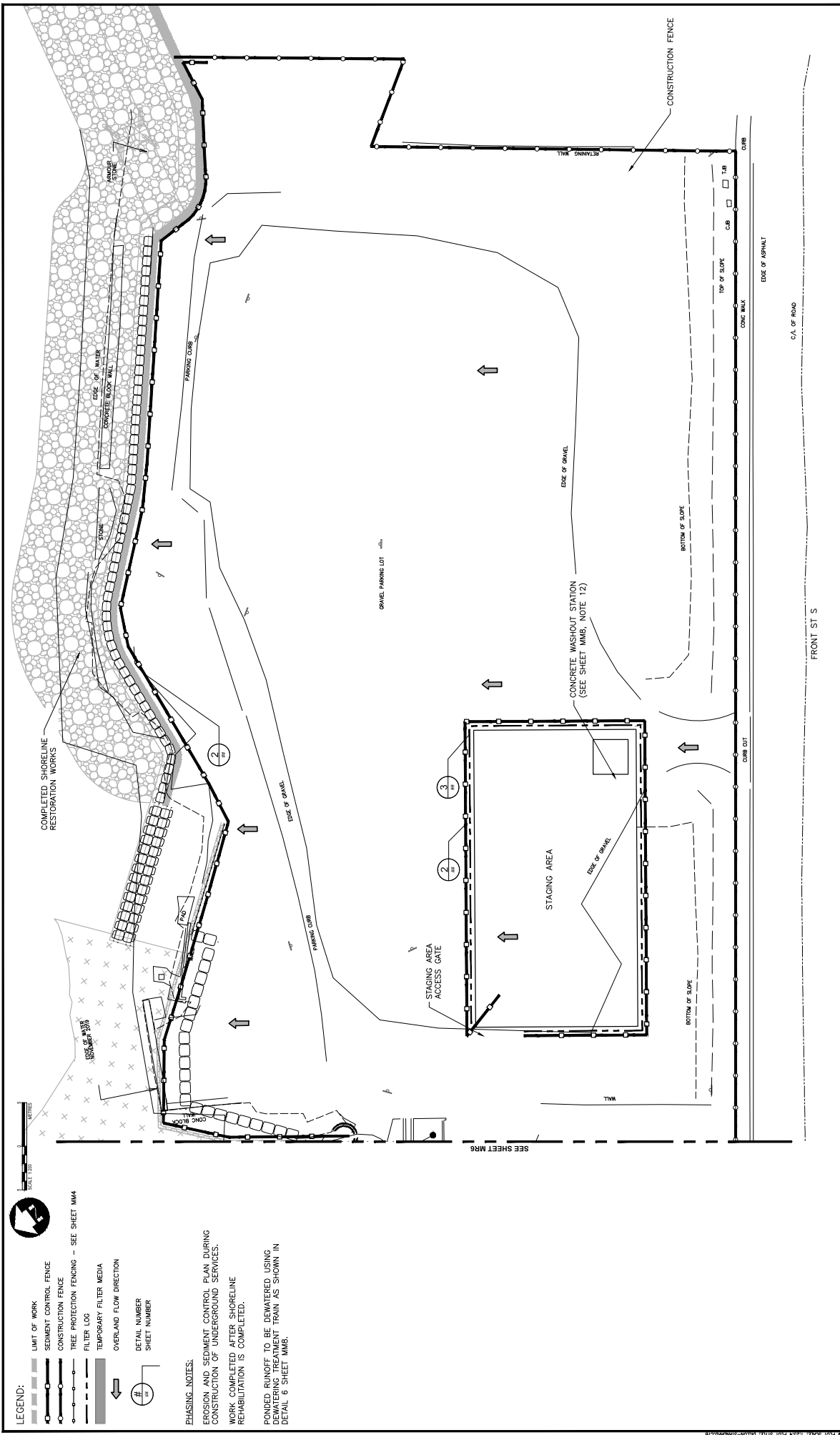


## 2 Framed Protective Construction Hoarding

[illegible]







### Conditions of Use

Verify elevations and/or dimensions on drawing prior to use.  
Report any discrepancies to Dillon Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

[illegible]

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

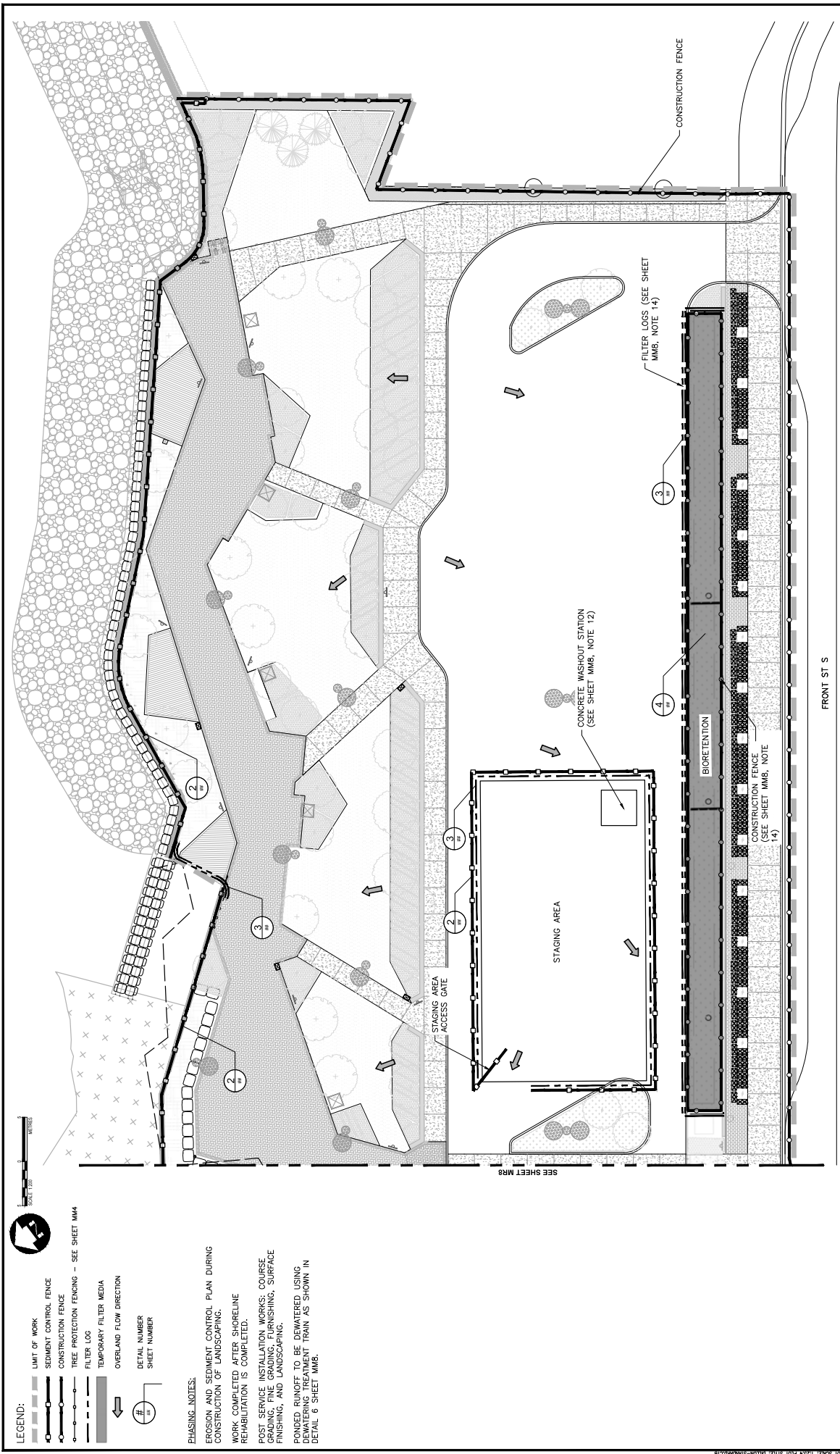
PROJECT NO.  
**19-1530**

## Erosion and Sediment Control Plan

### Marina Park Phase 1

SHEET NO. **MR7** 6.2





**LEGEND:**

- LIMIT OF WORK
- SEDIMENT CONTROL FENCE
- CONSTRUCTION FENCE
- TREE PROTECTION FENCING - SEE SHEET MM4
- FILTER LOG
- TEMPORARY FILTER MEDIA
- OVERLAND FLOW DIRECTION
- DETAIL NUMBER
- SHEET NUMBER

**PHASING NOTES:**

EROSION AND SEDIMENT CONTROL PLAN DURING CONSTRUCTION OF LANDSCAPING.

WORK COMPLETED AFTER SHORELINE REHABILITATION IS COMPLETED.

POST SERVICE INSTALLATION WORKS: COURSE GRADING, FINE GRADING, FURNISHING, SURFACE FINISHING, AND LANDSCAPING.

PONDED RUNOFF TO BE DEWATERED USING DEWATERING TREATMENT TRAIL AS SHOWN IN DETAIL 6 SHEET MM6.

**Conditions of Use**

Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited. Do not modify drawing (erase, replace, or add) for purposes other than those intended. Written permission from Dillon Consulting Limited.

**PROJECT:** PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

**PROJECT NO:** 19-1530

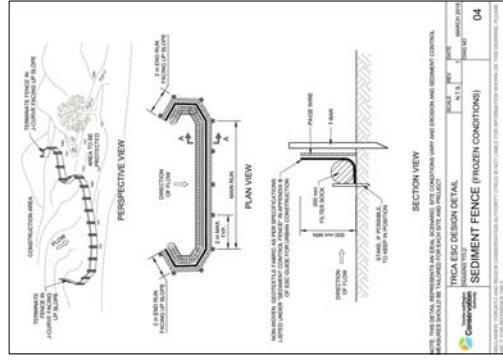
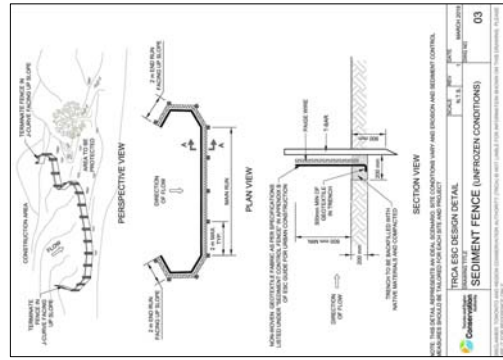
**DATE:** JANUARY 2021

**SCALE:** 1:200

**PROJECT NO:** MR9.2

**PROJECT NAME:** Erosion and Sediment Control Plan  
Marina Park Phase 2

**DILLON CONSULTING**

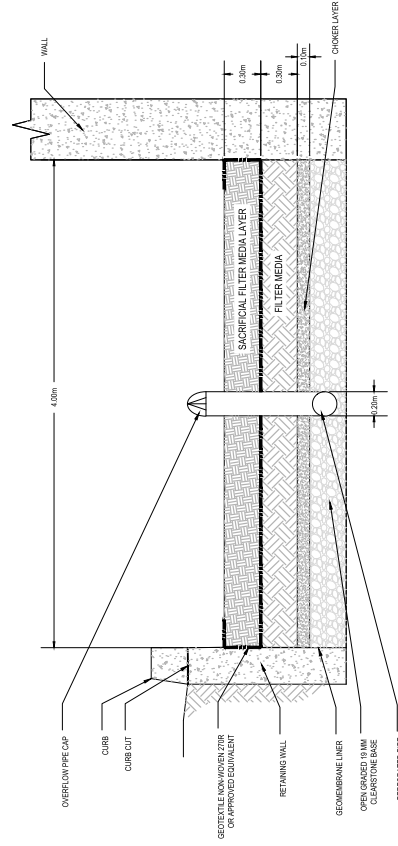


① SEDIMENT FENCE  
N.T.S.

517

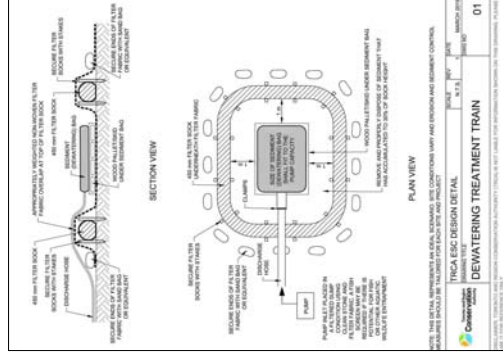
2 SEDIMENT FENCE FOR IMPERVIOUS SURFACES  
NTS.

51



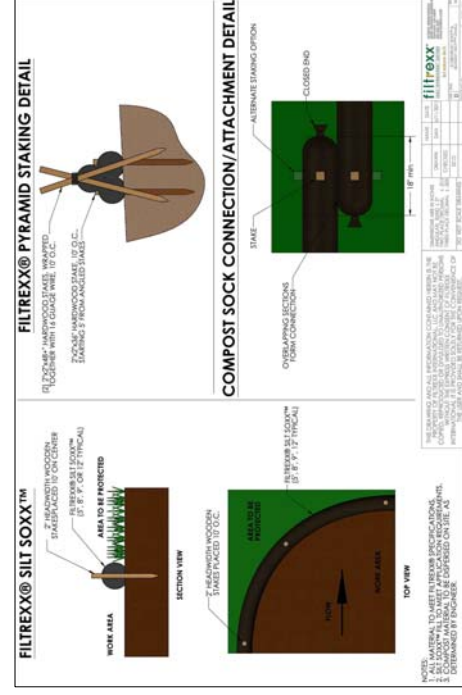
4 BIORETENTION TYPICAL CROSS SECTION - INTERIM CONDITION

05:50



5 DEWATERING TREATMENT NT'S.

## STUDIES

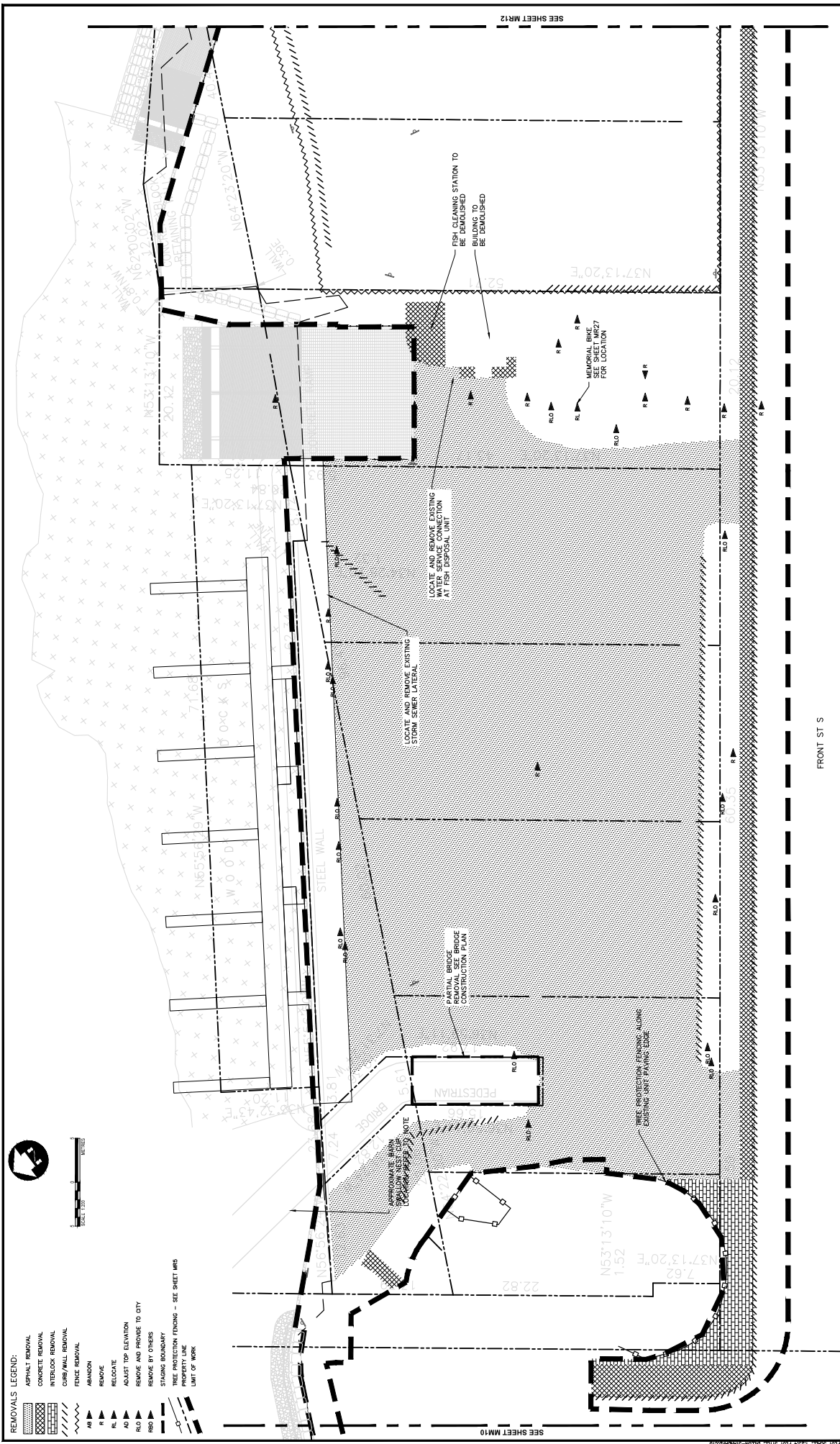


3 FILTER LOG

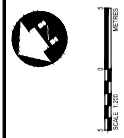
 $\frac{1}{N}$ 

- NOTE:
1. EROSION AND SEDIMENT CONTROL (ESC) MEASURES WILL BE IMPLEMENTED PRIOR TO, AND MAINTAINED DURING, THE CONSTRUCTION PHASES, TO PREVENT ENTRY OF SEDIMENT INTO THE WATER COLUMN AND TO PREVENT SEDIMENT FROM BEING DEPOSITED ON THE WATERCOURSE.
2. DISTURBED AREAS WILL BE MINIMIZED TO THE EXTENT POSSIBLE, AND TEMPORARILY OR PERMANENTLY STABILIZED OR RESTORED AS THE WORK PROGRESSES.
3. WORK IN AND NEAR WATER WORKS WILL BE CONDUCTED IN THE DRY WITH APPROPRIATE PROTECTION.
4. THE EROSION AND SEDIMENT CONTROL STRATEGIES OUTLINED ON THE PLANS ARE NOT STATIC AND MAY NEED TO BE UPDATED/AMENDED AS SITE CONDITIONS CHANGE TO MINIMIZE SEDIMENT LADEN RUNOFF FROM LEAVING THE WORK AREAS. IF THE PRESCRIBED MEASURES ON THE PLANS ARE NOT SUFFICIENT TO PREVENT EXCESSIVE SEDIMENTATION, ADDITIONAL MEASURES INCLUDING SEDIMENT TRAP ALTERNATIVE MEASURES MUST BE IMPLEMENTED UNDETERMINED TO MINIMIZE POTENTIAL ECOLOGICAL IMPACTS. ADDITIONAL ESC MATERIALS TO BE KEPT ON SITE AND USED AS NECESSARY.
5. ALL ACTIVITIES, INCLUDING MAINTENANCE PROCEDURES, WILL BE CONTROLLED TO PREVENT THE ENTRY OF FUEL, OIL, GREASE, ANTIFREEZE, OR OTHER HAZARDOUS SUBSTANCES INTO THE WATER. VEHICULAR REFUELING AND MAINTENANCE WILL BE CONDUCTED WITHIN A DESIGNATED STORING AREA LOCATED A MINIMUM OF 15 METRES FROM THE WATER.
6. SPILL KIT TO BE STORED WITHIN FUELING AREA AT ALL TIMES, AND KEPT IN WORKING ORDER.
7. ALL STOCKPILES SHALL BE STABILIZED WITH SEED OR OTHER SUITABLE GEOTEXTILE AT COMMENCEMENT OF STOCKPILE DURATION.
8. SALT FENCE AND FILTER LOGS TO BE INSTALLED AS PER DETAILS PROVIDED IN LOCATIONS AS SHOWN ON THE PLANS.
9. SALT FENCE WILL BE A NON-WOVEN GEOTEXTILE WITH A MATERIAL DENSITY OF 2700 GR OR GREATER.
10. FILTER LOGS WILL BE FILTERX 30XX OR APPROVED EQUIVALENT PRODUCT.
11. THE PROTECTION SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT THE PROTECTION PLAN, THREE (3) METRE WASHOUT AREA, FROM BEING CONTAMINATED BY THE PROTECTION TO AVOID THE PROTECTION INTO THE WATERCOURSE.
12. CONCRETE WASHOUT AREA MUST BE CONTAINED WITHIN AN ENCLOSED STRUCTURE TO AVOID POTENTIAL RUNOFF INTO THE WATERCOURSE.
13. UNDER NO CIRCUMSTANCES SHALL ANY MACHINERY, DRIVE OR EQUIPMENT BE STORED WITHIN THE WASHOUT AREA.
14. BUREAU OF FACILITIES MUST HAVE CONSTRUCTION FENCE AND FILTER LOGS ALONG ITS PERIMETER DURING ALL STAGES OF CONSTRUCTION.
15. THE MAJORITY OF THE EXISTING MARINA PARK IS GRAVEL AND ASPHALT. FOLLOW THE TRCA TRAILER TRAIL DURING ALL STAGES OF CONSTRUCTION.
16. ANY PAVED WATER ON SITE WILL NEED TO BE PUMPED TO A DOWATERING TREATMENT TRAIL AS PER ESC GUIDELINES. SEE DETAIL 5.
17. SHOULD PRODUCTS BE PROPOSED FOR SUBSTITUTION, APPROVAL SHALL BE OBTAINED FROM THE TOWN OF ADMINISTRATION FOR SUBSTITUTION.
18. ALL EXTERNALLY AVAILABLE/MANUFACTURED SPILL CONTAINMENT BEHM EQUIPMENT MUST BE IN A COMMERCIALY AVAILABLE/MANUFACTURED CONDITION.





- REMOVALS LEGEND:**
- ASPHALT REMOVAL
  - CONCRETE REMOVAL
  - INTERLOCK REMOVAL
  - CURB/WALL REMOVAL
  - FENCE REMOVAL
  - ABANDON
  - REMOVE
  - RELOCATE
  - ADJUST TOP ELEVATION
  - REMOVE AND PROVIDE TO CITY
  - REMOVE BY OTHERS
  - STAGING BOUNDARY
  - TREE PROTECTION FENCING - SEE SHEET MR5
  - PROPERTY LINE
  - UNIT OF WORK



**Conditions of Use**

Verify elevations and/or dimensions on drawing prior to use. Replicate any discrepancies to Dillon Consulting Limited. Do not modify drawing. It is to be used for purposes other than those intended without written permission from Dillon Consulting Limited.

**REVISIONS**

NO.	DATE	BY	REVISION
1	2021-08-10	JS	ISSUED FOR PUBLIC COMMENT REVIEW

**PROJECT INFORMATION**

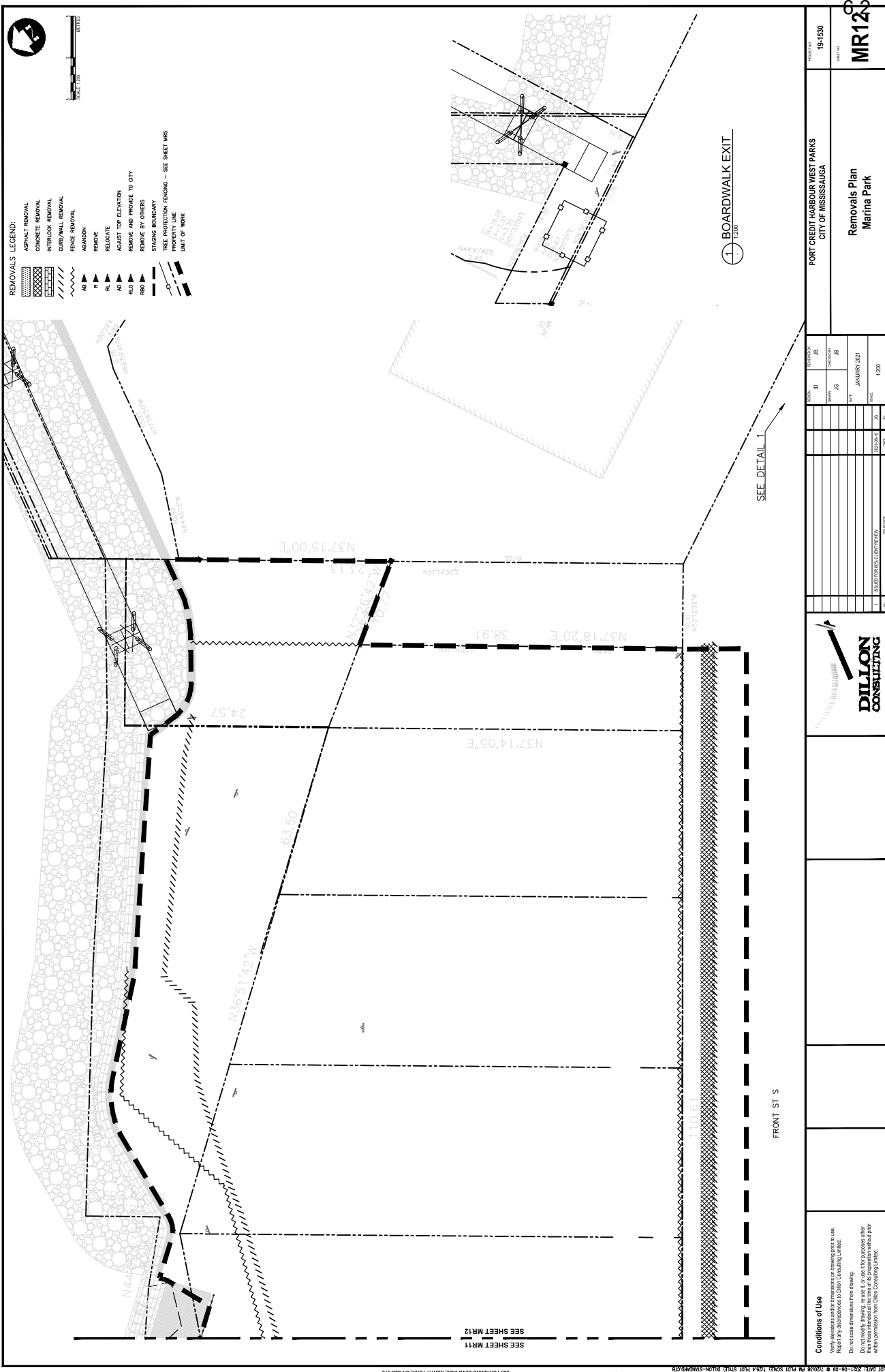
PROJECT NO. 19-1530  
 PROJECT NAME: PORT CREDIT HARBOUR WEST PARKS  
 CITY OF MISSISSAUGA

**CLIENT INFORMATION**

CLIENT: City of Mississauga  
 PROJECT: Port Credit Harbour West Parks  
 DRAWING: Removals Plan  
 SHEET: MR14

**DESIGNER INFORMATION**

DESIGNER: Dillon Consulting  
 PROJECT: Port Credit Harbour West Parks  
 DRAWING: Removals Plan  
 SHEET: MR14

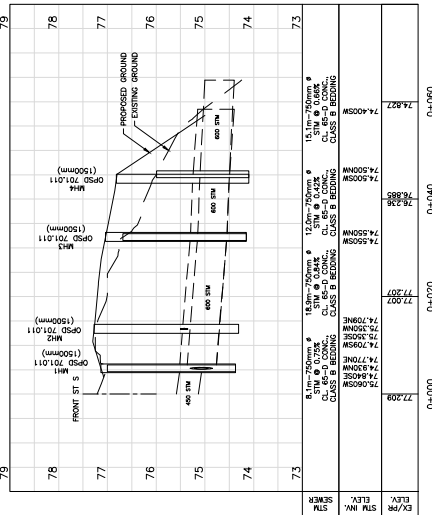




MARINA PARK STM

**HORIZ: 1:500**

VERT: 1:50



GENERAL NOTES:

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED ON DRAWING INDEX.
2. ALL DIMENSIONS ARE IN METRES AND PIPE SIZES ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
3. ELEVATION, SIZE, AND LOCATION OF EXISTING OUTLET MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO SEWER INSTALLATION.
4. SEWERS SHALL BE 2.5m HORIZONTALLY AND 0.3m VERTICALLY CLEAR FROM ALL WATERMAIN.
5. SEWERS TO BE INSTALLED WITH CLASS 'B' BEDDING, AS PER MISSISSAUGA STANDARD NO. 2112.060.

### Conditions of Use

Verify elevations and/or dimensions on drawing prior to use.  
Report any discrepancies to Dillon Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

1

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

**Site Servicing  
Marina Park**

PROJECT NO.  
**19-1530**

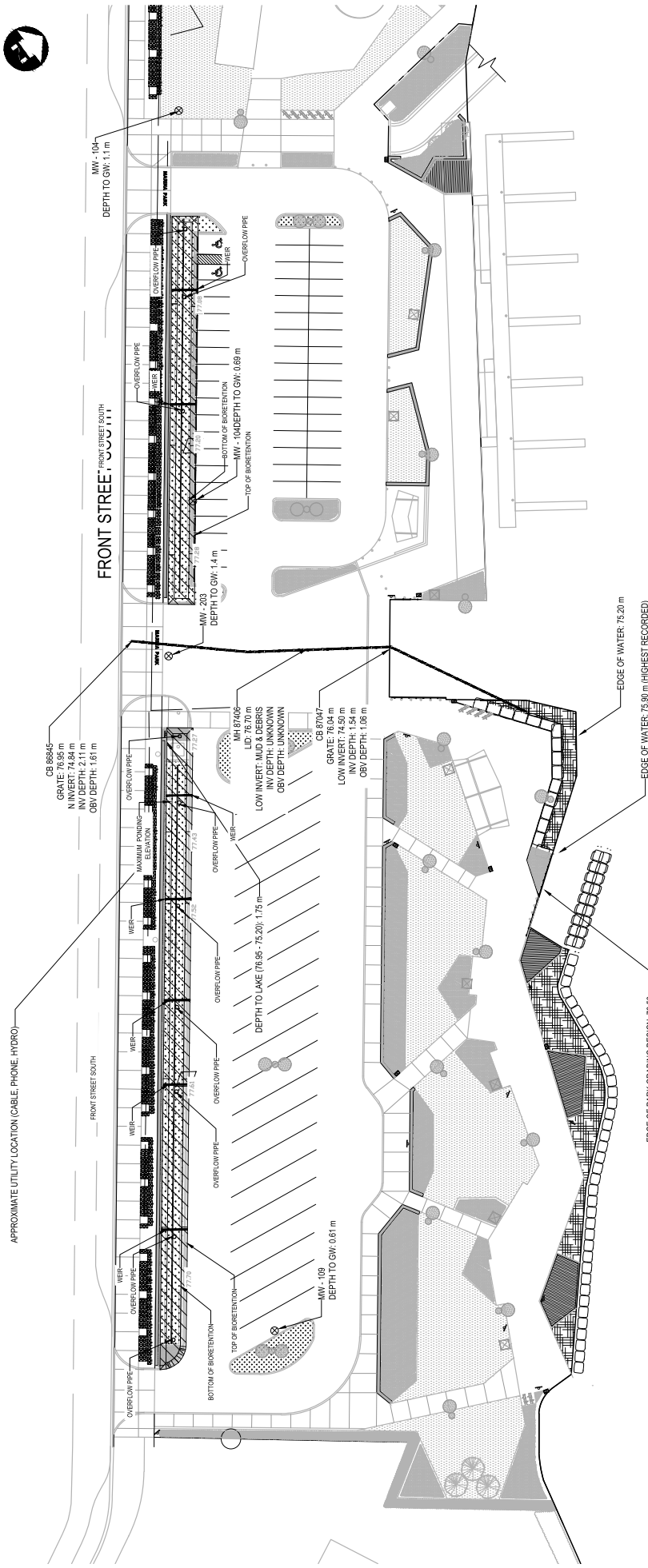
SHEET NO.

MR1326









**NOTE:**  
ARCHAEOLOGICAL INVESTIGATION AND  
MONITORING WELLS LOCATIONS ARE  
APPROXIMATE

### Conditions of Use

**Stormwater Management  
Marina Park Existing  
Physical Constraints**



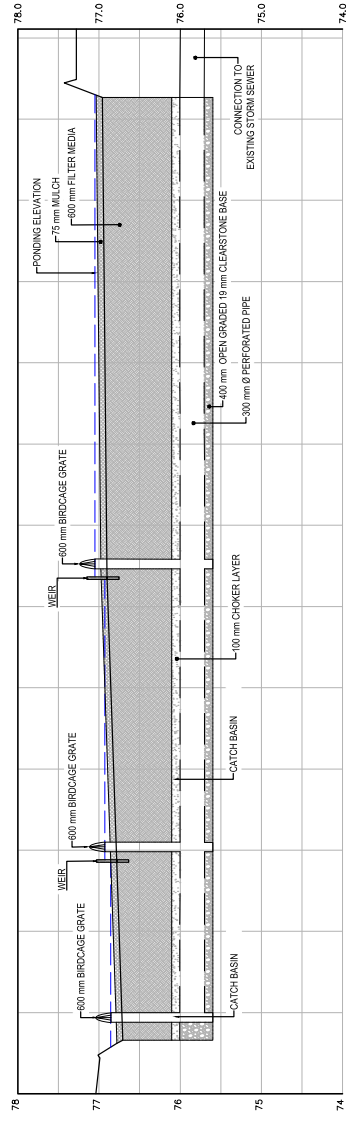
**DILLON**  
CONSULTING

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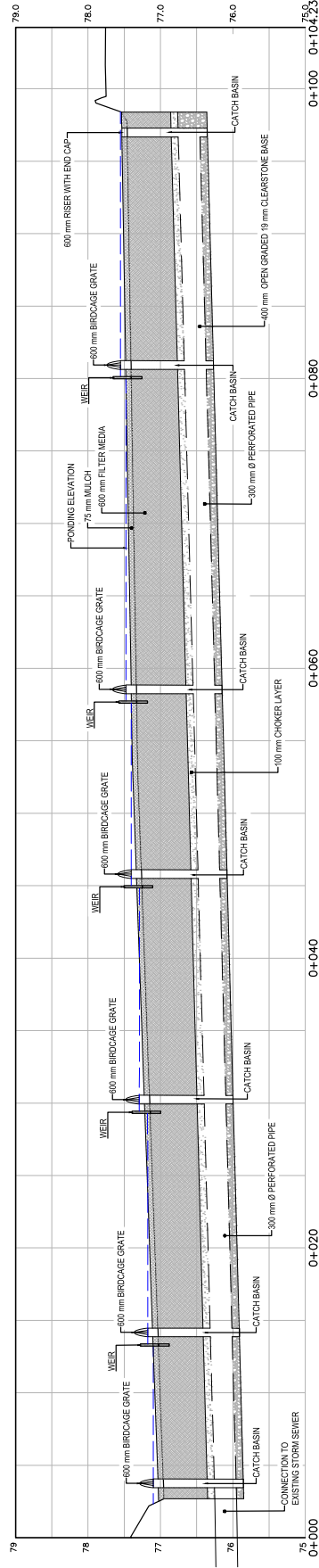
PROJECT NO. 19-1530

MR150

## H 1:150 V 1:30



## H 1:150 V 1:30



### Conditions of Use

Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dilton Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dilton Consulting Limited.

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

## Stormwater Management Marina Park Bioretention Profiles



**DILLON**  
CONSULTING

PROJECT NO.  
**19-1530**

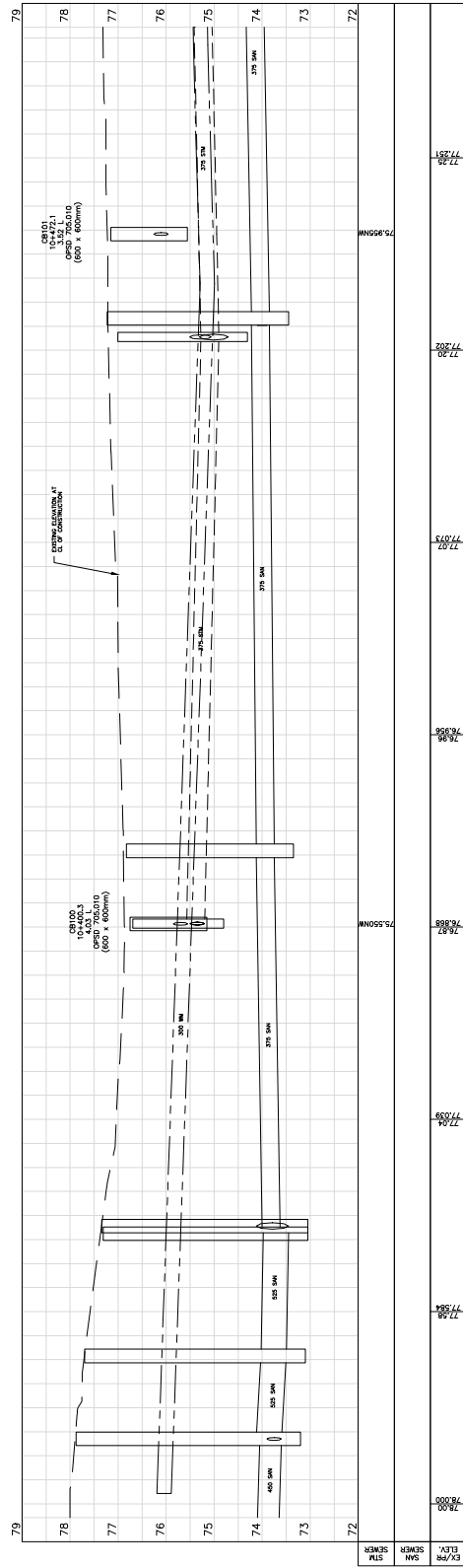
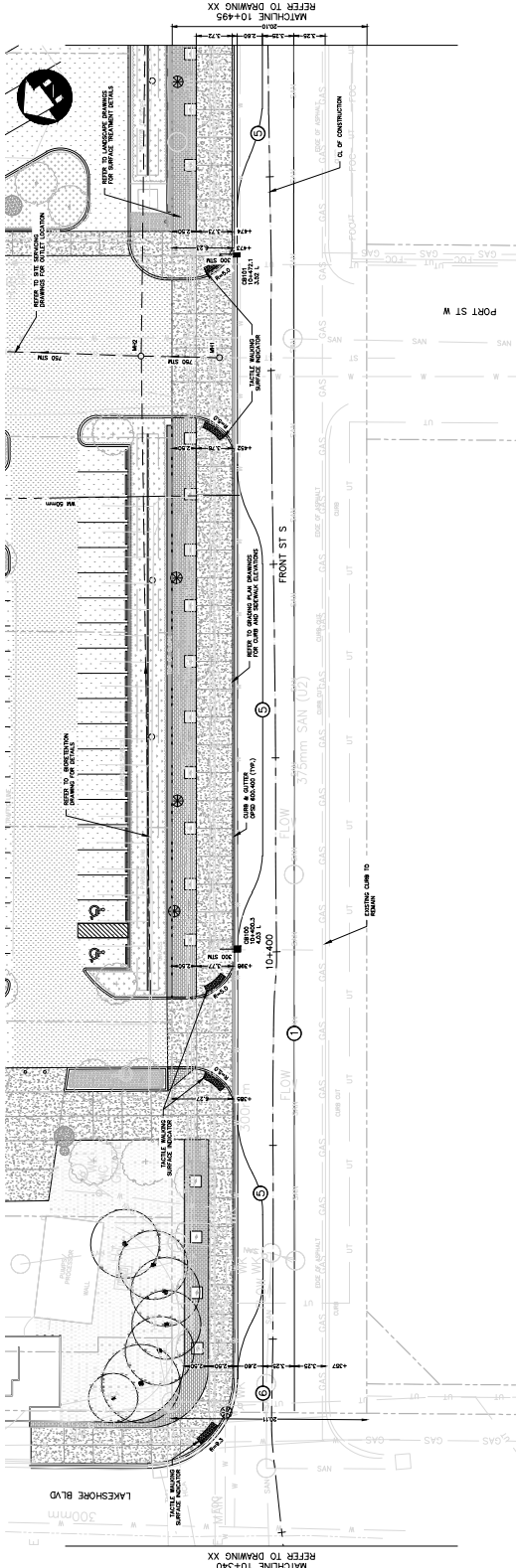
MR162

[illegible]

[illegible]

GENERAL NOTES:

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED ON DRAWING INDEX.
2. ALL DIMENSIONS ARE IN METERS AND PIPE SIZES ARE IN MILLIMETERS, UNLESS OTHERWISE NOTED.
3. ELEVATION, SIZE AND LOCATION OF EXISTING OUTLET MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO SEWER INSTALLATION.
4. SEWERS SHALL BE 2.5m HORIZONTALLY AND 0.5m VERTICALLY CLEAR FROM ALL WATERMAIN.
5. SEWERS TO BE INSTALLED WITH CLASS 'B' BEDDING, AS PER MISSISSAUGA STANDARD NO. 211.000.
6. ALL MANHOLE SURFACES INDICATED AS PER CITY STANDARD DRAWINGS 2540.03P AND 2240.03S.



Conditions of Use  
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Reprint any discrepancies to Dillon Consulting Limited.  
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NO.	DATE	BY	REVISION
1	2021-08-10	JS	ISSUED FOR PUBLIC COMMENT REVIEW
2	2021-08-10	JS	ISSUED FOR PUBLIC COMMENT REVIEW
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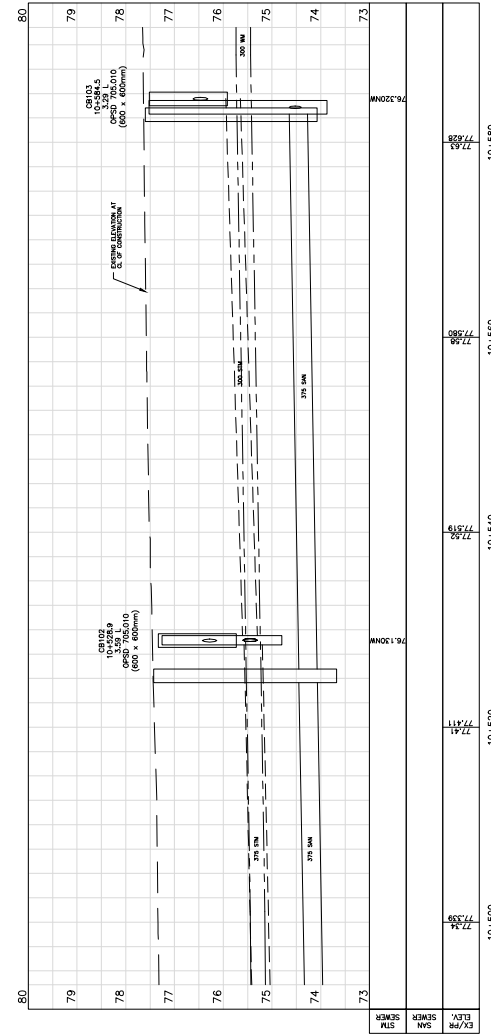
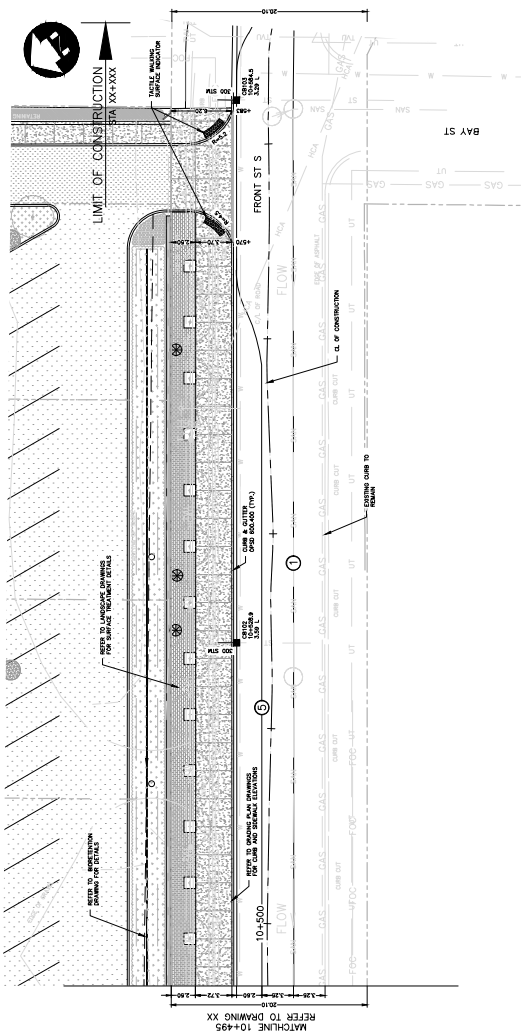
PROJECT NO. 19-1530  
DATE: JANUARY 2021  
SCALE: 1:200

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

Geometry and General  
Layout  
Marina Park

MR183





GENERAL NOTES:

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED ON DRAWING INDEX.
2. ALL DIMENSIONS ARE IN METERS AND PIPE SIZES ARE IN MILLIMETERS, UNLESS OTHERWISE SPECIFIED.
3. ELEVATION, SIZE AND LOCATION OF EXISTING OUTLET MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO SEWER INSTALLATION.
4. SEWERS SHALL BE 2.5m HORIZONTALLY AND 0.5m VERTICALLY CLEAR FROM ALL WATERMAIN.
5. SEWERS TO BE INSTALLED WITH CLASS 'B' BEDDING, AS PER MISSISSAUGA STANDARD NO. 2440.035.
6. UTILITY MARKING SURFACE INDICATOR AS PER CITY STANDARD DRAWINGS 2240.035 AND 2240.036.

PROJECT NO. 19-1530  
SHEET NO. MR19S

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

Geometry and General  
Layout  
Marina Park

DESIGNED BY  
GEM

CHECKED BY  
GEM

DATE  
JANUARY 2021

SCALE  
H: 1:250 V: 1:50

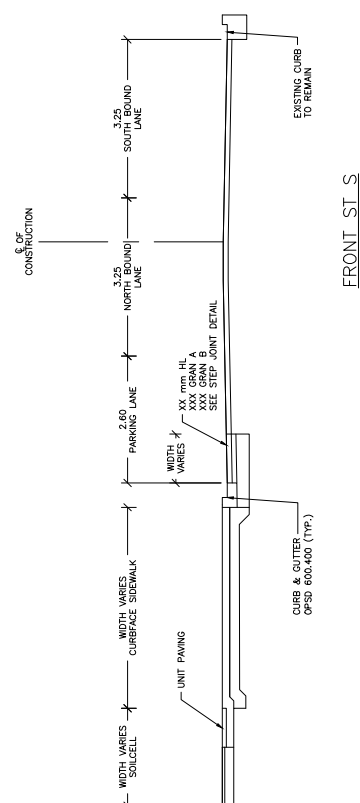
DATE  
2021-08-10

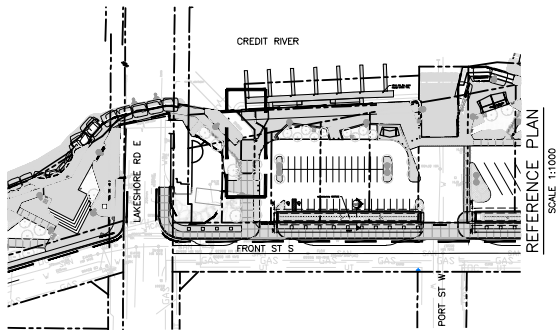
BY  
JG

REVISIONS

1. ISSUED FOR PUBLIC DRAFT REVIEW

Conditions of Use  
Verify elevations and/or dimensions on drawing prior to use.  
Report any discrepancies to Dillon Consulting Limited.  
Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Dillon Consulting Limited.





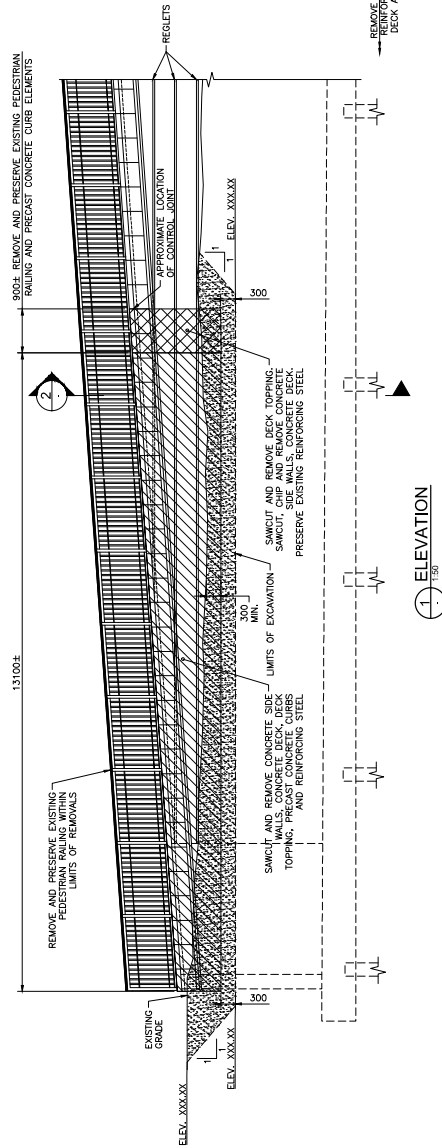
GENERAL NOTES:

ALL DRAWINGS TO BE READ IN  
CONJUNCTION WITH ....

LEGEND:

FULL DEPTH REMOVALS

 PARTIAL DEPTH REMOVALS



SAWCUT. EXISTING CONSTRUCTION -

REMOVE CONCRETE AND REINFORCING STEEL IN DECK AND SIDEWALKS	REMOVE CONCRETE IN DECK AND SIDEWALKS	MAINTAIN EXISTING DECK AND SIDEWALKS
---	---------------------------------------	--------------------------------------

SECTION 125

① ELEVATION 1:50

### Conditions of Use

Verify elevations and/or dimensions on drawing prior to use.  
Report any discrepancies to Dillon Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

with permission from Oxford University.

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

PROJECT NO.  
**19-1530**

### Marina Park Pedestrian Bridge General Arrangement and Removals



**DILLON**  
**CONSULTING**

MR21N



Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.

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[illegible]

**PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA**

**Marina Park Pedestrian  
Bridge  
New Construction**

PROJECT NO. 19-1530

MR22





## GENERAL

- ALL WORK SHALL CONFORM TO THE NATIONAL BUILDING CODE OF CANADA, 2015.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.
- SAFETY ACT AND REGULATIONS, BUT NOT LIMITED TO, OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.

## EXCAVATION AND BACKFILL

- ALL EXCAVATIONS SHALL BE COMPLETELY DEWATERED DURING CONSTRUCTION TO PREVENT WATER FROM REMAINING IN THE EXCAVATION.
- CONTINUOUSLY PROTECT THE BOTTOM OF THE EXCAVATION AND ALL FOUNDATIONS FROM COLLAPSE BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.
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- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING AND SAFETY LIGHTS TO PREVENT COLLISIONS WITH VEHICLES AND PEDESTRIANS.

## CONCRETE

- PERFORM CONCRETE WORK IN ACCORDANCE WITH CSA A23.1-14 AND TESTING TO CSA A23.2-14.
- COMPRESSIVE STRENGTH AT 28 DAYS TO BE:
  - 30 MPa CLASS C1 FOR SUB ON GRADE
  - 35 MPa CLASS C2 FOR RETAINING WALLS
- CONCRETE FORMWORK AND FALSEWORK SHALL CONFORM TO CSA A23.1-14.
- DO NOT BACKFILL AGAINST STRUCTURES UNTIL CONCRETE HAS REACHED ITS 28 DAY STRENGTH.
- CHAMFER ALL EXPOSED EDGES 25mm.

## REINFORCEMENT

- PERFORM REINFORCING WORK IN ACCORDANCE WITH CSA A23.1-14.
- REINFORCING STEEL SHALL CONFORM TO CAN/CSA C30.18-09, GRADE 400R OR 500R.
- ADHESIVE USE: HILTI HIT HY200 INJECTION ADHESIVE ANCHOR SYSTEM AS APPROVED EQUAL, UNLESS NOTED OTHERWISE.

## STRUCTURAL STEEL

- HIGH TENSILE BOLTS, NUTS AND WASHERS TO ASTM A325-14.
- ANCHORS SHALL BE SET IN CONCRETE AND ANCHORED TO SUB F155A, GRADE 55. ALL ANCHOR BOLTS TO BE HOT DIPPED GALVANIZED.

## DESIGN DATA

- CLIMATIC DATA:.....
- LOADING CRITERIA:.....

IMPORTANCE: NORMAL

SNOW: SS: 1.6 KPA

SR: 0.1 KPA

IS: 1.0 (ULS), 0.8 (SLS)

WIND: 0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

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0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

0.4 (ULS), 0.3 (SLS)

## TENSION DEVELOPMENT LENGTHS

MINIMUM TENSION DEVELOPMENT LENGTHS (ld)		
BAR SIZE	30 MPa CONCRETE	35 MPa CONCRETE
10M	400	370
15M	500	460
20M	600	550
25M	700	640
30M	800	730
35M	900	820

- NORMAL WEIGHT CONCRETE.
- DEVELOPMENT LENGTH SHALL BE  $1.3 \times$  BAR DIAMETER.
- CLEAR SPACING NOT LESS THAN  $2 \times$  BAR DIAMETER.
- $f_y = 400$  MPa.
- INCREASE BY 1.3 FOR HORIZONTAL REBAR SO PLACED THAT MORE THAN 300mm OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE DEVELOPMENT LENGTH OR SPICE.
- INCREASE BY 1.3 FOR EPOXY-COATED REBAR.
- COMBINATION OF ABOVE TWO FACTORS NEED NOT EXCEED 1.7

## REINFORCING LAP LENGTHS

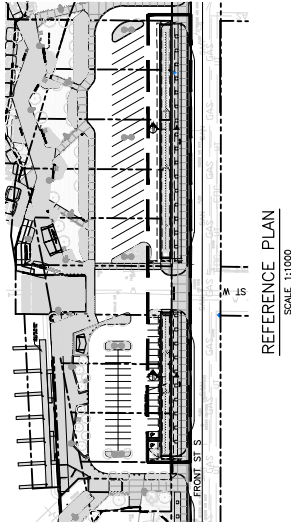
MINIMUM LAP LENGTHS		
BAR SIZE	30 MPa CONCRETE	35 MPa CONCRETE
10M	850	500
15M	1250	700
20M	1650	1000
25M	2050	1300
30M	2450	1600
35M	2850	1900

- NORMAL WEIGHT CONCRETE.
- DEVELOPMENT LENGTH SHALL BE  $1.3 \times$  BAR DIAMETER.
- CLEAR SPACING NOT LESS THAN  $2 \times$  BAR DIAMETER.
- $f_y = 400$  MPa.
- INCREASE BY 1.3 FOR HORIZONTAL REBAR SO PLACED THAT MORE THAN 300mm OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE DEVELOPMENT LENGTH OR SPICE.
- INCREASE BY 1.3 FOR EPOXY-COATED REBAR.
- COMBINATION OF ABOVE TWO FACTORS NEED NOT EXCEED 1.7

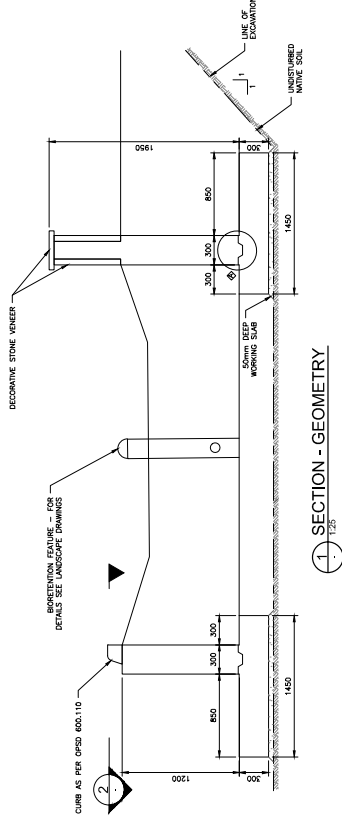
## TABLE OF CONCRETE COVER

BAR LOCATIONS	REINFORCED COVER
FOOTINGS, SLABS OR WALLS WHERE CONCRETE IS CAST AGAINST EARTH	75
FORMER CONCRETE SURFACES EXPOSED TO EARTH, LIQUID, WEATHER, HUMID AIR OR ENCASED AGAINST FORMS AGAINST WORKING SLAB	60

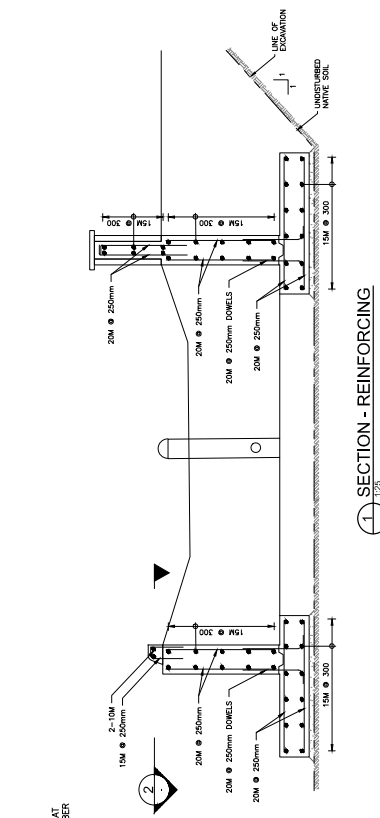
\*UNLESS NOTED OTHERWISE OR OTHERWISE



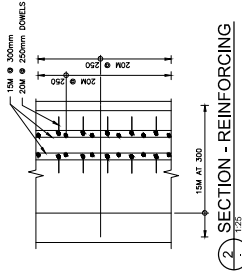
REFERENCE PLAN  
SCALE 1:1000



SECTION - GEOMETRY  
1:25



SECTION - REINFORCING  
1:25



SECTION - GEOMETRY  
2:25

## Conditions of Use

Verify elevations and/or dimensions on drawing prior to use. Replicate any discrepancies to Client Consulting Unit. Do not modify drawing (re-use it) or use for purposes other than those intended without written permission from Dillon Consulting Limited.



PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

Marina Park Pedestrian  
Bridge  
Retaining Wall Details

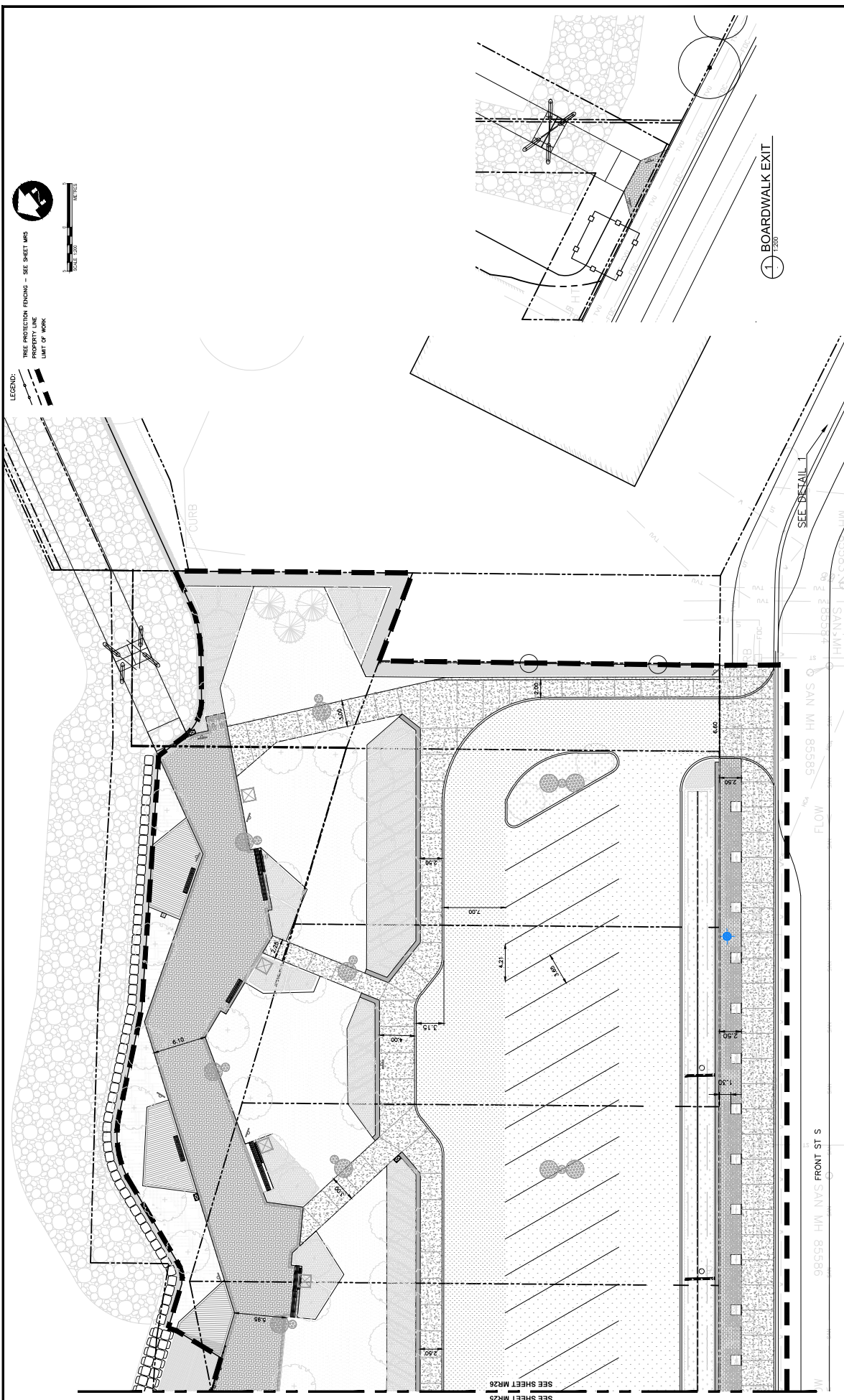
PROJECT NO.  
19-1530

DATE  
JANUARY 2021

MR248







### Conditions of Use

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**PORT CREDIT HARBOUR WEST PARKS**  
**CITY OF MISSISSAUGA**

PROJECT NO. 19-1530

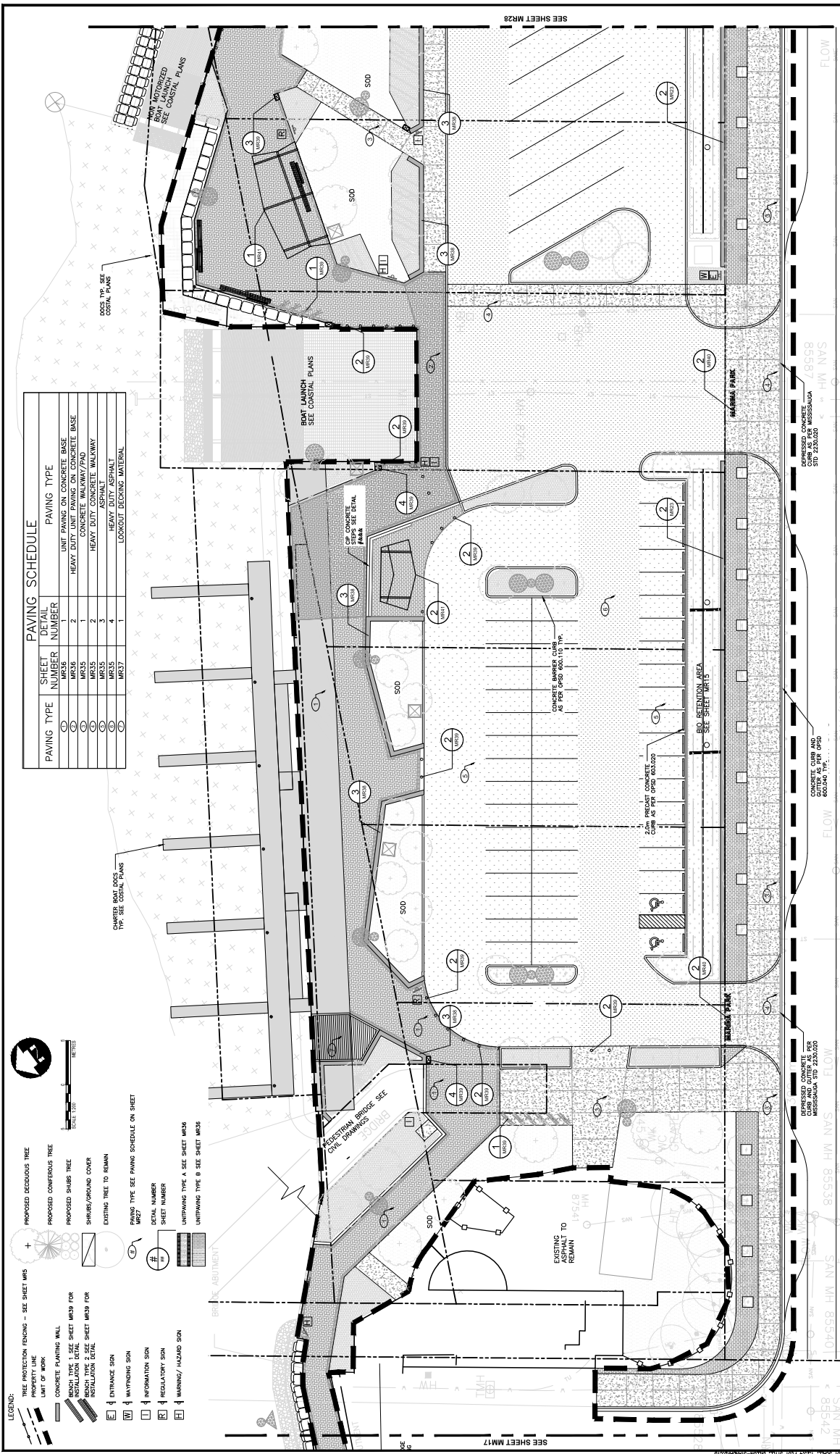
**Layout Plan  
Marina Park**

MR26C

[illegible]

**DILLON  
CONSULTING**





PAVING SCHEDULE		
PAVING TYPE	SHEET NUMBER	PAVING TYPE
○	MR36	UNIT PAVING ON CONCRETE BASE
○	MR35	HEAVY DUTY UNIT PAVING ON CONCRETE BASE
○	MR35	CONCRETE WALKWAY/PAV
○	MR35	HEAVY DUTY CONCRETE WALKWAY
○	MR35	HEAVY DUTY ASPHALT
○	MR37	LOOKOUT DECKING MATERIAL

**LEGEND:**

- TREE PROTECTION FENCING - SEE SHEET MR3
- CONCRETE PAVING WALL
- REGULATORY DETAIL SHEET MR37 FOR
- REGULATORY DETAIL SHEET MR37 FOR
- REGULATORY DETAIL SHEET MR37 FOR
- ENTRANCE SIGN
- WAYFINDING SIGN
- REGULATORY SIGN
- REGULATORY SIGN
- WARNING / HAZARD SIGN

**PAVING TYPE SEE PAVING SCHEDULE ON SHEET**

**DETAIL NUMBER**

**SHEET NUMBER**

**UNPAVING TYPE A SEE SHEET MR35**

**UNPAVING TYPE B SEE SHEET MR35**

**Conditions of Use**

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**PORT CREDIT HARBOUR WEST PARKS**  
CITY OF MISSISSAUGA

**Materials Plan**  
**Marina Park**

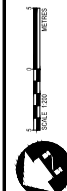
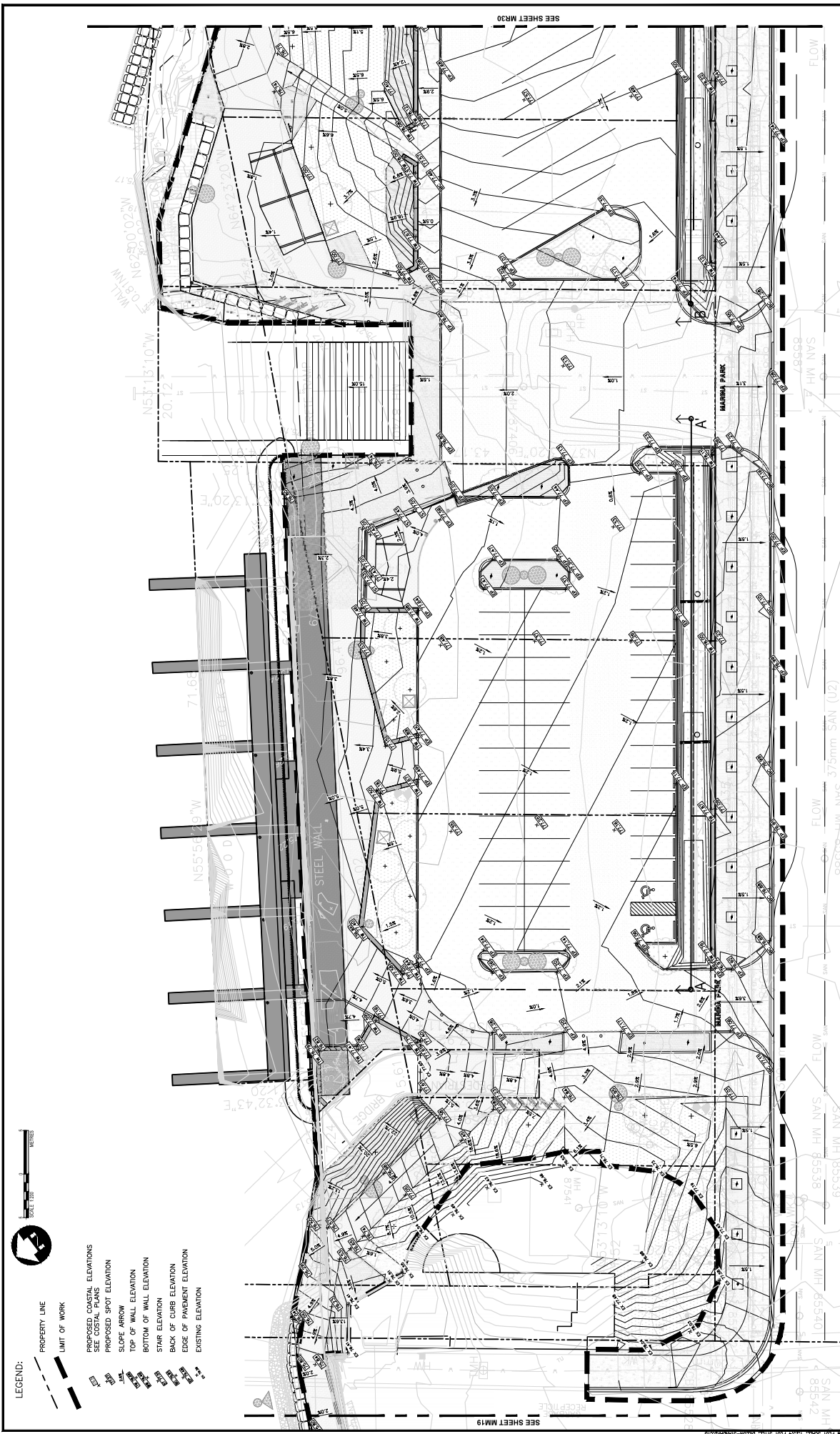
**MR27**

**19-1530**

**JANUARY 2021**

**1:200**





- LEGEND:**
- PROPERTY LINE
  - LIMIT OF WORK
  - PROPOSED COASTAL ELEVATIONS
  - SEE COASTAL PLANS
  - PROPOSED SPOT ELEVATION
  - SLOPE ARROW
  - TOP OF WALL ELEVATION
  - BOTTOM OF WALL ELEVATION
  - STAIR ELEVATION
  - BACK OF CURB ELEVATION
  - EDGE OF PAVEMENT ELEVATION
  - EXISTING ELEVATION

**Conditions of Use**

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**DILLON CONSULTING**

PORT CREDIT HARBOUR WEST PARKS  
CITY OF MISSISSAUGA

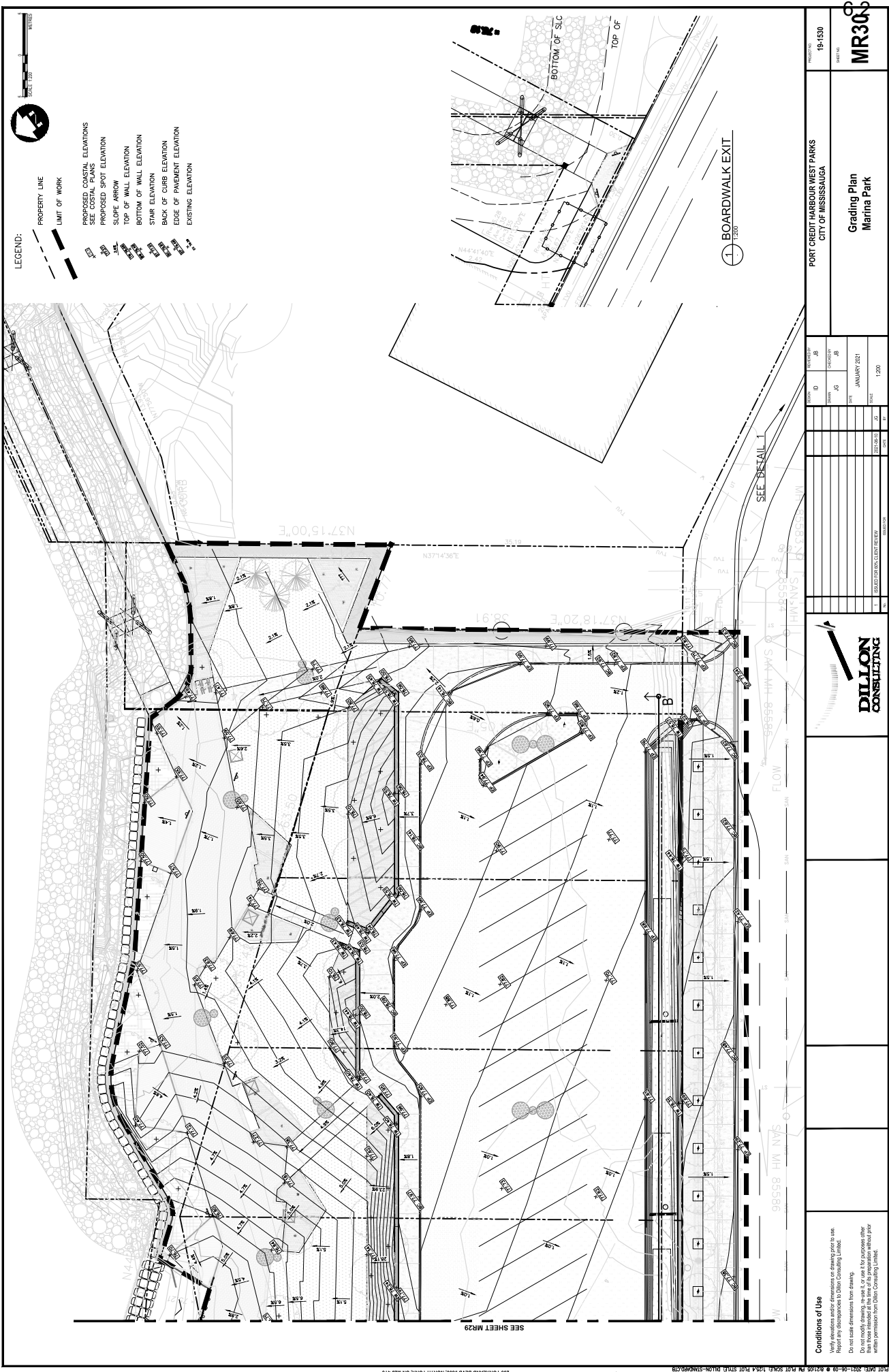
Grading Plan  
Marina Park

PROJECT NO: 19-1530  
DATE: JANUARY 2021

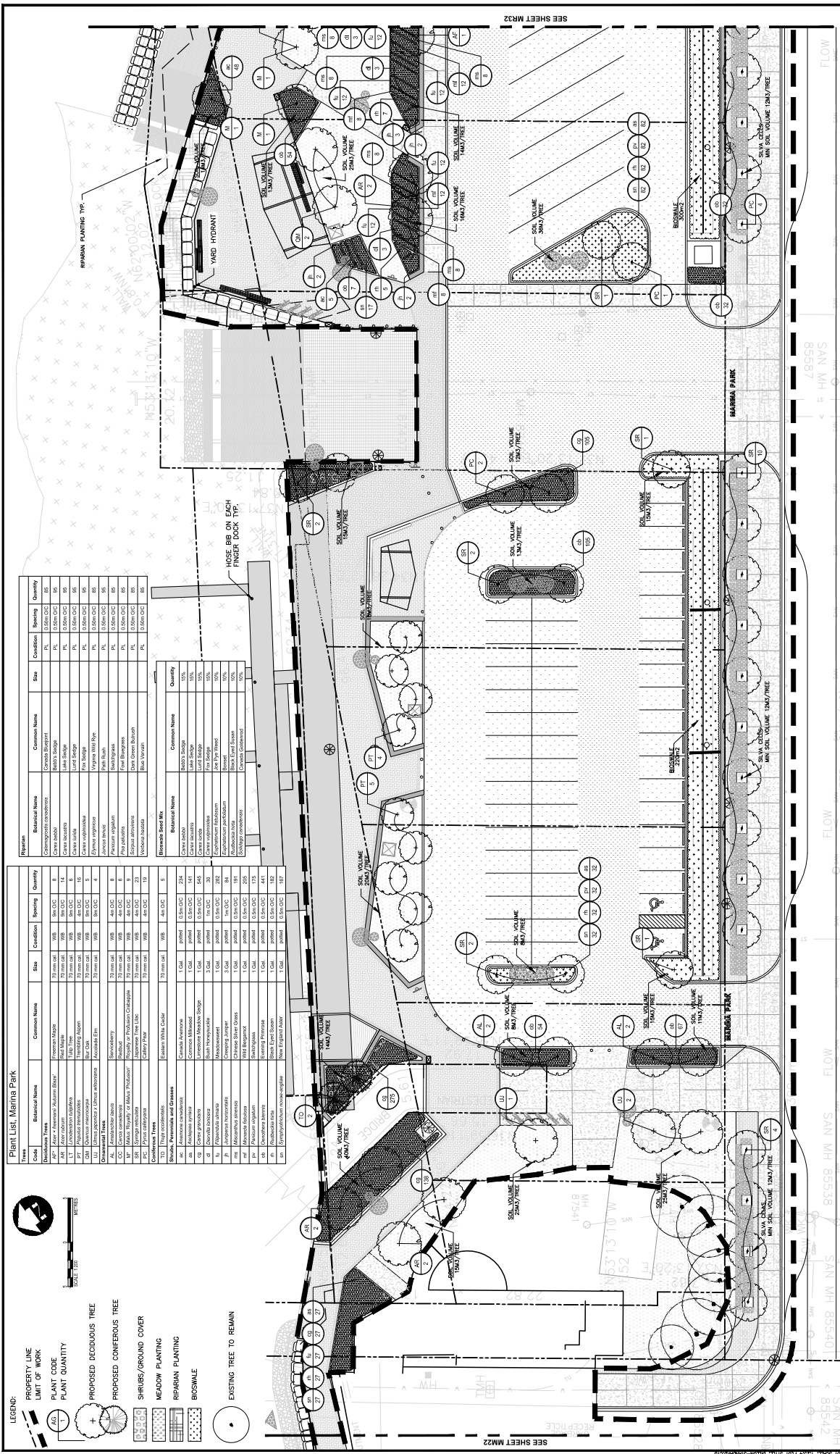
1. ISSUED FOR PUBLIC BIDDING REVIEW

MR298









**LEGEND:**

- PROPERTY LINE
- LIMIT OF WORK
- PLANT CODE
- PLANT QUANTITY
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- SHRUBS/GROUND COVER
- MEADOW PLANTING
- RIPARIAN PLANTING
- BOWLAKE
- EXISTING TREE TO REMAIN

Plant List Marina Park				
Code	Botanical Name	Common Name	Size	Quantity
A-27	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	75 mm cal.	14
A-28	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	100 mm cal.	14
A-29	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	125 mm cal.	14
A-30	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	150 mm cal.	14
A-31	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	175 mm cal.	14
A-32	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	200 mm cal.	14
A-33	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	225 mm cal.	14
A-34	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	250 mm cal.	14
A-35	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	275 mm cal.	14
A-36	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	300 mm cal.	14
A-37	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	325 mm cal.	14
A-38	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	350 mm cal.	14
A-39	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	375 mm cal.	14
A-40	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	400 mm cal.	14
A-41	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	425 mm cal.	14
A-42	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	450 mm cal.	14
A-43	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	475 mm cal.	14
A-44	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	500 mm cal.	14
A-45	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	525 mm cal.	14
A-46	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	550 mm cal.	14
A-47	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	575 mm cal.	14
A-48	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	600 mm cal.	14
A-49	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	625 mm cal.	14
A-50	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	650 mm cal.	14
A-51	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	675 mm cal.	14
A-52	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	700 mm cal.	14
A-53	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	725 mm cal.	14
A-54	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	750 mm cal.	14
A-55	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	775 mm cal.	14
A-56	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	800 mm cal.	14
A-57	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	825 mm cal.	14
A-58	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	850 mm cal.	14
A-59	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	875 mm cal.	14
A-60	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	900 mm cal.	14
A-61	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	925 mm cal.	14
A-62	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	950 mm cal.	14
A-63	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	975 mm cal.	14
A-64	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1000 mm cal.	14
A-65	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1025 mm cal.	14
A-66	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1050 mm cal.	14
A-67	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1075 mm cal.	14
A-68	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1100 mm cal.	14
A-69	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1125 mm cal.	14
A-70	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1150 mm cal.	14
A-71	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1175 mm cal.	14
A-72	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1200 mm cal.	14
A-73	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1225 mm cal.	14
A-74	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1250 mm cal.	14
A-75	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1275 mm cal.	14
A-76	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1300 mm cal.	14
A-77	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1325 mm cal.	14
A-78	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1350 mm cal.	14
A-79	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1375 mm cal.	14
A-80	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1400 mm cal.	14
A-81	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1425 mm cal.	14
A-82	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1450 mm cal.	14
A-83	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1475 mm cal.	14
A-84	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1500 mm cal.	14
A-85	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1525 mm cal.	14
A-86	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1550 mm cal.	14
A-87	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1575 mm cal.	14
A-88	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1600 mm cal.	14
A-89	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1625 mm cal.	14
A-90	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1650 mm cal.	14
A-91	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1675 mm cal.	14
A-92	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1700 mm cal.	14
A-93	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1725 mm cal.	14
A-94	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1750 mm cal.	14
A-95	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1775 mm cal.	14
A-96	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1800 mm cal.	14
A-97	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1825 mm cal.	14
A-98	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1850 mm cal.	14
A-99	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1875 mm cal.	14
A-100	Abies balsamea (Mill.) (B.S.P.)	Fraser's Fir	1900 mm cal.	14

**Conditions of Use**

Verify elevations and/or dimensions on drawing prior to use. Replicate any discrepancies to other consulting units. Do not modify drawing (re-use) for use for purposes other than those intended. Written permission from Dillon Consulting Limited.

**PORT CREDIT HARBOUR WEST PARKS**  
CITY OF MISSISSAUGA

**Planting Plan**  
Marina Park

**MR34'S**

19-1330

DATE: JANUARY 2021

SCALE: 1:200

DESIGNED BY: J. DILLON

CHECKED BY: J. DILLON

APPROVED BY: J. DILLON

DILLON CONSULTING

[illegible]

PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA	PLANTING PLAN MARINA PARK	PROJECT NO. 19-1530	SHEET NO. <b>MR322</b>
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### 3 SIGNAGE

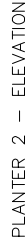
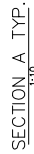


ALIGN END OF TOP  
BOARDS ON TOP OF  
SLEEPERS



Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

MR3726



		44 100		10/04/2020		PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA		PROJECT NO. 19-1530	
				ISSUED				SHEET NO.	
				DESIGN				DATE	
				CHECKED BY				MR38	
				DATE		JANUARY 2021		Details Walls	
				SCALE		AS SHOWN			
				DATE		2021.04.10			
				BY		DVS			
				REVISIONS		1		2021.04.10	
						2		2021.04.10	
						3		2021.04.10	
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						6		2021.04.10	
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						60		2021.04.10	

**DILLON  
CONSULTING**



SECTION  
1-20

1 BIKE RACK MOUNTED THROUGH PAVERS INTO CONCRETE BASE  
1/20

SECTION  
1-26

3 TRASH MOUNTED ON UNIT PAVING 1:20

SECTION 1.26

4 RECYCLING MOUNTED ON UNIT PAYING



THROUGH UNIT PAVING

2 BOLLARD INSTALLATIONS

SECTION

**NOTE:**

1. CONTRACTOR TO COORDINATE FINAL LOCATIONS OF THE BENCH WITH THE CONTRACT ADMINISTRATOR AND LANDSCAPE ARCHITECT.
2. PROPOSED LOCATIONS SHOULD BE IDENTIFIED ON SITE, FOR REVIEW AND CONFIRMATION BY THE CONTRACT ADMINISTRATOR AND LANDSCAPE ARCHITECT, PRIOR TO INSTALLATION.

5 BENCH MOUNTED ON UNIT PAVING 1:20

THROUGH CONCRETE  
1:20

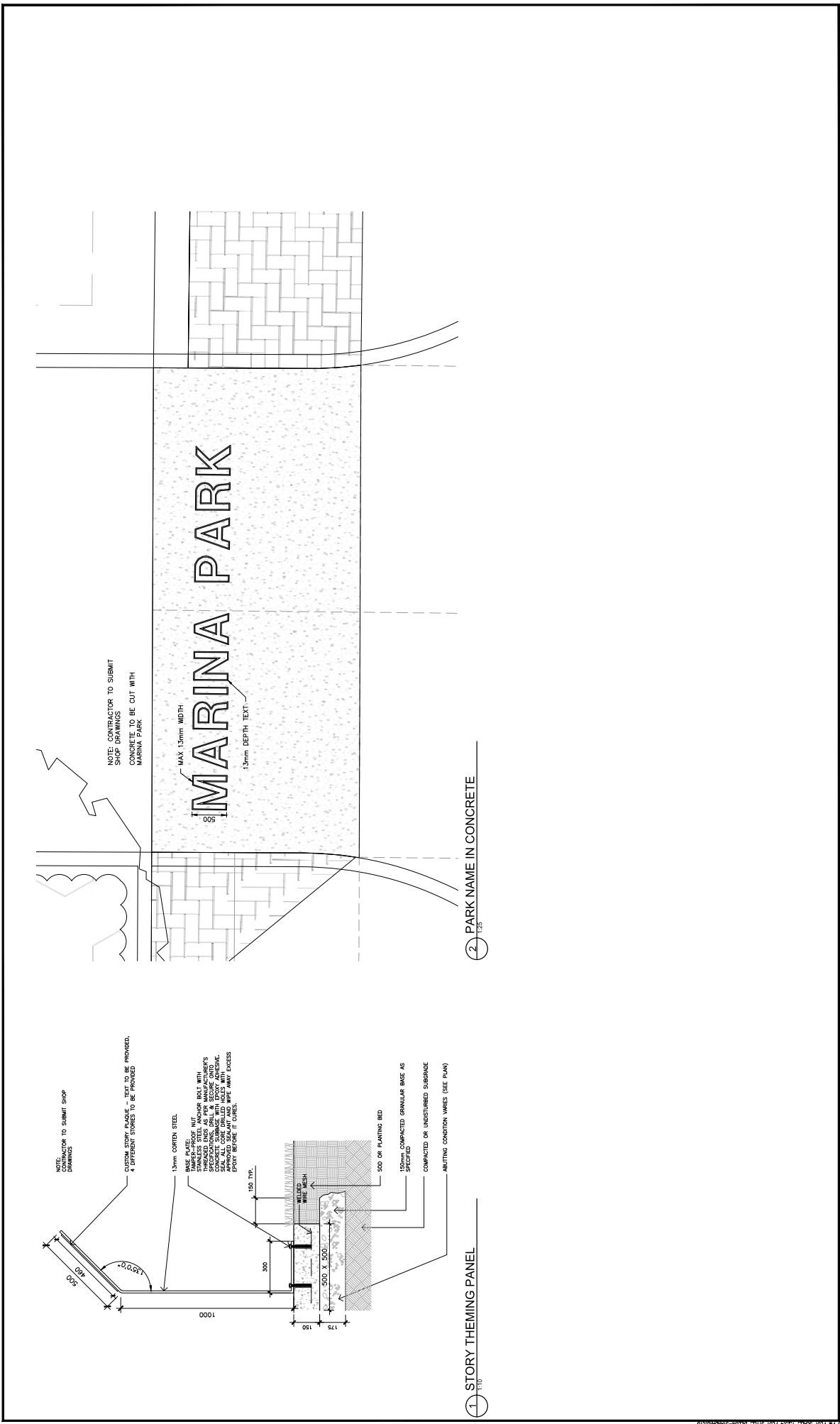
**STREETLIFE®**

Backless Heavy Bench  
N15

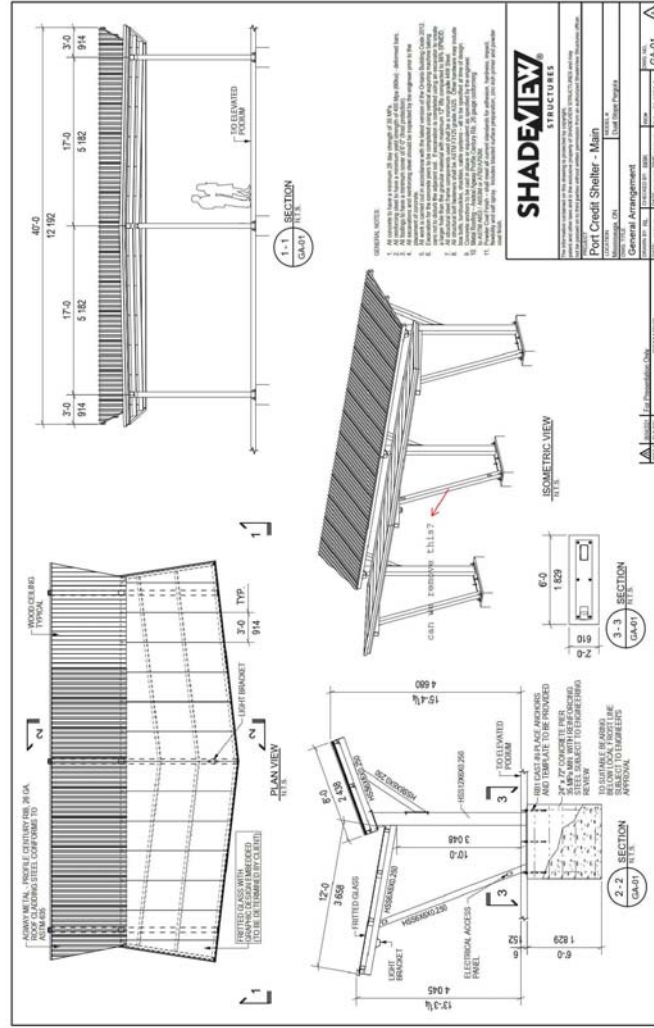
STREETLIFE®

NTS  
BACKED HEAVY BENCH

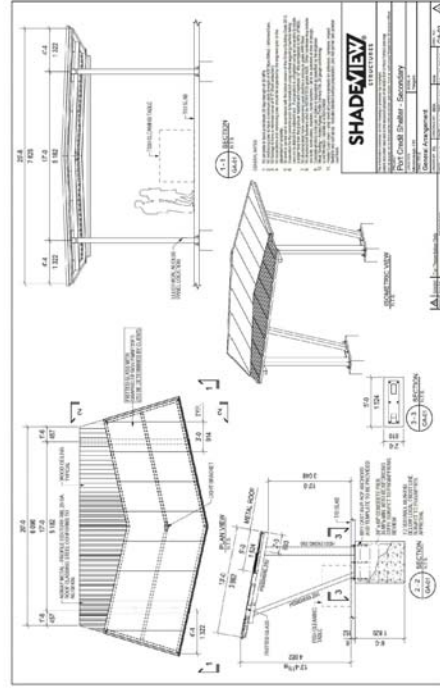
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PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA		PROJECT NO. 19-1530	PROJECT 19-1530	
Details Theming Items		DATE JANUARY 2021	SCALE 1:200	MR408

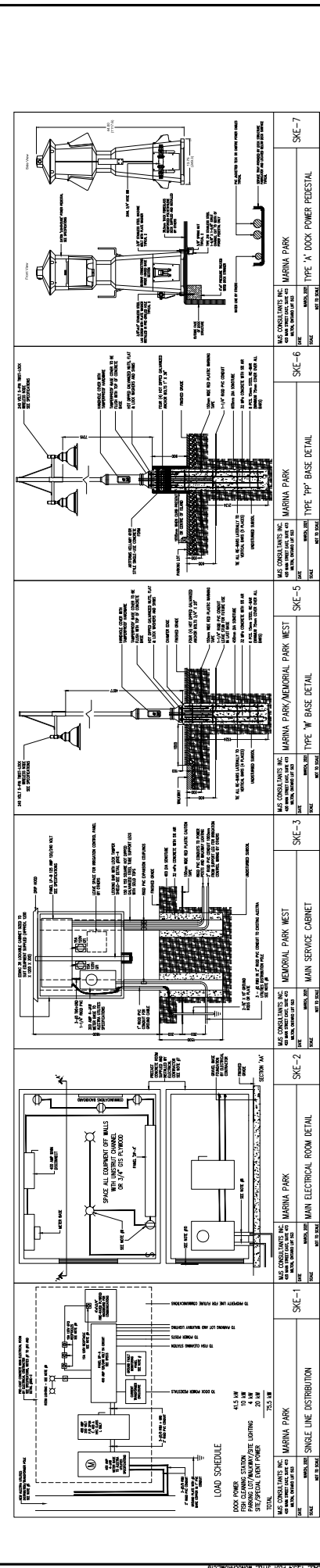
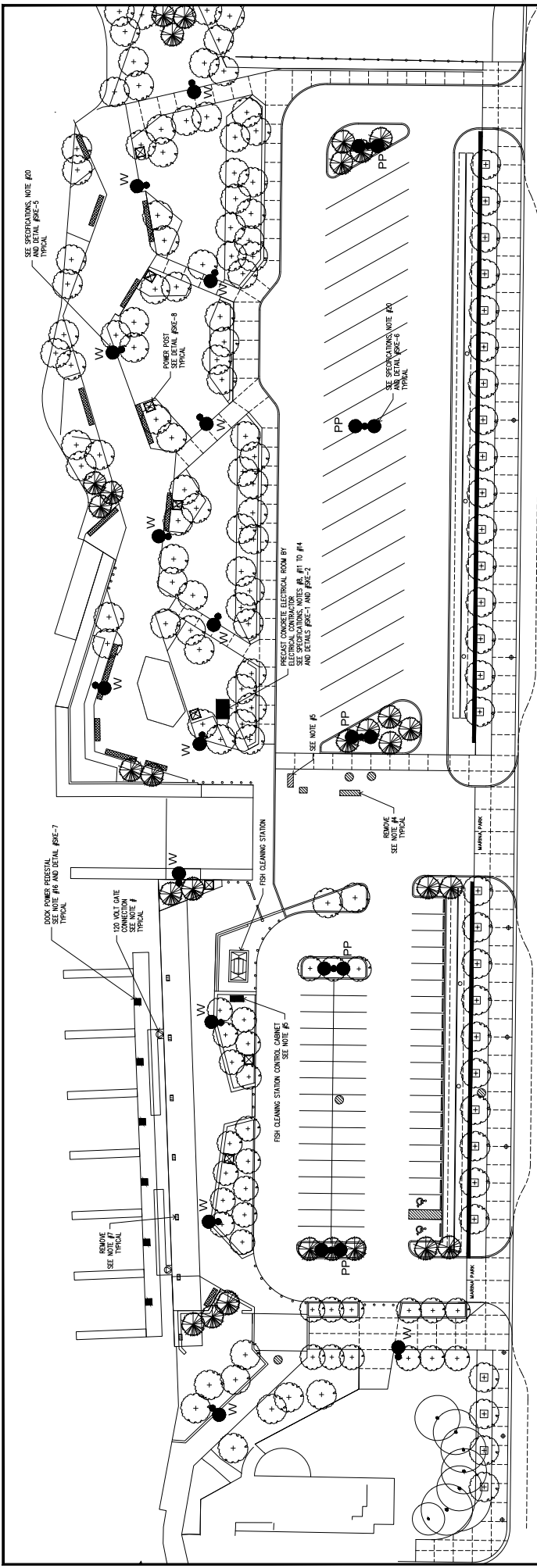


## ① SHADE STRUCTURE



## 2 FISH CLEANING STRUCTURE

<p><b>Conditions of Use</b></p> <p>Verify dimensions and/or dimensions on drawing prior to use. Report any discrepancies to Olson Consulting Limited.</p> <p>Do not scale dimensions from drawing.</p> <p>Do not modify dimensions, in whole or in part, for purposes other than those intended at the time of preparation without prior written permission from Olson Consulting Limited.</p>	 <p><b>DILLON CONSULTING</b></p>	<p>PORT CREDIT HARBOUR WEST PARKS CITY OF MISSISSAUGA</p>										<p>PROJECT NO:</p> <p>19-1530</p>																																							
		<p>Details Structures</p>										<p>SHEET NO:</p> <p>MR41-1N</p>																																							
<table><tr><th colspan="2"></th><th>DATE</th><th>BY</th><th>REVISION</th></tr><tr><td></td><td></td><td>15/04/20</td><td>CH</td><td>01</td></tr><tr><td></td><td></td><td>15/04/20</td><td>CH</td><td>02</td></tr><tr><td></td><td></td><td>15/04</td><td></td><td></td></tr><tr><td></td><td></td><td colspan="2">JANUARY 2021</td><td></td></tr><tr><td></td><td></td><td colspan="2">TOTAL</td><td>1,200</td></tr><tr><td>1</td><td>1</td><td>15/03/20</td><td>CH</td><td>01</td></tr><tr><td></td><td></td><td colspan="2">TOTAL</td><td>1,200</td></tr></table>														DATE	BY	REVISION			15/04/20	CH	01			15/04/20	CH	02			15/04					JANUARY 2021					TOTAL		1,200	1	1	15/03/20	CH	01			TOTAL		1,200
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		TOTAL		1,200																																															



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<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
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<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>
<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>	<p>DATE: 2020-04-20</p>

PROGRESS PRINT

Conditions of Use

Verify elevations and/or dimensions on drawing prior to use.

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Do not modify drawing (re-use) for use for purposes other than those intended without written permission from Olan Consulting Limited.

PROGRESS PRINT

PORT CREDIT HARBOUR WEST PARKS

19-1530

MARINA PARK  
PRELIMINARY ELECTRICAL LIGHTING PLAN

E-1.2

19-1530



### **Appendix B - Old Port Credit HCD Plan Property Inventory Sheets**

Note: There is no inventory sheet for the property at 21 Front Street South



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/05/08



6.2 Northeast corner, 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.3 East elevation, 1980



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Southeast corner, 2017/04/10



6.2 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



6.2 Southeast corner, 2017/04/10



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.3 Southeast corner, 1980

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>15 Front Street South</b>
<b>2.0 LOT</b>	
2.1 Land use designation	Public Open Space
2.2 Period of construction	
2.3 Zoning	G1-11; OS2-9
2.4 Lot size (m <sup>2</sup> )	
2.5 Building front yard setback (m)	
2.6 Building side yard setback (m)	
<b>3.0 LANDSCAPE / SETTING / CONTEXT</b>	
3.1 Trees and shrubs	Mature tree
3.2 Soft landscaping	Grass lawn
3.3 Driveways / parking	Asphalt parking lots
3.4 Landscape / property features	Parking lot, boat launch and staging area
3.5 Fencing	Chain-link fencing
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	n/a
4.2 Building size (m <sup>2</sup> )	
4.3 Wall assembly	
4.4 Roof shape / pitch / material	
4.5 Storeys	
4.6 Alterations	
4.7 Architectural style	
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

**6.0 PHOTO DOCUMENTATION**



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

**6.0 PHOTO DOCUMENTATION**



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

**6.0 PHOTO DOCUMENTATION**



6.1 East elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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

## 6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.2 Southeast corner, 2017/04/10



6.3 Northeast corner, 1989



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.4 East elevation, 1976



6.5 Southeast corner, c. 1950s

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>35 Front Street South</b>
<b>2.0 LOT</b>	
2.1 Land use designation	Residential High Density
2.2 Period of construction	1971-1972
2.3 Zoning	RA5-25
2.4 Lot size (m <sup>2</sup> )	10,129
2.5 Building front yard setback (m)	12.19
2.6 Building side yard setback (m)	13.71
<b>3.0 LANDSCAPE / SETTING / CONTEXT</b>	
3.1 Trees and shrubs	Shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt driveway, underground parking structure
3.4 Landscape/property features	Waterfront property. Building surrounded by open soft landscaping
3.5 Fencing	n/a
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	Multi-unit apartment building
4.2 Building size (m <sup>2</sup> )	15,200
4.3 Wall assembly	Concrete / brick
4.4 Roof shape / pitch / material	Flat
4.5 Storeys	20
4.6 Alterations	Brick veneer
4.7 Architectural style	International Style
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	Partially man-made land from late 1960s
5.4 Heritage attributes	<ul style="list-style-type: none"> <li>Views of the Credit River and Lake Ontario</li> <li>Access to the Credit River and Lake Ontario</li> </ul>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 East elevation, 2017/04/10



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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>53 Lake Street</b>
<b>2.0 LOT</b>	
2.1 Land use designation	Public Open Space
2.2 Period of construction	1922 to 1923
2.3 Original owner	Village of Port Credit, waterworks pumping station
2.4 Current owner	Credit Valley Conservation Authority
2.5 Zoning	G1; OS2; RA5-25
2.6 Lot size (m <sup>2</sup> )	103,577.08
2.7 Building front yard setback (m)	54
2.8 Building side yard setback (m)	0.0 / 39.0
<b>3.0 LANDSCAPE /SETTING/CONTEXT</b>	
3.1 Trees and shrubs	Some mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Located in J.C. Saddington Park
3.5 Fencing	n/a
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	Industrial detached
4.2 Building size (m <sup>2</sup> )	116
4.3 Wall assembly	Brick
4.4 Roof shape / pitch / material	Truncated hip / pitch / asphalt shingle
4.5 Storeys	1
4.6 Alterations	n/a
4.7 Architectural style	Arts and Crafts Industrial
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> <li>• Low-rise form</li> <li>• Example of 20<sup>th</sup> century infrastructural buildings</li> </ul>



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



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



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



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.3 South elevation, pumping station

6.4 2017/05/08



6.5 West elevation

6.6 2017/05/08

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>65 Lake Street</b>
<b>2.0 LOT</b>	
2.1 Land use designation	Public Open Space
2.2 Period of construction	1975
2.3 Original owner	
2.4 Zoning	OS2; G1; RA5-25
2.5 Lot size (m <sup>2</sup> )	103,577.08
2.6 Building front yard setback (m)	0.0
2.7 Building side yard setback (m)	0.0 / 0.0
<b>3.0 LANDSCAPE /SETTING/CONTEXT</b>	
3.1 Trees and shrubs	Some mature trees
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Asphalt parking lot / pedestrian paths
3.4 Landscape/property features	Located in J.C. Saddington Park
3.5 Fencing	n/a
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	Shade structure and public toilets
4.2 Building size (m <sup>2</sup> )	84 each
4.3 Wall assembly	n/a / precast concrete
4.4 Roof shape / pitch / material	Modified hip roof / medium /
4.5 Storeys	1 each
4.6 Alterations	n/a
4.7 Architectural style	Postmodern
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> <li>• Low-rise form</li> <li>• Example of Postmodernism</li> <li>• Quality of architectural detailing</li> </ul>



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



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



6.2 Detail, shade structure, 2018/05/14



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



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



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

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018



6.5 Detail, public washrooms, 2018/05/14



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>105 Lakeshore Road West</b>
<b>2.0 LOT</b>	
2.1 Land use	Public Open Space
2.2 Period of construction	1990
2.3 Zoning	OS2-9; G1-11
2.4 Lot size (m <sup>2</sup> )	566.23
2.5 Building front yard setback (m)	1.6
2.6 Building side yard setback (m)	3.6 / 9.8
<b>3.0 LANDSCAPE / SETTING / CONTEXT</b>	
3.1 Trees and shrubs	Trees and shrubs
3.2 Soft landscaping	Grass lawn
3.3 Driveways and parking	Adjacent to 15 Front Street South asphalt parking lots.
3.4 Landscape/property features	Corner lot, concrete ramp and steps
3.5 Fencing	Concrete posts and painted metal guard
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	Replicated lighthouse pumping station operated by the Region of Peel conducting Wastewater Class EA. Landing point for the west end of the pedestrian bridge, and parking/staging/storage area for the boat launch on this west bank of the Credit River.
4.2 Building size (m <sup>2</sup> )	117
4.3 Wall assembly / cladding	Precast concrete
4.4 Roof shape / pitch / material	Articulated gable / medium / pre-finished steel
4.5 Storeys	1 to 3
4.6 Alterations	A building permit application was issued in 2015 for a restaurant with accessory outdoor/rooftop patio
4.7 Architectural style	Post-Modern
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Contributing
5.3 Heritage notes	n/a
5.4 Heritage attributes	<ul style="list-style-type: none"> <li>• Example of postmodern architectural style</li> </ul>

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northwest corner, 2017/04/10



6.2 South elevation, 2018/05/14



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

<b>1.0 ADDRESS</b>	<b>111 Lakeshore Road West</b>
<b>2.0 LOT</b>	
2.1 Land use designation	Convenience Commercial
2.2 Period of construction	Late twentieth century
2.3 Zoning	C4-35
2.4 Lot size (m <sup>2</sup> )	1832
2.5 Building front yard setback (m)	3.74
2.6 Building side yard setback (m)	3.34 / 18.17
<b>3.0 LANDSCAPE / SETTING / CONTEXT</b>	
3.1 Trees and shrubs	Trees
3.2 Soft landscaping	Glass lawn
3.3 Driveways and parking	Asphalt parking lot
3.4 Landscape/property features	Patio
3.5 Fencing	n/a
<b>4.0 ARCHITECTURE</b>	
4.1 Building type	Commercial
4.2 Building size (m <sup>2</sup> )	759
4.3 Wall assembly	Steel frame / stucco / storefront
4.4 Roof shape / pitch / material	Hip / medium / asphalt shingle (front building). Flat (rear building).
4.5 Storeys	1
4.6 Alterations	
4.7 Architectural style	Commercial plaza
<b>5.0 HERITAGE</b>	
5.1 Current status/designation	Designated under Part V
5.2 HCD plan classification	Other
5.3 Heritage notes	n/a
5.4 Heritage attributes	n/a

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 Northeast corner, 2017/04/10



6.2 North elevation, 2017/04/10

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

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



OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT  
PROPERTY INVENTORY 2018

6.0 PHOTO DOCUMENTATION



6.1 North elevation, 2017/05/08



6.2 Northeast corner, 2017/05/08



### **Appendix C – Cultural Heritage Landscapes Inventory Sheet**



## Credit River Corridor

**L-NA-2**

**Location** The River runs north south and transects the City from the Brampton border to the Lake Ontario shoreline.

**Heritage or Other Designation** None

**Landscape Type** Natural Area

### 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



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**SITE DESCRIPTION**

The Credit River is 58 miles long in total and has a drainage area of 328 square miles. From south of Georgetown to Erindale, the river cuts through the boulder till of the Peel Plain and in some areas exposes the underlying Paleozoic bedrock of shales and sandstones. The River flows through a wide alluvial terrace at Meadowvale where its banks are gentle and tree covered. As it approaches the old Shoreline of glacial Lake Iroquois at Erindale it cuts deeper and deeper into the Peel Plain creating steep valley walls in excess of 75 feet deep. In several locations, such as on the former Bird property north of Burnhamthorpe, intermediate benches were formed as the water levels of the glacial lakes receded. These benches and alluvial terraces provide wonderful natural and recreational settings for trails and other recreational activities. South of the Iroquois shoreline the River cuts through the sands and boulder till of the Iroquois Plain. The last mile of the river is drowned and marshy. The wave action of Lake Ontario continues in its efforts to build a bar across the mouth of the river which is periodically removed by dredging. Despite its size, the River has had significant impact on the settlement of the area. At one time, Erindale had a mill and for a short while a small hydroelectric generating station. At Streetsville, four flour mills operated some of which remain today as modern mills. Two sawmills and a carding mill were built in Meadowvale. The banks of the river continue to be developed for attractive residential neighborhoods, parks and special uses such as the University of Toronto Erindale campus. The river provides the residents of Mississauga with a variety of recreational and educational opportunities. The Credit River Valley is the most significant natural feature remaining in the City of Mississauga. ( excerpts from The Physiography of Southern Ontario)

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## Appendix D – Designation By-Laws







An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

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Ce document est tiré du registre aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

BY-LAW NUMBER *782-80*

To designate the "Wilcox Inn" at  
32 Front Street as being of  
architectural and historical interest.

WHEREAS the Ontario Heritage Act, S.O. 1974, Chapter 122, Section 29(6), 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

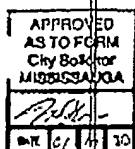
WHEREAS notice of intention to so designate the "Wilcox Inn" at 32 Front Street, having been duly published and served and no notice of objection to such designation having been received by the Council of the Corporation of the City of Mississauga.

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

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" attached hereto, known as the "Wilcox Inn" at 32 Front Street be designated as being of architectural and historic value or interest.
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.

ENACTED AND PASSED this *15th* day of *October*, 1980.



*[Signature]*  
MAYOR

*[Signature]*  
CLERK

SCHEDULE "A" TO BY-LAW 782.8  
OF THE CITY OF MISSISSAUGA.

Reasons for the designation of the "Wilcox Inn" at 32 Front Street.

The "Wilcox Inn" is recommended for designation on historical grounds. The building was one of the earliest Inns built in Port Credit. Dating from the 1840's, The Inn ceased operation after 1855, but continued in public service for community activities and for Presbyterian Church services until 1892. Architecturally, it is a late Georgian structure with plain trim and pleasing symmetry in the placement of its elements. The building commands an excellent view of the harbour and is a well known landmark of the community.

SCHEDULE "B" TO BY-LAW 182-80

DESCRIPTION: Part of Lots 1 and 2 on North  
Side of Bay Street  
Town Plot of Port Credit

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Mississauga, Regional Municipality of Peel, (formerly in the Town of Port Credit, County of Peel), Province of Ontario and being composed of part of Lots 1 and 2 on the North side of Bay Street according to the Town Plot of Port Credit and which said parcel may be described as follows:

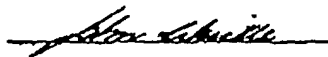
COMMENCING at the most Easterly angle of said Lot 1;

THENCE Northwesterly along the Northeasterly limit of said Lot 1, being along the Southwesterly limit of Front Street, 115.0 feet more or less to a point therein distant 50.0 feet measured Southeasterly thereon from the most Northerly angle of said Lot 1;

THENCE Southwesterly parallel to the Northwesterly limit of Bay Street, 92.0 feet more or less to a point in a line drawn parallel to and 40.0 feet perpendicularly distant measured Northeasterly from the Southwesterly limit of said Lot 2;

THENCE Southeasterly along the said parallel line, 115.0 feet more or less to a point in the Southeasterly limit of said Lot 2;

THENCE Northeasterly along the last mentioned limit, being along the Northwesterly limit of Bay Street, 92.0 feet more or less to the point of commencement, the hereinbefore described parcel being all of the lands described in Instrument No. 541879.

  
John Wintle,  
Ontario Land Surveyor.





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March 24, 2011

VIA REGISTERED MAIL

Mr. Jim Leonard

Registrar, Ontario Heritage Trust

Heritage Programs and Operation

10 Adelaide Street East

Toronto, ON M5C 1J3

ONTARIO HERITAGE TRUST

MAR 25 2011

RECEIVED

RE: Heritage Designation – Port Credit Memorial Arena  
40 Stavebank Road, Ward 1  
Clerk's File: CS.08.STA

We are enclosing herewith, for your retention, a copy of By-law 0040-2011 passed by Mississauga City Council on March 9, 2011 designating the property located at 40 Stavebank Road as being of cultural heritage value or interest under the *Ontario Heritage Act*.

Regards,

A handwritten signature in blue ink that reads "Julie J. Lavertu".

**Julie Lavertu**

Legislative Coordinator

Phone: 905-615-3200, ext. 5471

E-Mail: Julie.Lavertu@mississauga.ca

Encl.

cc. Councillor Jim Tovey, Ward 1 (w/enclosure)  
Paul Mitcham, Commissioner of Community Services (w/enclosure)  
Susan Burt, Director, Arts and Culture (w/enclosure)  
Elaine Eigl, Heritage Coordinator, Community Services (w/enclosure)  
Laura Waldie, Heritage Coordinator, Community Services (w/enclosure)  
Darshana Sachania, Legal Counsel, City Manager's Department (w/enclosure)



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0040-2011

A By-law to designate the Port Credit Memorial Arena  
located at 40 Stavebank Road  
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;

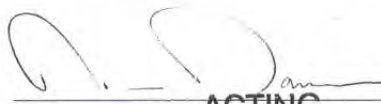
AND WHEREAS Notice of Intention to designate the Port Credit Memorial Arena located at 40 Stavebank Road, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Clerk of The Corporation of the City of Mississauga;


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 Port Credit Memorial Arena located at what is municipally known as 40 Stavebank Road, 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 Port Credit Memorial Arena located at 40 Stavebank Road, 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 40 Stavebank Road as described in Schedule 'A' in the proper land registry office.

ENACTED AND PASSED this 9<sup>th</sup> day of March, 2011.



  
ACTING MAYOR

  
CLERK

SCHEDULE 'A' TO BY-LAW 0040-2011

Summary: Part of 20 Acre Marsh Lot lying west of Stavebank Road, Registered Plan PC-2  
Part of Queen Street, lying south of Stavebank Road, Registered Plan PC-1  
(shown on Plan 300)  
(To be designated under the Ontario Heritage Act)

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

Legal Description: In the City of Mississauga, Regional Municipality of Peel, Province of Ontario and being composed of:

FIRSTLY: Part of 20 Acre Marsh Lot lying west of Stavebank Road, Registered Plan PC-2, designated as Parts 1, 2 and 3 on Plan 43R-33688.

SECONDLY: Part of Queen Street, lying south of Stavebank Road (closed by By-law 0033-2010, Registered as PR1773745), Registered Plan PC-1 (shown on Plan 300), designated as Part 4 on Plan 43R-33668.



Alnashir Jeraj  
Ontario Land Surveyor



SCHEDULE 'B' TO BY-LAW NO. 0040-2011

**DESIGNATION STATEMENT**  
**Port Credit Memorial Arena, 40 Stavebank Road**

**Description of Property**

Port Credit Memorial Arena is a Quonset hut shaped single pad indoor ice rink facility that lies on the west side of Stavebank Road, fronting Park Street.

**Statement of Cultural Heritage Value or Interest**

Port Credit Memorial Arena has physical/design value as:

- The first public and oldest surviving arena in the area now known as Mississauga
- An early example of a barrel vaulted arena in Mississauga
- A rare example of public 1950s Contempo architecture in Mississauga

Port Credit Memorial Arena has historical/associative value because:

- It has direct associations with both the Town and community of Port Credit, as well as the veterans that it memorializes
- It demonstrates the work of Robert Fairfield, Routhwaite and Fairfield, a significant Canadian architect

Port Credit Memorial Arena has contextual value because it:

- Supports the recreational and/or commemorative character of Port Credit Memorial Park and the nearby Cenotaph
- Is physically, visually and historically linked to its surroundings
- Is a landmark

**Description of Heritage Attributes**

Key attributes that reflect Port Credit Memorial Arena's value as the first public and oldest surviving arena in the area now known as Mississauga:

- Its location, in Mississauga

Key attributes that reflect Port Credit Memorial Arena's design value as an early example of a barrel vaulted arena in Mississauga:

- the shape and form of the roof
- the barrel vaulted interior
- the exposed Douglas fir ribs or timberwork sustaining the vaulted ceiling

Key attributes that reflect Port Credit Memorial Arena's value as a rare example of 1950s Contempo architecture in Mississauga:

- its simple yet unique shape and form
- its horizontal roof line
- the shape and form of the roof, including the fact that the roof overhangs the building and does not reach the ground
- the exposed buttresses at the roof base

Key attributes that reflect Port Credit Memorial Arena's association with both the Town and community of Port Credit and the veterans that it memorializes:

- Its central location in Port Credit
- The wooden folding chairs donated by the Port Credit Lion's Club
- The scoreboard donated by St. Lawrence Starch
- The inclusion of the word "Memorial" on the building signage
- The commemorative tree on the property (at the south end of the building, on the east side), planted in 2006 in honour of Rosemary Forbes, co-founder of the Port Credit Figure Skating Club

Key attributes that reflect Port Credit Memorial Arena's association with architect Robert Fairfield:

- Its simple modern shape and form in addition to interesting features:
  - The shape and form of the roof, including the fact that the roof overhangs and does not reach the ground
  - The exposed buttresses
  - The roof texture

Key attributes that reflect Port Credit Memorial Arena's contextual value:

- Its large size
- Its unique shape
- Its location in Port Credit Memorial Park
- Its location near and visibility to the Cenotaph, which is located to the southwest
- Its visibility from many areas in central Port Credit, including the Credit River, from the CN Bridge south to Lakeshore Road; Lakeshore Road, from the Port Credit Library to Front Street; and Stavebank Road



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Corporate Services Department  
Legislative Services Division  
Office of the City Clerk

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

FAX: 905-615-4181  
www.mississauga.ca



*Leading today for tomorrow*

October 20, 2011

**VIA REGISTERED MAIL**

Jim Leonard  
Registrar, Ontario Heritage Trust  
Heritage Programs and Operation  
10 Adelaide Street East  
Toronto, ON M5C 1J3

RE: Port Credit Memorial Arena, 40 Stavebank Road –  
A By-law to Amend By-law 0040-2011, a Heritage Designation By-law for the Port  
Credit Memorial Arena located at 40 Stavebank Road  
Clerks File No.: CS.08.STA

We are enclosing herewith, for your retention, By-law 0261-2011, a By-law to Amend By-law 0040-2011, a Heritage Designation By-law for the Port Credit Memorial Arena located at 40 Stavebank Road, passed by Mississauga City Council on October 12, 2011.

Regards,

**Julie Lavertu**  
Legislative Coordinator  
Phone: 905-615-3200, ext. 5471  
E-Mail: [Julie.Lavertu@mississauga.ca](mailto:Julie.Lavertu@mississauga.ca)

Encl.

cc. Councillor Jim Tovey, Ward 1 (w/enclosure)  
Paul Mitcham, Commissioner of Community Services (w/enclosure)  
Susan Burt, Director, Arts and Culture (w/enclosure)  
Elaine Eigl, Heritage Coordinator (w/enclosure)  
Darshana Sachania, Legal Counsel (w/enclosure)  
Paula Wubbenhorst, Acting Senior Heritage Coordinator (w/enclosure)





## THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0261-2011

A By-law to Amend By-law 0040-2011, a Heritage Designation by-law for the  
Port Credit Memorial Arena located at 40 Stavebank Road

WHEREAS Section 30.1 (1) of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18, as amended (the "Act"), provides that the Council of a municipality may by by-law, amend a by-law designating a property under Section 29 of the Act;

AND WHEREAS the Council of The Corporation of the City of Mississauga enacted By-law 0040-2011 on the 9<sup>th</sup> day of March, 2011, designating the real property including all the buildings and structures thereon located at 40 Stavebank Road (the "Property") to be of cultural heritage value or interest under Part IV of the Act (the "Heritage Designation By-law");

AND WHEREAS the City of Mississauga's Heritage Advisory Committee was consulted at its meeting on April 26, 2011 about the amendment in accordance with Section 30.1 (5) of the Act.

AND WHEREAS the owner of the designated property was provided with written notice on May 27, 2011 of the amendment in accordance with Section 30.1 (4) of the Act.

AND WHEREAS no notice of objection to the amendment was filed by the owner of the designated property within the 30-day period in accordance with Section 30.1 (6) of the Act.

AND WHEREAS the legal description (Schedule 'A') of the Property in By-law 0040-2011 is incorrect;

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

1. That Schedule 'A' of By-law 0040-2011 is hereby repealed and replaced with Schedule 'A' attached hereto.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the Property and the Ontario Heritage Trust.
3. That Schedule 'A' forms an integral part of this by-law.
4. That the City Solicitor is hereby directed to register a copy of this by-law against the Property as described in Schedule 'A' attached hereto in the proper land registry office.

ENACTED AND PASSED this 12 day of October, 2011.

APPROVED AS TO FORM City Solicitor MISSISSAUGA
<i>DL</i>
Date 11/09/23

*[Signature]*  
MAYOR

*Crystal Green*  
CLERK

SCHEDULE 'A' TO BY-LAW 0261-2011

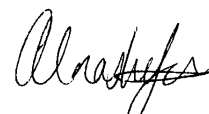
Summary: Part of 20 Acre Marsh Lot lying west of Stavebank Road, Registered Plan PC-2  
Part of Queen Street, lying south of Stavebank Road, Registered Plan PC-1  
(shown on Plan 300)  
(To be designated under the Ontario Heritage Act)

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

Legal Description: In the City of Mississauga, Regional Municipality of Peel, Province of Ontario and being composed of:

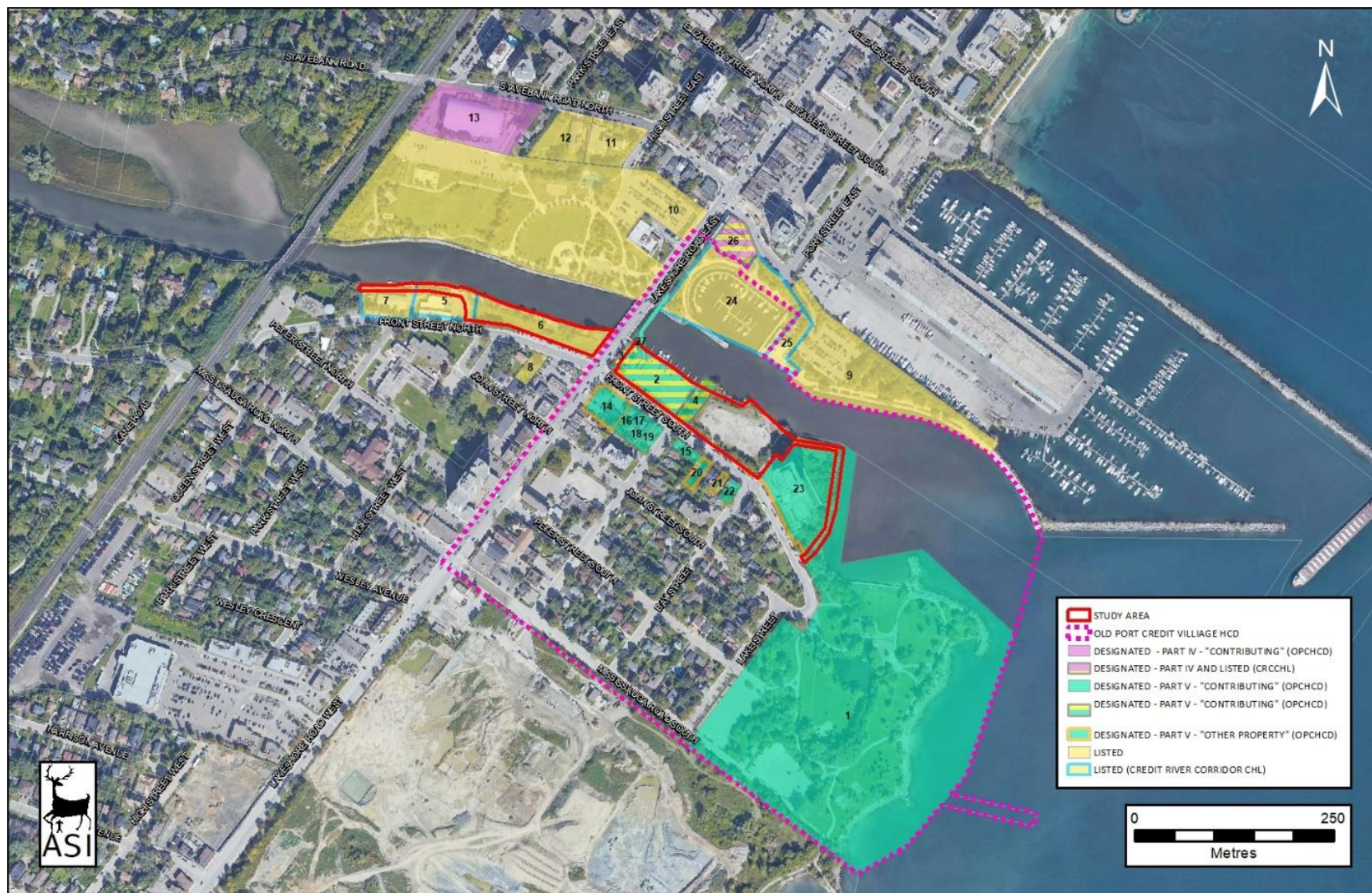
FIRSTLY: Part of 20 Acre Marsh Lot lying west of Stavebank Road, Registered Plan PC-2, designated as Parts 1, 2 and 3 on Plan 43R-33688.

SECONDLY: Part of Queen Street, lying south of Stavebank Road (closed by By-law 0033-2010, Registered as PR1773745), Registered Plan PC-1 (shown on Plan 300), designated as Part 4 on Plan 43R-33688.



Alnashir Veraj  
Ontario Land Surveyor

### Appendix E – Map of Cultural Heritage Resources





## Appendix F – Photographs of the Marina Park Washroom and Fish Cleaning Station

Note: Due to the ongoing Covid-19 pandemic at the time of this site visit, ASI did not enter the washrooms to document their interiors.



Marina Park Washroom from the northwest (ASI 2020)



Marina Park Washroom, front elevation (ASI 2020)





Marina Park Washroom, north and east elevations



Marina Park Washroom, east elevation (ASI 2020)





Marina Park Washroom, west elevation (ASI 2020)



Marina Park Washroom, west and south elevations (ASI 2020)





Fish Cleaning Station



Fish Cleaning Station

## Appendix G – Qualifications







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## Annie Veilleux

### *Curriculum Vitae*

#### EDUCATION

MA, Interdisciplinary Studies, York University, 2012  
Diploma, Collections Conservation and Management, Sir Sanford Fleming College, 2006  
BA, Honours Archaeology, University of Toronto, 2002

#### POSITION

Senior Cultural Heritage Specialist  
Manager, Cultural Heritage Division, Archaeological Services Inc., 2014-present

#### PROFESSIONAL AFFILIATION

Canadian Association of Heritage Professionals  
National Trust for Canada  
Association of Critical Heritage Studies  
Ontario Association for Impact Assessment  
Ontario Archaeological Society

#### PROFESSIONAL EXPERIENCE

2014 - present	Senior Cultural Heritage Specialist & Manager, Cultural Heritage Division, ASI
2010 – 2013	Cultural Heritage Specialist and Project Manager, Built Heritage and Cultural Heritage Landscape Planning Division, ASI
2005 – 2009	Staff Archaeologist and Field Director, Stage 3-4 Division, ASI
2001 – 2004	Project Archaeologist, Field Archaeologist, and Laboratory Assistant, ASI

#### PROFILE

My education and experience in cultural landscape theory, historical research, archaeology, and collections management provide me with an excellent grounding in the area of cultural heritage planning and management. With over fifteen years of experience in this field, my work has focused on the identification and evaluation of cultural heritage resources, both above and below ground. I have served as Project Manager and Cultural Heritage Specialist on numerous built heritage and cultural heritage landscape assessments, heritage recordings and evaluations, and heritage impact assessments as required for Environmental Assessments and Planning projects throughout the Province of Ontario. I have extensive experience leading and conducting research for large-scale heritage planning studies, heritage interpretation programs, and projects requiring comprehensive public and Indigenous engagement programs. I am fully bilingual in English and French and have served as a French language liaison on behalf of ASI.

## AREAS OF EXPERTISE

- Cultural Heritage Landscapes identification, evaluation, and management
- Heritage survey techniques
- Cultural heritage evaluation and impact assessment
- Consultation with the MTCS and heritage stakeholders
- Management of large scale heritage planning projects
- Thematic, archival, and oral historical research
- Public and Indigenous consultation and engagement programs

## SELECT CULTURAL HERITAGE PROJECTS

- Centre Wellington Cultural Heritage Landscape Study, Township of Centre Wellington, 2019-present
- East Gwillimbury Heritage Register Review, Town of East Gwillimbury, 2019-present
- Beeton Heritage Conservation District Plan, Town of New Tecumseth, 2019-present
- City of Mississauga Cultural Heritage Landscape Project, City of Mississauga, 2018-present
- Brantford Heritage Register Project, City of Brantford, 2017-present
- Cultural Heritage Landscape Assessment, Mohawk Lake District Plan, City of Brantford, 2017-present
- Queen Elizabeth Way Lion Monument Strategic Conservation Plan, Sir Casimir Gzowski Park, City of Toronto, 2016-present
- Pickering Nuclear Generating Station CHER, Pickering, Ontario Power Generation, 2019
- Don Mills Crossing CHRA, City of Toronto, 2017-2019
- Bayfront Industrial Area Renewal Strategy Phase 2, City of Hamilton, 2017-2019
- Beeton Heritage Conservation District Study, Town of New Tecumseth, 2017-2018
- Edwards Gardens Cultural Heritage Landscape Impact Assessment, City of Toronto, 2017-2018
- Correctional Workers' Monument Heritage Impact Assessment, Whitney South Plaza, Queen's Park Complex Provincial Heritage Property, City of Toronto, 2016-2018
- Cultural Heritage Landscape Evaluation and Impact Assessment: East Humber River Tributary, City of Vaughan, 2016
- Official Plan Review (Heritage Policies), City of Brampton, 2016
- Metrolinx Barrie Rail Corridor Expansion Heritage Studies, 2015-2017
- Metrolinx GO Network Electrification Heritage Studies, 2015-2017
- City of Kawartha Lakes Heritage Conservation District Studies, City of Kawartha Lakes, 2015-2016
- Woodbridge Heritage Conservation District Urban Design Streetscape Plan Study, 2015-2016
- Cave Springs Conservation Area Management Plan Cultural Heritage Inventory and Planning Study, Regional Municipality of Niagara, 2015
- Trent River Bridge Crossing, Campbellford, Northumberland County, 2015
- Port Lands and South of Eastern Transportation and Servicing Master Plan Class Environmental Assessment, 2013-2016.
- Cultural Heritage Landscape Inventory and Policy Study, City of Vaughan, 2010
- Cultural Heritage Landscape Policy and Research Study, City of Toronto, 2010
- Southeast Collector Recreational Enhancements, East Branch of the Toronto Carrying Place, An Historical Overview, Region of York, 2008-2010





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# James Neilson

## *Curriculum Vitae*

### EDUCATION

MES (Planning), Environmental Studies, York University, 2010  
BA, Politics, Trent University, 2007

### POSITION

Cultural Heritage Specialist, Archaeological Services Inc., 2017-present

### PROFESSIONAL AFFILIATION

Canadian Association of Heritage Professionals

### PROFESSIONAL EXPERIENCE

2017 - present	Cultural Heritage Specialist –Cultural Heritage Division, ASI
2015 – 2017	Heritage Planner, ERA
2013 – 2015	Assistant Planner, Heritage Preservation Services, City of Toronto
2013	Secretary-Treasurer, Committee of Adjustment, Town of Aurora
2010	Heritage Planning Intern, Town of Oakville

### PROFILE

My experience in the public and private sector has provided me with an excellent understanding of issues facing the cultural heritage industry and best practices in the field. Having prepared and reviewed cultural heritage evaluations and heritage impact assessments for projects ranging from small residential renovations to large-scale, high profile mixed-use developments, I am comfortable measuring impacts and providing a high-calibre of research and analysis that addresses municipal and provincial legislation and policy. As an urban planner, I have a particular interest in how cultural heritage resources can be conserved to create better communities.

## AREAS OF EXPERTISE

- Heritage Planning Policy and Implementation
- Heritage Impact Assessments
- Cultural Heritage Evaluations
- Historical Research and Analysis
- Interpretation Strategies
- Management of large scale heritage planning projects
- Stakeholder Engagement and Public Consultation

## SELECT CULTURAL HERITAGE RESEARCH AND REPORTS

Cultural Heritage Evaluation Reports (CHER)/Heritage Impact Assessments (HIA)/Cultural Heritage Resource Assessments (CHRA)/Heritage Interpretation Strategies (HIS)

- Heritage Impact Assessment: Port Credit Harbour Parks (2020)
- Heritage Impact Assessment: Lakeview Golf Club, Mississauga On. (2019)
- Heritage Impact Assessment: Centennial Park, Toronto On. (2019)
- Heritage Interpretation Strategy: Huttonville Cemetery, Brampton On. (2019)
- Cultural Heritage Resource Assessment: Regional Road 87, Port Dalhousie, St Catharines On. (2019)
- Heritage Interpretation Strategy: 13165 Keele St., King City On. (2019)
- Heritage Impact Assessment: Forbes Estate, Hespeler On. (2018-2019)
- Heritage Impact Assessment/Cultural Heritage Resource Assessments: Hamilton Sanatorium, Hamilton On. (2018-2020)
- Heritage Impact Assessment: Riverdale & Queen Street East Heritage Conservation Districts, Toronto On., Lakeshore East Rail Corridor (2018)
- Cultural Heritage Resource Assessment: Don Mills Crossing, Toronto On. (2017-2018)
- Heritage Impact Assessment: Woodbine Racetrack, Toronto On. (2017)
- Heritage Impact and Cultural Landscape Assessment: Edwards Gardens, Toronto On. (2017)
- Heritage Impact Assessment: Bonnie Boats Marina, Jackson's Point On. (2017)
- Heritage Impact Assessment: Millcroft Inn, Caledon On. (2017)
- Cultural Heritage Evaluation Report/Heritage Impact Assessment: Union Station Rail Corridor - Yonge Street Bridge and Bay Street Bridge, Metrolinx (2016)
- Heritage Impact Assessment: Union Station Train Shed Electrification, Metrolinx (2016)
- Heritage Impact Assessment: CIBC Square, 45/141 Bay Street, Toronto (2016)
- Cultural Heritage Evaluation Report/Heritage Impact Assessment: Glen Abbey Golf Course, Oakville On. (2016)
- Heritage Impact Assessment: Havergal College, Toronto On. (2016)
- Heritage Impact Assessment: 34-50 King Street East & 2 Toronto Street, Toronto On. (2016)
- Heritage Impact Assessment: 874 Yonge Street, Toronto On. (2016)
- Heritage Impact Assessment: 475 Yonge Street, Toronto On. (2016)
- Heritage Impact Assessment: 601 Sherbourne Street, Toronto On. (2016)
- Heritage Impact Assessment: 89-105 Church Street, Toronto On. (2016)
- Heritage Impact Assessment: Elora Mill South Bank, Elora On. (2015)
- Heritage Impact Assessment: 170 Spadina Avenue, Toronto On. (2015)
- Heritage Impact Assessment: 642 King Street West, Toronto On. (2015)
- Heritage Interpretation Strategy: North St Lawrence Market Redevelopment (2015)
- Heritage Impact Assessment and Cultural Heritage Landscape Assessment: Homewood Health Centre, Guelph On. (2015)

