

2740 DERRY ROAD EAST

HERITAGE IMPACT ASSESSMENT | MARCH 20, 2020



Project # 20-038-01
Prepared by AP/DE/PP/AB



PREPARED BY:

ERA Architects Inc.
625 Church Street, Suite 600
Toronto, Ontario M4Y 2G1
T: 416-963-4497

PREPARED FOR:

c/o Joel Weerdenburg, JMX Contracting Inc.
27 Anderson Blvd.
Uxbridge, Ontario L9P 0C7
T: 905-841-2224

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EXECUTIVE SUMMARY

ERA Architects Inc. ("ERA") has prepared this Heritage Impact Assessment ("HIA") on behalf of TransAlta Corporation ("TransAlta") for the co-generation plant (the "site") at 2740 Derry Road East in the City of Mississauga. The property currently contains a decommissioned co-generation plant that was constructed in c. 1992 to supply power to the adjacent Boeing aircraft manufacturing facility, which was demolished in 2005. The property is currently leased by TransAlta Corporation from the owner, The Boeing Company ("Boeing").

The property is listed on the City of Mississauga Heritage Register, primarily for its association with the aviation history of Malton. The Reasons for Listing supplied by the City of Mississauga identifies features of the site that were removed in 2005.

TransAlta is seeking approval from the City to demolish the co-generation plant so that it can return the site to Boeing in a vacant condition. In the future, Boeing intends to transfer the property to the Greater Toronto Airport Authority.

ERA has conducted a site visit, background research and analysis, evaluated the property under Ontario Regulation 9/06 (Criteria for Determining Cultural Heritage Value or Interest), and considered the potential impact of the demolition of the co-generation plant.

While the property itself has historical associations with Canadian aerospace history, ERA has evaluated the site and determined that it does not represent a significant cultural heritage resource, nor does it merit designation under Part IV of the Ontario Heritage Act. The only physical fabric that remains on the property is the co-generation plant, which was a late addition to the site and is a utilitarian structure that is incidental to the aviation legacy of the broader lands.

It is our opinion that the co-generation plant does not have cultural heritage value and that its removal will not give rise to adverse heritage impacts.

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1 INTRODUCTION

1.1 SCOPE OF THE REPORT

ERA has been retained to prepare this HIA to consider the potential impacts of the demolition of the existing c. 1992 co-generation plant on the site's identified cultural heritage value. This HIA has been prepared for the associated demolition permit application #BPA-54682. According to the City of Mississauga Heritage Impact Assessment Terms of Reference (June, 2017):

A Heritage Impact Assessment is a study to determine the impacts to known and potential heritage resources within a defined area proposed for future development. The study would include an inventory of all heritage resources within the planning application area. The study results in a report which identifies all known heritage resources, an evaluation of the significance of the resources, and makes recommendations toward mitigation measures that would minimize negative impacts to those resources.

This HIA has considered the applicable provincial and municipal heritage policy framework. Multiple sources of data have been collected, sorted and analyzed for this assessment. Both primary and secondary sources have been drawn from, including: historical maps, atlases, aerial photographs, archival photographs, the City of Mississauga website, and from observations made during a site visit.

1.2 PRESENT CLIENT CONTACT

c/o Daniel Morais, TransAlta Corporation
405 Smythe Road
Ottawa, Ontario K1H 5A4
T: 613-916-6184

1.3 SITE LOCATION AND DESCRIPTION

The site is located on the south side of Derry Road, west of Airport Road, and adjacent to the historic Village of Malton within the City of Mississauga. As indicated on the map below, the co-generation plant area is situated within a larger parcel that formerly contained an airplane manufacturing complex dating back to 1938, and more-recently occupied by The Boeing Company.

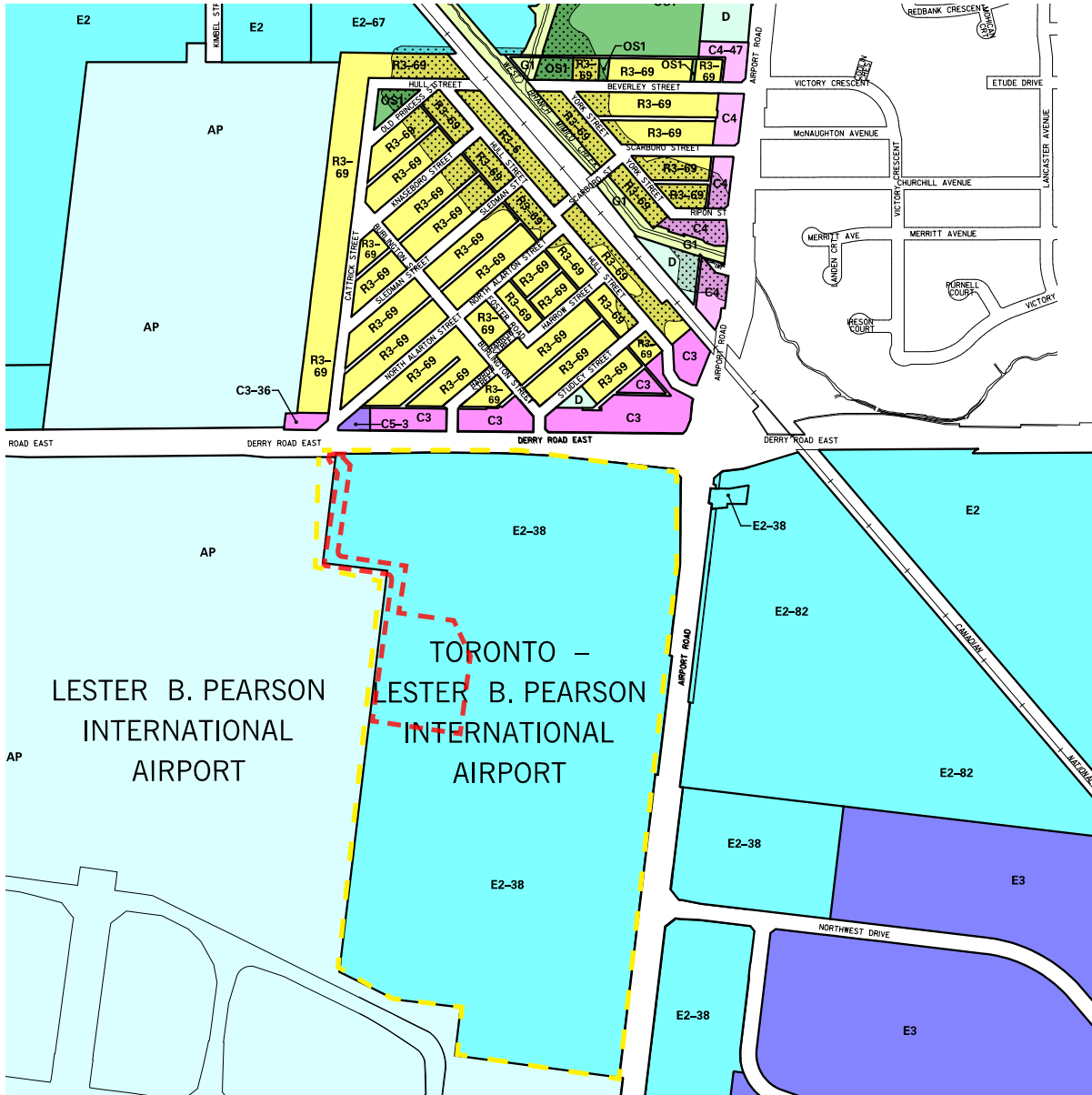
Following demolition of the Boeing complex in 2005, the site has been primarily a vacant lot, with the exception of the extant co-generation plant. The cogeneration plant, commissioned in 1992 operated as an electricity and steam energy facility until it was decommissioned in January 2018.

The site is adjacent to a mixture of land uses; the residential neighbourhood of Old Malton Village to the north, industrial properties to the east and the Toronto Pearson Airport to the south and west.



Aerial photograph - dashed red line indicates approximate extent of co-generation plant site area; dashed yellow line indicates approximate extent of former Boeing plant lands (Google Earth, 2020; annotations by ERA).

City of Mississauga Zoning Map (2007)



As depicted on the excerpt above, taken from the Mississauga Colour Zoning Map (by-law 0225-2007) the subject site is zoned "E2-38" (Business Employment). Lands to the west and south, occupied by Pearson International Airport, are zoned "AP" (Lester B. Pearson International Airport). Lands to the east are also zoned Business Employment. Lands to the north along the north side of Derry Road East are zoned "C3" (General Commercial) as well as "C5" (Motor Vehicle Commercial) and the residential lands further north "R3" (Detached Dwellings). The legend to the Colour Zoning Map is located on the following page.

ZONING BY-LAW 0225-2007

ZONING CATEGORIES	ZONES	ZONING DESCRIPTIONS
Residential	R1 - R18	Detached Dwellings
	RM1, RM2, RM3	Semi-Detached Dwellings
	RM7	Detached, Semi-Detached, Duplex, Triplex Dwellings
	RM4, RM5, RM6	Townhouse Dwellings
	RM8, RM9	Horizontal Multiple Dwellings
	RA1, RA2, RA3, RA4, RA5	Apartment, Long Term Care, Retirement Dwellings
Office	O	Office
Commercial	C1	Convenience Commercial
	C2	Neighbourhood Commercial
	C3	General Commercial
	C4	Mainstreet Commercial
	C5	Motor Vehicle Commercial
City Centre	CC1	Rural Core Commercial
	CC2	Mixed Use
	CC3	Mixed Use - Transition Area
	CC4	Mixed Use / Mixed Use - Transition Area
	CCOS	City Centre Open Space
Employment	E1	Business Employment in Nodes
	E2	Business Employment
	E3	Industrial
Open Space	OS1	Community Park
	OS2	City Park
	OS3	Cemetery
Greenlands	G1	Nature Hazard
	G2	Natural Features
		Greenlands Overlay
Parkway Belt	PB1, PB2	Parkway Belt
Utility	U	Utility
Institutional	I	Hospital and University / College
Development	D	Existing Use
Buffer	B	Buffer/Berm / Fence
Airport	AP	Lester B. Pearson International Airport

Legend for colour zoning map (City of Mississauga, 2007).

1.4 CONTEXT PHOTOS



Looking south at entrance to the property from Derry Road (ERA, 2020).



North elevation of co-generation plant (ERA, 2020).



Co-generation plant, east elevation (ERA, 2020).



Co-generation plant, west elevation (ERA, 2020).



Co-generation plant, east and north elevations (ERA, 2020).



View northeast over former Boeing plant lands (ERA, 2020).

1.5 HERITAGE CONTEXT

The subject site is listed on the Mississauga Heritage Register. The reasons for listing are reproduced in Section 4 of this HIA (Statement of Significance). The site does not contain any heritage resources that are designated under Part IV or Part V of the Ontario Heritage Act.

The site is also located proximate to the Pearson International Airport Cultural Landscape (F-TC-1), which is listed on the Heritage Register and described as follows:

Pearson International Airport combines both the current airport and the associated light industrial lands which surround it. The core site, originally Malton Airport, was developed after World War II as a result of the expansion of the air travel industry and was located next to the A. V. Roe aircraft manufacturing plant. The surrounding areas are characterized by low-rise industrial and service complexes which are generally businesses requiring access to air transport. The 1960's Terminal, designed by Parkin Associates architects, set a precedent for airport terminal design internationally. The massive new terminal currently under construction ensures its position as the busiest air hub in Canada and has been the site of arrival of many important personages to Canada as well as tens of thousands of new immigrants. The airport is also a significant cultural landscape because of its relationship to the now fabled AVRO ARROW constructed and test flown on this site in the 1950's. Other famous aircraft developed here included the CF-100 and the first passenger Jetliner in the world the AVRO XC-102.

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

1.6 HERITAGE POLICY CONTEXT

At the Provincial level, cultural heritage is addressed in the Growth Plan (2019) and the Provincial Policy Statement (2014).

Growth Plan (2019)

The Growth Plan, 2019 came into effect on May 16, 2019. The Growth Plan is the Province of Ontario's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.

With the objective of "protecting what is valuable", Section 4.2.7 of the Growth Plan, 2019 states:

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

Provincial Policy Statement (2014)

The Provincial Policy Statement, 2014 (“PPS”) sets out the Ontario government’s land use vision for how we settle in the landscape, create built environment, and manage land and resources over the long term to achieve livable and resilient communities.

Section 2.6 of the PPS contains policies addressing Cultural Heritage, the most relevant of which include:

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

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

Peel Region Official Plan

Chapter 3.6 of the Peel Region Official Plan (consolidated December, 2018) sets out Regional policies on cultural heritage. The preamble to Chapter 3.6 states that:

The Region of Peel encourages and supports heritage preservation, and recognizes the significant role of heritage in developing the overall quality of life of residents and visitors to Peel. The region supports identification, preservation and interpretation of the cultural heritage features, structures, archaeological resources, and cultural heritage landscapes in Peel (including properties owned by the Region), according to criteria and guidelines established by the Province.

Mississauga Official Plan

Chapter 7 (Complete Communities) of the City of Mississauga Official Plan (consolidated November 22, 2019) contains policies pertaining to cultural heritage properties (subsection 7.4.1 - Cultural Heritage Resources and subsection 7.4.2 - Cultural Heritage Properties).

Policy 7.4.1.1 states:

The heritage policies are based on two principles:
(a) heritage planning will be an integral part of the planning process; and
(b) cultural heritage resources of significant value will be identified, protected and preserved.

Policy 7.4.1.7 states:

Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources.

Pearson International Airport Cultural Landscape

In 2005, The Landplan Collaborative Ltd. produced a Cultural Landscape Inventory for the City of Mississauga that identified cultural landscapes within the municipality, including the Pearson International Airport Cultural Landscape. A series of qualities are assigned to each landscape, including:

- Landscape environment
- Built environment
- Historical associations
- Other

The qualities attributed to the Pearson International Airport Cultural Landscape are indicated below.

Pearson International Airport

F-TC-1

Location	Occupies a large site in the northeast corner of the City bounded by Airport Road and Derry Road
Heritage or Other Designation	None
Landscape Type	Transportation (Airport)

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



2 BACKGROUND RESEARCH & ANALYSIS

2.1 PRE-COLONIZATION

2740 Derry Road is located the traditional territory of the Huron-Wendat and Petun First Nations, the Seneca, and most recently, the Mississaugas of the Credit River. Archaeological evidence suggests that the Huron-Wendat lived in and cultivated portions of the land currently known as the City of Mississauga at least as early as the 15th century. European contact, the fur trade, and disease initiated the displacement of the Wendat in the 17th century, whereupon the Haudenosaunee Confederacy occupied the territory.

The territory was the subject of the Sewatokwa'tshera't (Dish with One Spoon) wampum belt covenant, an inter-nation treaty ratified in 1794 between the Haudenosaunee Confederacy of the Anishnaabeg and allied nations to peacefully share and care for the resources around the Great Lakes.

During the American Revolution, the British Crown began purchasing large tracts of land for incoming Loyalists. On September 12, 1806, Treaty 14, or the Head of the Lake Purchase was signed by representatives of the Crown and people from the Mississauga of New Credit First Nation. This treaty expanded upon Treaty 13-A which was signed the previous year and included 74,000 acres that extended west from the Etobicoke Creek, to Burlington Bay and north six miles to modern day Eglinton Avenue. This area was surveyed in 1806 and expanded upon in 1819 into 100 and 200-acre parcels that would become Toronto Township within the County of Peel. Small towns and villages began to establish themselves along the surveyed Concessions and town lines as settlers moved to the area.

2.2 THE VILLAGE OF MALTON

The town of Malton emerged around the corners of modern-day Derry and Airport Road, with its first settler recorded in 1823. Another early settler, Richard Halliday immigrated from Malton in Yorkshire, England which the Ontario town name derives from. By 1850, the growing village contained a general store, cobbler, hotels, churches and a blacksmith shop. The arrival of the Grand Trunk Railway in 1854 encouraged the growth and development of the village, providing direct access to the Toronto markets, and became a major grain handling and export centre.

OPPOSITE: view of Malton and site, looking south-west (1948).



Sewatokwa'tshera't wampum belt covenant (Six Nations Polytechnique, n.d.).



Village of Malton street map c. 1877 (Historical Atlas of Peel County).

The influence of the railway is reflected in the street layout within the Old Malton neighbourhood, with streets aligned parallel to the direction of the railroad tracks.

Over time, Malton transitioned from a primarily agricultural community to an industrial community, spurred by the development of the Malton Airport and the adjacent aircraft manufacturing uses.

2.3 AIRPLANE MANUFACTURING

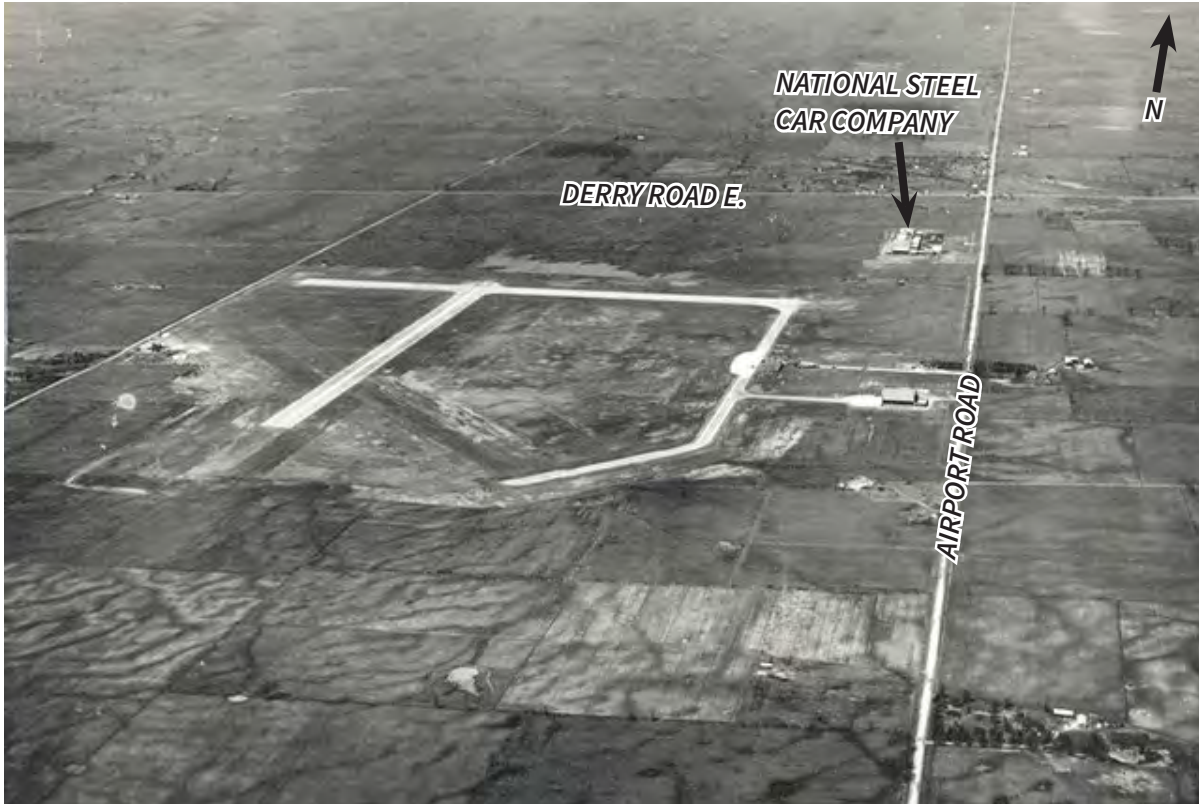
In 1935, the federal government announced that an international airport would be constructed in Toronto. In 1937, properties on Toronto Island and in Malton were acquired for the immediate construction of two airports. Toronto Island airport would be the primary airport, with Malton providing extended service.

In 1938, the National Steel Car Company acquired the farmlands north of the Malton airport and established an aircraft manufacturing plant as part of the Canadian Associated Aircraft consortium, which pooled expertise from across the airline industry to produce British military aircraft in Canada. In 1942, as part of the war effort, the Canadian government took ownership and management of the plant and renamed it Victory Aircraft Limited. During the Second World War the Malton plant was Canada's largest aircraft manufacturer, producing thousands of aircrafts including Lancaster bombers, Anson trainers, Lincoln bombers and Lancasterians.

Following the war, the plant was purchased by the UK based aircraft producer Hawker Siddeley Group, creating A.V. Roe Canada Limited. They designed and built the famed Avro Arrow, Canada's first supersonic aircraft. In 1959, Prime Minister John Diefenbaker terminated the Avro Arrow project and the five completed planes were dismantled. After the cancellation, A.V. Roe downsized, and the plant was subsequently occupied by several successive companies including de Havilland (1962), Douglas Aircraft (1965), McDonnell Douglas (1981) and Boeing Canada (1997). Ultimately, in 2005, the plant was demolished.

2.4 MISSISSAUGA CO-GENERATION PLANT

In 1992, the Mississauga Co-Generation Plant was commissioned and operated by TransAlta Corporation. The plant simultaneously produced steam for industrial functions and electricity for the provincial power grid. In January, 2018, the plant was decommissioned.



Malton Airport c. 1937 (Aerospace Heritage Foundation of Canada; annotations by ERA).



The 100th Lancaster bomber manufactured in Malton on the site (Aerospace Heritage Foundation of Canada, n.d.).

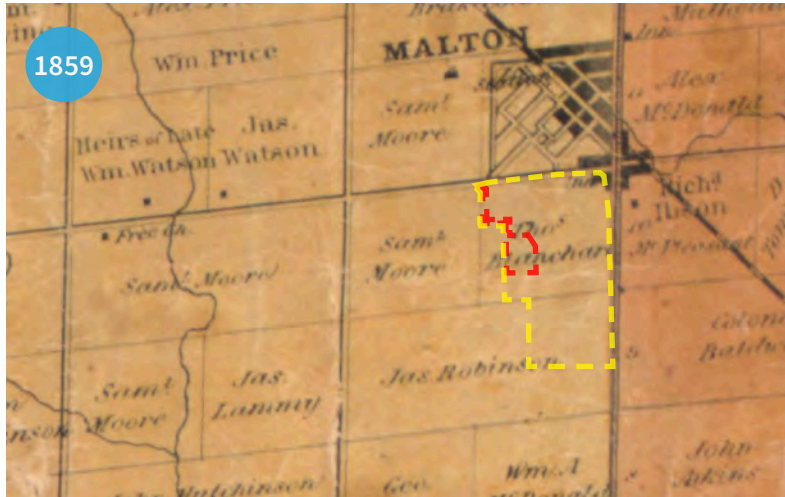


Avro Arrow in flight, Malton Airport and the site in background. (Aerospace Foundation of Canada, n.d.).

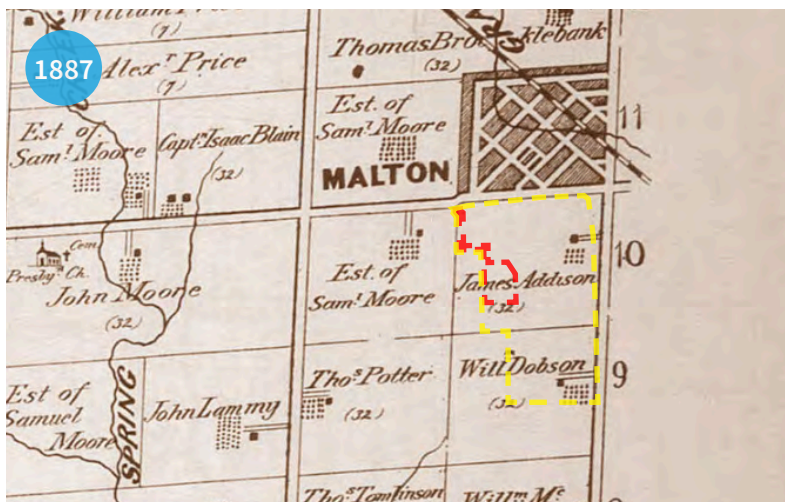


Site, during McDonnell Douglas Canada tenancy (Aerospace Foundation of Canada, n.d.).

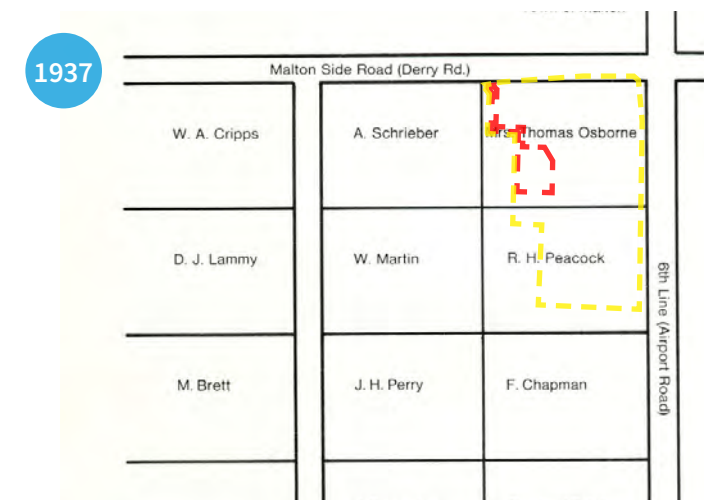
ARCHIVAL MAPS



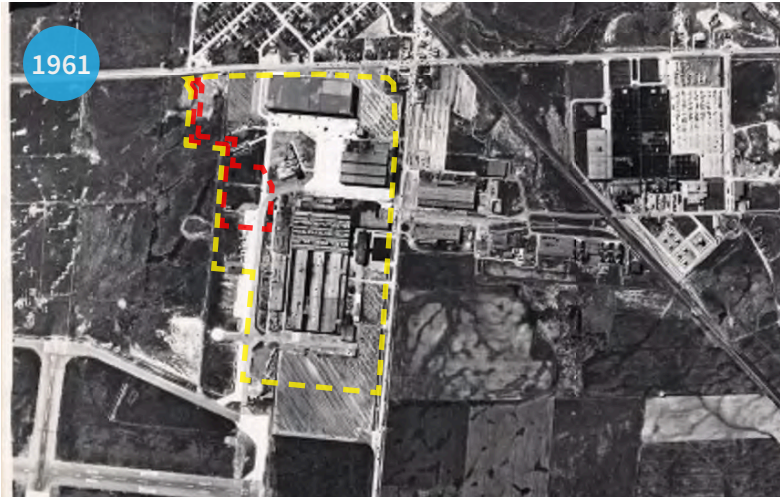
1. 1859 Tremaine's York County Map showing the approximate location of the site and former aircraft manufacturing lands (Source: McGill Digital Library; annotated by ERA Architects).



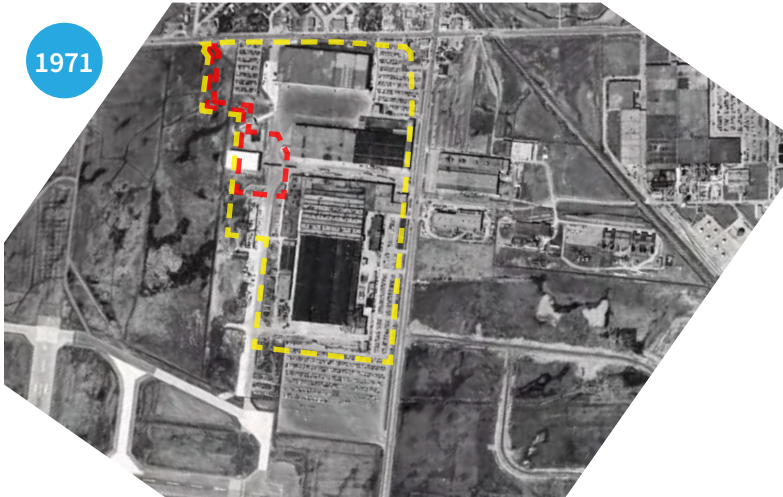
2. Map showing the approximate location of the site and former aircraft manufacturing lands. (Source: McGill Digital Library; annotated by ERA Architects).



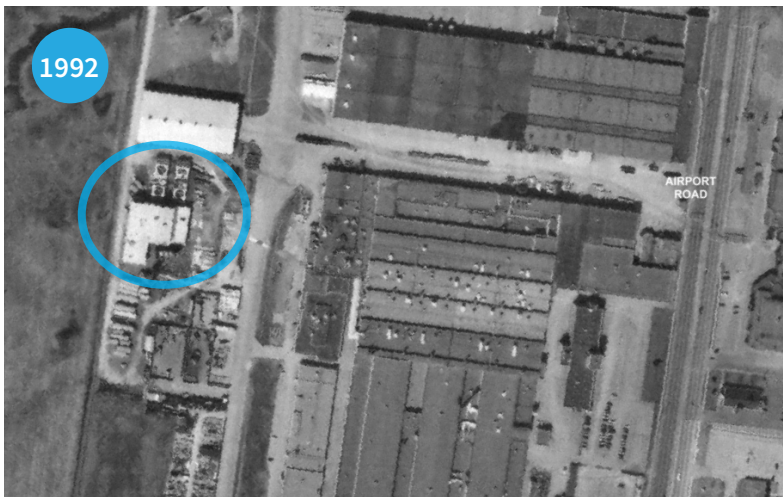
3. Map showing the approximate location of the former site and aircraft manufacturing lands. (Source: Malton Memories, annotated by ERA Architects).



4. Aerial photograph showing the approximate location of the site and former aircraft manufacturing lands. (Source: City of Mississauga Aerial Photos, annotated by ERA Architects).



5. Aerial photograph showing the approximate location of the site and former aircraft manufacturing lands. (Source: City of Mississauga Aerial Photos, annotated by ERA Architects).



6. Aerial photograph showing the newly-added co-generation plant c. 1992 (Source: City of Mississauga Aerial Photos, annotated by ERA Architects).

3 ASSESSMENT OF EXISTING CONDITION

The subject site contains a decommissioned co-generation plant, built in 1992. The plant is utilitarian and comprises a series of interconnected components such as smokestacks, pipes, and cooling towers. ERA conducted a site visit on March 6, 2020 to observe the exterior of the plant - the interior was not accessible at the time of the site visit.

The plant is accessed by a private driveway extending south from Derry Road East at the intersection of Cattrick Street. There are several outbuildings surrounding the plant, and the site is surrounded by a chain-link security fence.

The adjacent former aircraft manufacturing lands are vacant, save for some gravel parking lots accessed from Airport Road.

4 STATEMENT OF SIGNIFICANCE

4.1 MUNICIPALLY PREPARED REASONS FOR LISTING

The subject site is listed on the City of Mississauga Heritage Register. The reasons for listing provided by Mississauga Heritage Planning staff are as follows:

The property represents a long-time history of the aviation industry which is identified with Malton. The complete history of the site has not been written, but it is noted that the site was owned by National Steel Car in 1938. The company produced freight cars, buses and automobiles. The site was chosen for manufacturing due to its proximity to the airport.

By the early 1940s National Steel Car had built about 4,000 square feet of aviation assembly space and produced just under 1000 aircraft. In 1942, Victory Aircraft was created to boost aircraft production for World War II. The Lancaster bomber was produced at this location whereby at the height of the war, there was one Lancaster per day being produced.

In 1945 Victory Aircraft was replaced by A.V. Roe, which went on to produce the CF 100 and the CF 105 Arrow. In 1962 Avro Aircraft Division closed, but the site has retained an aircraft manufacturing presence since that time. The site has a combination of large hangers, office structures and physical plants which date from the early 1940s to the present.

The reasons for listing pre-date the demolition of the aircraft manufacturing complex in 2005 and have not been updated to reflect this demolition. The listing description continues to identify elements of the site that no longer exist and thus no longer reflects the existing condition of the site.

4.2 ONTARIO REGULATION 9/06 EVALUATION

In accordance with the requirements of the City of Mississauga's Heritage Impact Assessment Terms of Reference, ERA has evaluated the co-generation plant using the criteria prescribed under Ontario Regulation 9/06 (Criteria for Determining Cultural Heritage Value or Interest).

The evaluation indicates that the property does not satisfy any of the O. Reg. 9/06 criteria, and is not a candidate for designation under the Ontario Heritage Act. The co-generation plant was built in 1992 to generate power for the aircraft plant and the local electricity grid, and was incidental to the primary use - demolished in 2005 - that is described in the now out-of-date reasons for listing included on the City's Heritage Register.

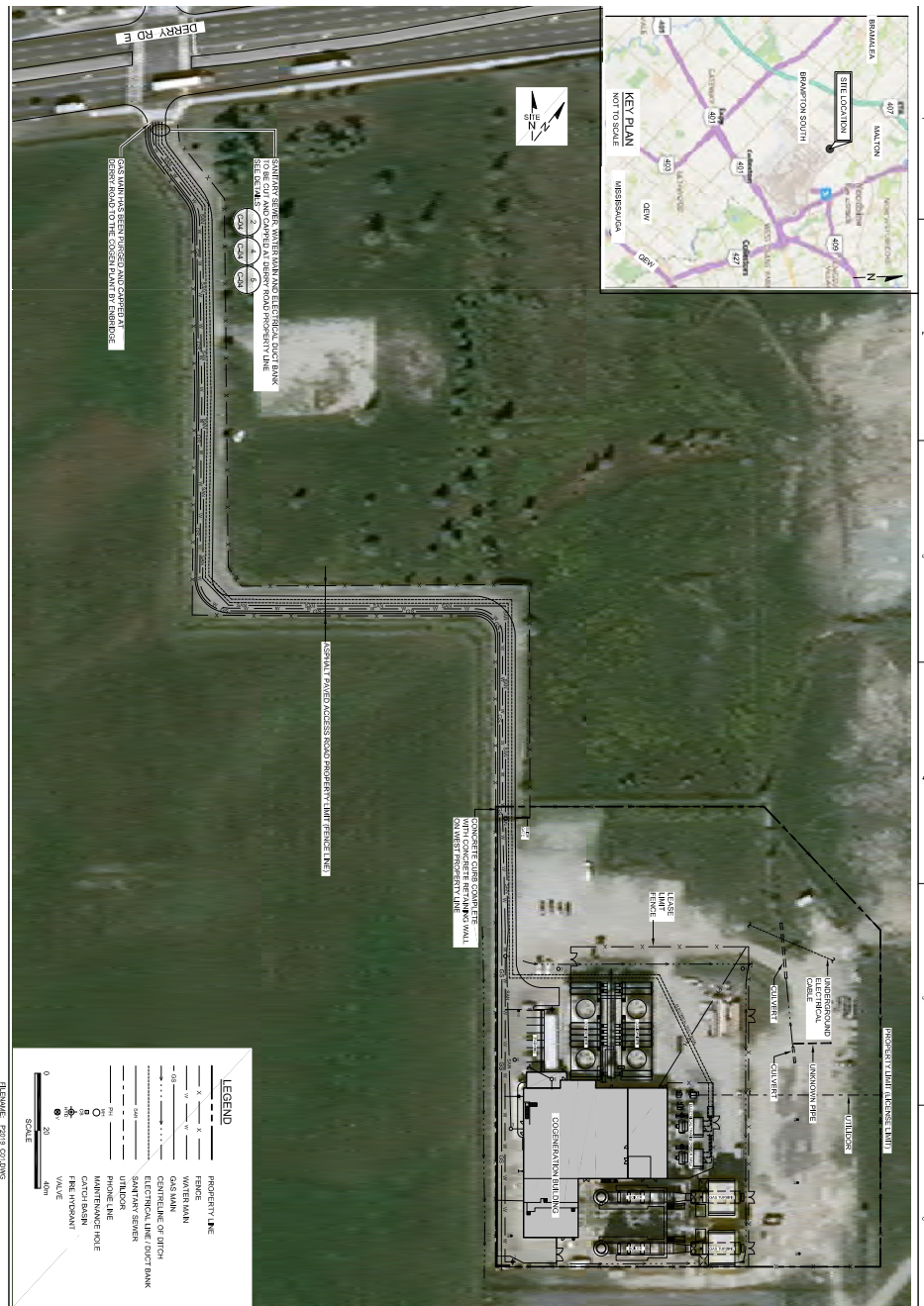
The 9/06 evaluation of the co-generation plant is presented on the following page.

CRITERION	Y/N	COMMENTS
(1) The property has design value or physical value because it:		
i) is a rare, unique, representative or early example of a style, type, expression, material or construction method.	No.	The co-generation plant is a utilitarian structure built in 1992 solely for the purpose of producing steam and electricity. It is not a rare, unique, representative or early example of a style, type, expression, material or construction method.
ii) displays a high degree of craftsmanship or artistic merit.	No.	The co-generation plant is a power plant that does not display any degree of craftsmanship or artistic merit.
iii) demonstrates a high degree of scientific or technical achievement.	No.	The co-generation plant does not display or present a high degree of technical or scientific achievement.
(2) The property has historical value or associative value because it:		
i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	No.	While the property was once the site of a significant aerospace manufacturing hub, the use ceased when the complex was demolished in 2005. The remaining co-generation plant is only incidental to the former use and does not serve as a meaningful link to the former use.
ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No.	The co-generation plant does not have the potential to yield information that would contribute to an understanding of a community or culture.
iii) demonstrates, or reflects the work or ideas of an architect, builder, designer or theorist who is significant to a community.	No.	The co-generation plant is a utilitarian structure that has no known association to an architect, builder, designer or theorist.
(3) The property has contextual value because it:		
i) is important in defining, maintaining or supporting the character of an area.	No.	The co-generation plant does not define, maintain or support the character of the area.
ii) is physically, functionally, visually or historically linked to its surroundings.	No.	The co-generation plant is located in the centre of a large, inaccessible field and has no discernible relationship to its surrounding context.
iii) is a landmark.	No.	The building is not prominent in its context and does not represent a landmark.

Per the evaluation above, the co-generation plant does not meet any of the prescribed 9/06 criteria, and it is not a candidate for designation under the Ontario Heritage Act.

5 DESCRIPTION OF PROPOSED SITE ALTERATION

The contemplated site alteration consists of the demolition of the co-generation plant, and any subsequent site remediation as may be required. After demolition, the site will be left in a vacant state.



Site plan showing the extent of the demolition area (Source: Jacobs).

6 IMPACT OF PROPOSED DEMOLITION

ERA has evaluated the co-generation plant using the criteria prescribed through Ontario Regulation 9/06 (Criteria for Determining Cultural Heritage Value or Interest) and has determined that the plant is not a cultural heritage resource and does not merit protection under the Ontario Heritage Act. Consequently, the demolition of the plant does not represent a negative heritage impact.

The Ontario Heritage Toolkit contemplates several types of potential heritage impacts that should be considered in the context of a proposed development. The table below summarizes these possible impacts and any relevant considerations in light of the proposed development.

POSSIBLE IMPACTS	COMMENTS
(1) Destruction of any, or part of any, significant heritage attributes or features;	N/A - No impact.
(2) Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;	N/A - There are no heritage resources being altered.
(3) Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;	N/A .
(4) Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;	N/A - There are no heritage attributes that will be isolated as a result of the proposed demolition.
(5) Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;	N/A.
(6) A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and	N/A. There is no change in use or replacement construction proposed at this time.
(7) Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.	N/A.

ERA has considered the potential impact of the proximate Pearson International Airport Cultural Landscape. Given the isolation of the co-generation plant from the core context of the airport, there is no anticipated adverse impact on the identified Cultural Landscape.

7 CONCLUSION

This HIA finds that there are no heritage resources on the site, and the proposed demolition of the co-generation plant does not yield heritage impacts on the site or to the proximate Pearson International Airport Cultural Landscape. As such, a conservation strategy and mitigation measures are not provided or recommended.

8 PROJECT PERSONNEL

ANDREW PRUSS

Andrew Pruss is a Principal with ERA. He has been involved in all aspects of architectural projects ranging from single-family residences and condominiums to institutional, commercial and hotel projects.

DAN EYLON

Dan Eylon is an Associate and Planner with ERA Architects. He is a member of the Canadian Association of Heritage Professionals. He received his Master of Arts in Planning from the University of Waterloo after completing a Bachelor of Fine Art at the Ontario College of Art & Design.

PETER PANTALONE

Peter Pantalone is a Planner and Project Manager with ERA Architects. He has a Master of Environmental Studies from the York University Planning Program and is a candidate member of the Ontario Professional Planners Institute.

ALY BOUSFIELD

Aly is an intern in the cultural planning team at ERA Architects and provides site research and heritage assessments for projects at ERA. She is currently a student at the Willowbank School of Restoration Arts working towards a diploma in heritage conservation, building upon a bachelor's degree in Sociology from the University of Guelph and a post-graduate certificate in Urban Design from Simon Fraser University. Aly is passionate about understanding places through a cultural landscape perspective that explores the interconnectedness between natural, built and intangible heritage.

9 SOURCES

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- McGill University. “The Canadian County Atlas Digital Project”. <http://digital.library.mcgill.ca/countyatlas/default.htm>.
- Ontario Historical County Maps Project. “County of Peel, Township of Toronto North”. <http://maps.library.utoronto.ca/hgis/countymaps/simcoe/index.html>

10 APPENDICES

APPENDIX I Heritage Property Application for 2720 Derry Road East, dated February 4, 2020

Heritage Property Application

11.6.

Community Services
Culture Division
201 City Centre Drive, Suite 202
Mississauga, ON L5B 2T4
FAX: 905-615-3828
www.mississauga.ca/heritageplanning



Personal information collected on this form and other required documents is collected under the authority of the *Ontario Heritage Act*, s.33(1)(2) and s.42(1,2.1,2.2) and City of Mississauga Heritage By-law 0078-2018 as amended. The information will be used to process the application. Questions about the collection of this personal information should be directed to the Supervisor, Heritage Planning, 201 City Centre Drive, Suite 202, Mississauga ON L5B 2T4, Telephone 905-615-3200 ext. 5366.

LOCATION DETAILS

(Please Print Clearly)

For Office Use Only:
Heritage Property Application Number: _____
Will the Heritage Advisory Committee review be required? Yes No

Municipal Address 2740 Derry Road East, Mississauga

Legal Address Part of Lot 10, Concession 6, East of Hurontario Street, Designated as Part 9, 17 and 22 on Reference Plan 43R-27815, City of Mississauga, Region of Peel

Property Owner TransAlta - Daniel Morais Contact Address 405 Smyth Road, Ottawa Ontario

Postal Code K1H 5A4 Phone 613-916-6184 Email Address Daniel_Morais@transalta.com

HERITAGE DESIGNATION BY-LAW NUMBER (if applicable): _____

What type of Application is Required?

- Alteration or addition Yes No
Demolition Yes No
New Construction Yes No
Repeal of Designation By-law Yes No

Is there a corresponding application, such as:

- a) Building permit number _____ b) Site Plan application number _____
c) Rezoning application number _____ d) Other Demo App; Temp Project # BPA-54682

Description of Work to be Completed:

Please attach reports, drawings, site plans, and photographs to better illustrate the project. These may be required depending on the scale of the project.

Above grade demolition and below grade demolitions of 2740 Derry Road East, Mississauga.

Further information is attached.

Name Daniel Morais
Please Print

Date 2020/02/04
YYYY / MM / DD

By signing below, I acknowledge or agree that, as per section 38 of the *Ontario Heritage Act*, any person authorized by Council as per City of Mississauga Heritage By-law 0078-2018, upon producing proper identification, inspect at any reasonable time property designated or proposed to be designated under Part IV of the Ontario Heritage Act where a notice of intention has been served and published under subsection 29 (3).

Signature (of Property Owner) Daniel Morais

Digital versions of heritage permit applications must be submitted to heritage.planning@mississauga.ca.

For information or assistance, please contact Heritage Planning staff at 905-615-3200, ext. 5385 or 5366.

