

W.E. Oughtred & Associates Inc.

# HERITAGE IMPACT ASSESSMENT



**3610 Burnbrae Drive**  
**May 2024**

## Introduction

This Heritage Impact Assessment (HIA) has been prepared by W.E. Oughtred & Associates Inc. as a requirement for obtaining a heritage permit for the demolition of the existing dwelling and the construction of a new home on the subject property. 3610 Burnbrae Drive is a part of the Credit River Corridor Cultural Landscape within the City of Mississauga Cultural Landscape Inventory.

*The Credit River Corridor has cultural heritage value as a cultural heritage landscape due to its physical value, historical and associative value, and contextual value.*

*The Credit River Corridor has physical value as a representative and well-preserved example of a natural cultural heritage landscape. The greenspace extends through the core of the City of Mississauga and contains one of the few remaining natural ecosystems in the city. The Credit River Valley has been identified as the most significant natural landscape and wildlife habitat within the city. The Credit River also has physical value for aesthetic and scenic reasons. In some areas of the corridor there are scenic views of towering slopes from the valley floor, and views of the lush valley. Trees and the natural landscape throughout the Credit River Valley add to the scenic qualities of this landscape. The Q.E.W. Credit River Bridge is an unusual and unique example of an inverted bowstring arch deck truss bridge and features multiple types of connections, unusual among the construction of steel bridges.*

*The Credit River Corridor has historical and associative value due to its direct associations with Indigenous and European land use and settlement activities. The Credit River played a major role in dictating both pre-contact and European settlement patterns. The abundance of fish in the Credit River provided a key component of Indigenous and early European settlers' diets, as well as a source of recreation, as settlement followed. The Credit River*

*also provided a valuable transportation source for early communities and an energy source, first for saw and grist mills and later for steam and hydroelectric projects. The Credit River Corridor also has historical and associative value due to its contributions to an understanding of a community or culture as it has played and continues to play a significant role in the Mississaugas of the Credit First Nation community with fishing, hunting, gathering, and spiritual activities. The Q.E.W. Credit River Bridge is considered to be a notable example of a bridge designed by Joseph Hobson, Chief Engineer of the Grand Truck Railroad and built by the Canadian Bridge Co. Ltd., given its craftsmanship, technical achievement, and unusual and unique design.*

*The Credit River Corridor also has contextual value as a cultural heritage landscape that is important in defining the character of the area. The Credit River remains a core of greenspace through the heart of Mississauga and plays a large role as a passive recreational area for the city. Recommendations that protect the character of the valley have been implemented to ensure long-term protection and maintenance of the scenic qualities of the Valley. The Credit River is historically, physically, functionally, and visually linked to its surroundings. Within the City of Mississauga, the Credit River flows for approximately 24 km and has shaped the land, both physically and culturally, for the past 10,000 years. The Credit River is considered a landmark in the community. The 1979 Project Planning study highlighted the fact that the valley is the most significant natural landscape and wildlife habitat in the City of Mississauga. There is public consensus on the importance of protecting this ecosystem.*

### *Community Value*

*The Credit River Corridor is valued as a cultural heritage landscape due to its community value. The river is a landmark in the community; a greenspace core that contrasts the dense development that characterizes the city. The community exhibits pride and stewardship of the Credit River Valley.*

*Commemorative plaques, designation of properties under Part IV of the O.H.A., heritage bridge designations, and the establishment of the Credit Valley Conservation in the mid-twentieth century signify the importance of the Credit River to the members of the community. The Credit River Valley is a large expanse of public space, used for various recreation and public events. The Credit River has played a significant role in the lives of the Mississaugas of the Credit First Nation community. Hunting, fishing, gathering, and spiritual activities continue to be carried out by band members today. The river valley is written about in many local history books and tourism in the area draws people to the parks and recreation areas along the Credit River. Finally, planning policies (The Credit River Parks Strategy and The Credit Valley Conservation Strategic Plan) and projects (The Credit Valley Trail) speak to the importance of maintaining the character and setting of the Credit River Corridor.*

#### *Historical Integrity*

*The Credit River Corridor is valued as a cultural heritage landscape due to its historical integrity. The diverse ecosystem found in the Credit River Valley is the only naturally remaining example of this once vast environment. The cultural relationship of the river and the valley with local First Nations community has been continuous through time. Some band members continue to carry out fishing, hunting, gathering, and spiritual activities today. The natural features and relationships of the Credit River Valley have remained intact since the retreat of the glaciers. The steep valley walls, benches, and alluvial terraces are the result of thousands of years of erosion and fluvial activities. There are 8 identified viewpoints and 13 overlook points along the corridor. To date 15 archaeological sites are recorded along the Credit River, including the ruins of the Timothy Street Mill, in Streetsville. Also in Streetsville are the ruins of the Hyde Mill which are designated under Part IV of the O.H.A.<sup>1</sup>*

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<sup>1</sup> ASI, Conserving Heritage Landscapes: Cultural Heritage Landscape Project



This report was prepared in accordance with the City of Mississauga's Terms of Reference for Heritage Impact Assessments (2022). A site inspection was undertaken by W.E. Oughtred & Associates on November 13, 2023, to assess and document the property and its relationship to the neighbourhood.

## Location and Site Description

3610 Burnbrae Drive is located south of Burnhamthorpe Road and east of Erin Mills Parkway.

Municipal Address: 3610 Burnbrae

Drive

Legal Description: Lot 44, Plan 714

Lot Area: 1279.99 sm

General Location: South of the Burnhamthorpe Road, east of Erin Mills Parkway.

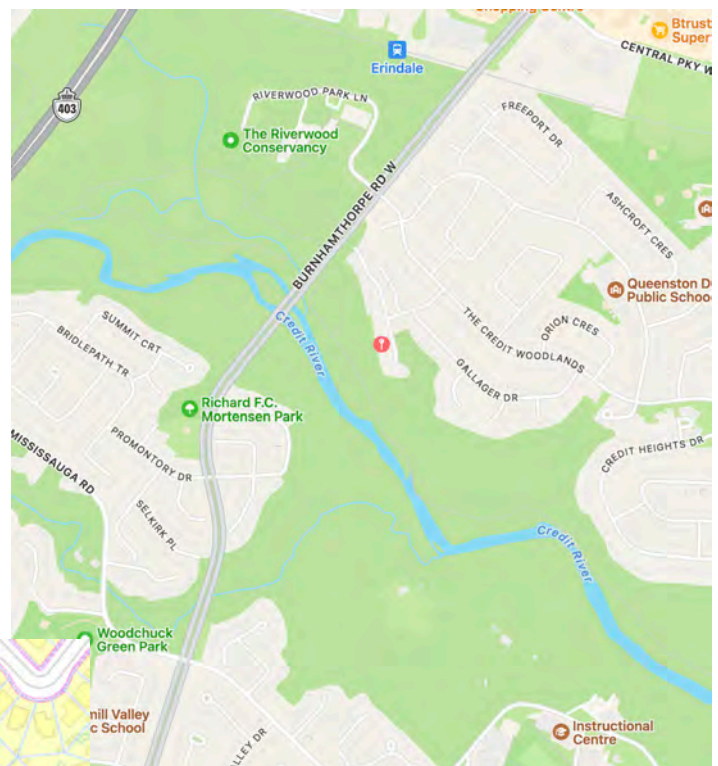


Figure 1: Site Location (right)

Figure 2: Zoning (below)



The property is rectangular shaped lot. It has a frontage of 22.4m on Burnbrae Drive. The property is separated from the Credit River by a parkway belt. The subject property contains a single family detached dwelling. It is zoned both R2, Residential and G1, Greenbelt. See figure 2 for zoning delineation.

## Property History

The property appears to have been built in the late 1960's, a period of rapid growth for the City of Mississauga. In a report by Peat Marwick & Partners, titled Mississauga Urban Development and Transportation, 1974, they state "Over the past two decades Mississauga has emerged from a rural township containing small, relatively independent villages and communities, to a suburban community. With the development of major regional shopping and commercial facilities, university and research functions, Mississauga is now emerging into a much more urban

place,  
complemented by  
designation as a City  
in January, 1974." <sup>2</sup>

The arial photo  
from 1966 depicts  
the development of  
the Credit  
Woodlands. The  
subject property is  
identified by an  
orange star. HWY  
403 has yet to be  
constructed, and  
Burnhamthorpe  
Road does not  
extend over the  
Credit River.

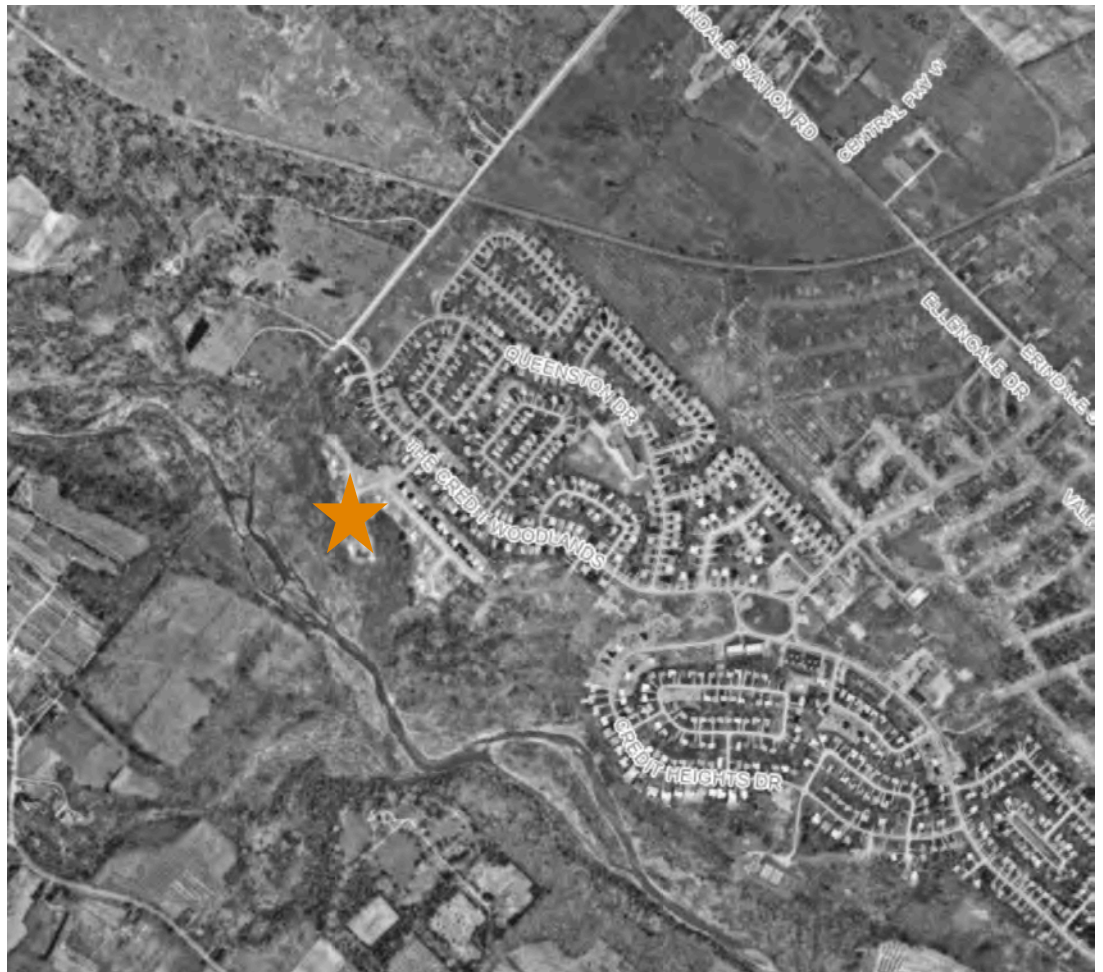


Image 1: 1966 Aerial Photo

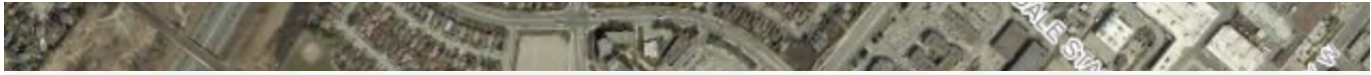
<sup>2</sup> Mississauga, Urban Development & Transportation Study, Peat Marwick and Partners, September, 1974



Image 2: 1985 Aerial Photo

In the 1970's Mississauga's growth was aided by the construction of major transportation routes - ie Hwy 410, 403 and the QEW, as well as the retention and expansion of the airport. It was still considered a 'dormitory suburb', with 70% of residents commuting outside of the area for employment.





App no.	Address	Unit no. ⬆	Scope	Issue date ⬆
Applied date ⬆	Description		Type description	Status ⬆
HCC 66 164617	3610 BURNBRAE DR	-	-	-
1966-05-04	DR PERMIT 26488	-	-	HISTORY COMMENT PERMIT
HCC 65 164616	3610 BURNBRAE DR	-	-	-
1965-12-08	HTG PERMIT 4773	-	-	HISTORY COMMENT PERMIT
HCC 65 164614	3610 BURNBRAE DR	-	-	-
1965-12-01	DR PERMIT 24309	-	-	HISTORY COMMENT PERMIT
HCC 65 164615	3610 BURNBRAE DR	-	-	-
1965-12-01	PLG PERMIT 24640	-	-	HISTORY COMMENT PERMIT
HCC 65 164613	3610 BURNBRAE DR	-	-	-
1965-11-03	SINGLE FAMILY DWELLING PERMIT 21016	-	-	HISTORY COMMENT PERMIT




Image 3: 2022 aerial photo

Mississauga is a fully developed City today. If you want to reside in an established, mature, neighbourhood in a new home, your options are limited. Vacant residential properties in these neighbourhoods do not exist, so many property owners are demolishing older homes in established neighbourhoods to build their dream homes. This is evidenced throughout many neighbourhoods - ie Port Credit, Cooksville, Mineola, Streetsville, etc.

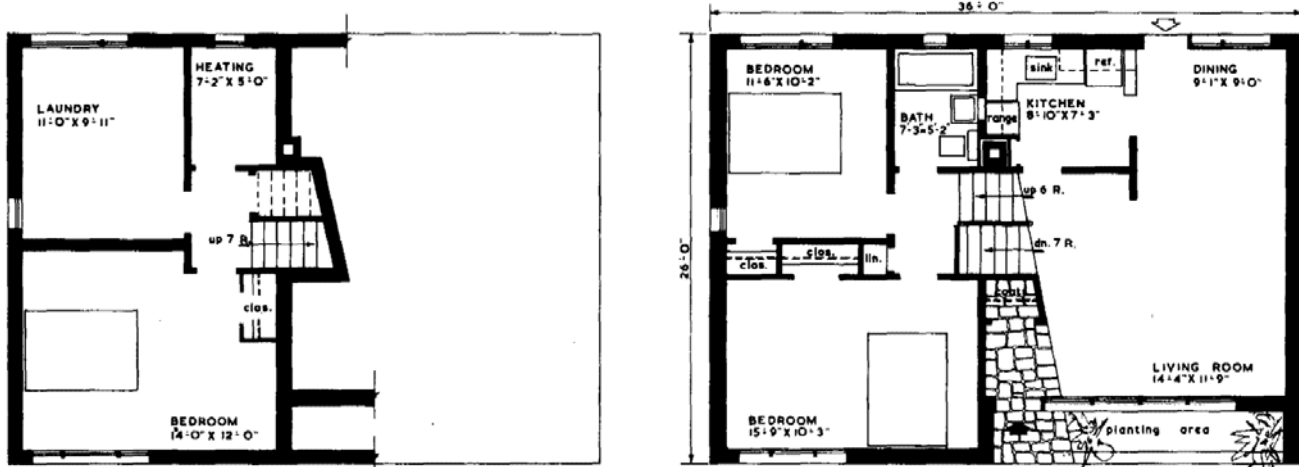
There have been no building permits issued for the property since its construction in 1965. Interior alterations have been undertaken; bathroom and kitchen upgrades.



Figure 3: City of Mississauga Building Permit Records

The house would be considered a side split, where the multiple levels are visible from the street. In this house, you enter on the main floor and the lower and upper levels are on the south side. The garage is situated in front on the south side.

In the 1950's Canada Mortgage and Housing (known then as Central Mortgage and Housing Corporation, CMHC) produced booklets. "This is one of two booklets illustrating houses for which construction drawings have been made available to prospective home-owners and builders through the co-operation of Central Mortgage and Housing Corporation and Canadian architects. The booklets offer a wide variety of house types and plans which have been designed especially to meet Canadian requirements. The companion booklet is: small house designs two-storey and 1 1/2 -storey houses. A complete set of working drawings for each house illustrated may be purchased from Central Mortgage and Housing Corporation for \$10.00, plus municipal and provincial taxes where applicable. Drawings should be ordered by house design number from the nearest regional, branch or loans office of the Corporation. Mail orders for drawings should be accompanied by a money order or cheque payable to Central Mortgage and Housing Corporation and cheques must include bank exchange charges. When required, extra copies may be purchased at \$2.50 each, plus taxes." <sup>3</sup>



<sup>3</sup> Small House Designs, CMHC, 1954

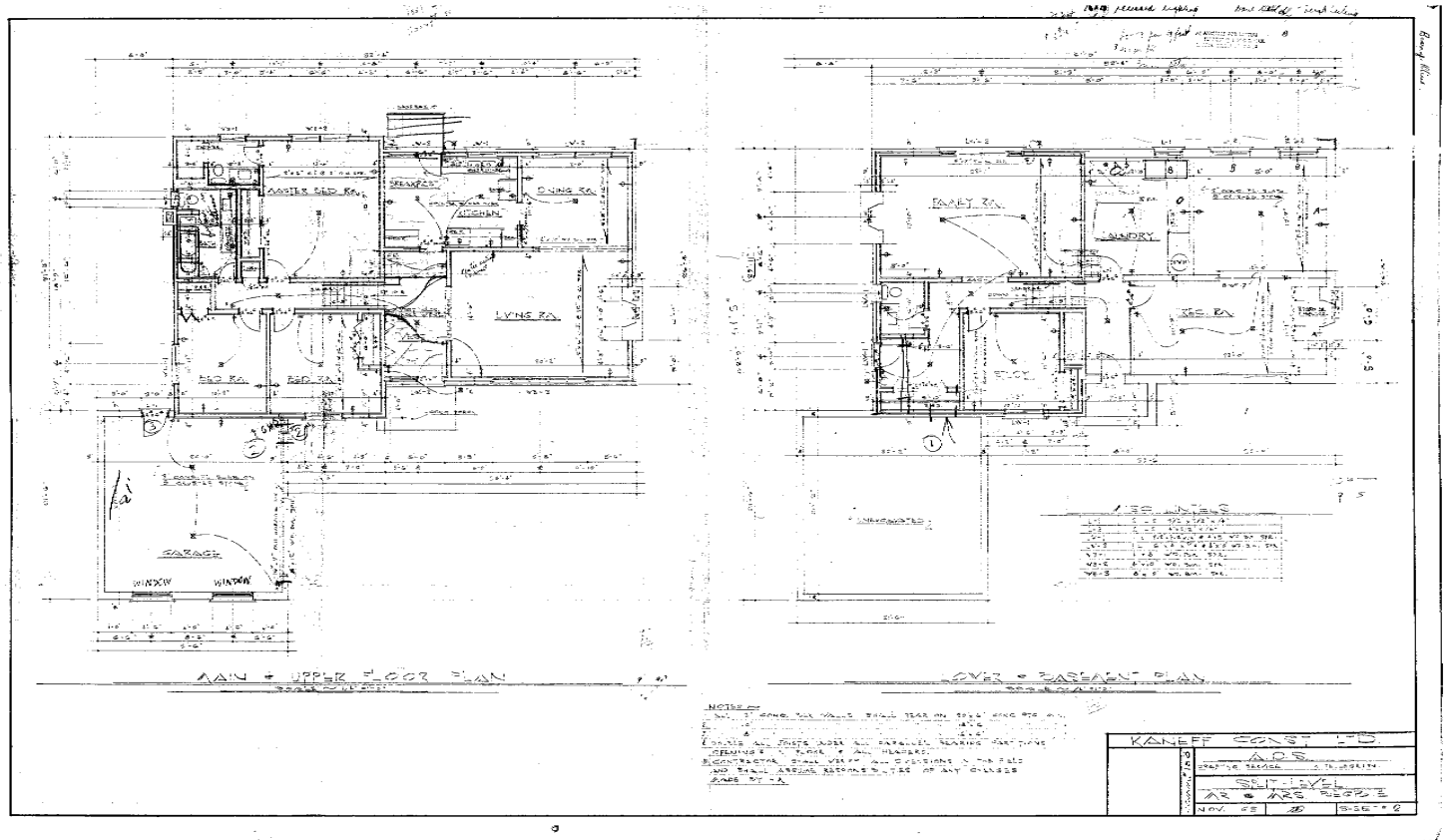


Figure 4: Design style 753, Designed by Venchiarutti & Venchiarutti, Toronto, ON.

The subject dwelling was designed in 1965 by Kaneff Construction Services for Mr. & Mrs. Begbie. The current owner has provided a copy of the plans. His (Iggy Kaneff) first housing development consisted of 27 homes in the Erindale Woodlands area of Mississauga.<sup>4</sup> However, it is not known if this house is part of this first development. Erindale Woodlands, on the east side of the Credit River south of Burnhamthorpe Road West, opened in 1957 and proposed nearly 800 homes, over 600 apartments and multiple dwelling units, 150 acres (61 hectares) of industrial buildings, a shopping plaza and its own water purification and sewage treatment plant.<sup>5</sup>

<sup>4</sup> Caledon [enterprise.com](http://enterprise.com)

<sup>5</sup> Mississauga, The evolution of a City, February 2004

Figure 5: Exiting floor plans

The house is typical of construction in the 1960's prior to the establishment of the Ontario Building Code in 1975.

The entry level contained the living space, ie kitchen, dining and living room. The second floor, or upper level in this instance, contains three bedrooms and two bathrooms. One bathroom being an ensuite. In the 1960s, having an ensuite bathroom of the master bedroom would have been a luxury, even a 2-piece with a sink and toilet. But, by the late 1980s it was the norm to have an ensuite in most new houses, and with time this room grew to be as large as a bedroom. <sup>6</sup>

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<sup>6</sup> [https://www.minto.com/ottawa/new-homes-condos/news/From-2-piece-to-Roman-bath-The-growing-ensuite-in-Minto-designs-60s-90s~1631\\_1167.html#:~:](https://www.minto.com/ottawa/new-homes-condos/news/From-2-piece-to-Roman-bath-The-growing-ensuite-in-Minto-designs-60s-90s~1631_1167.html#:~:)



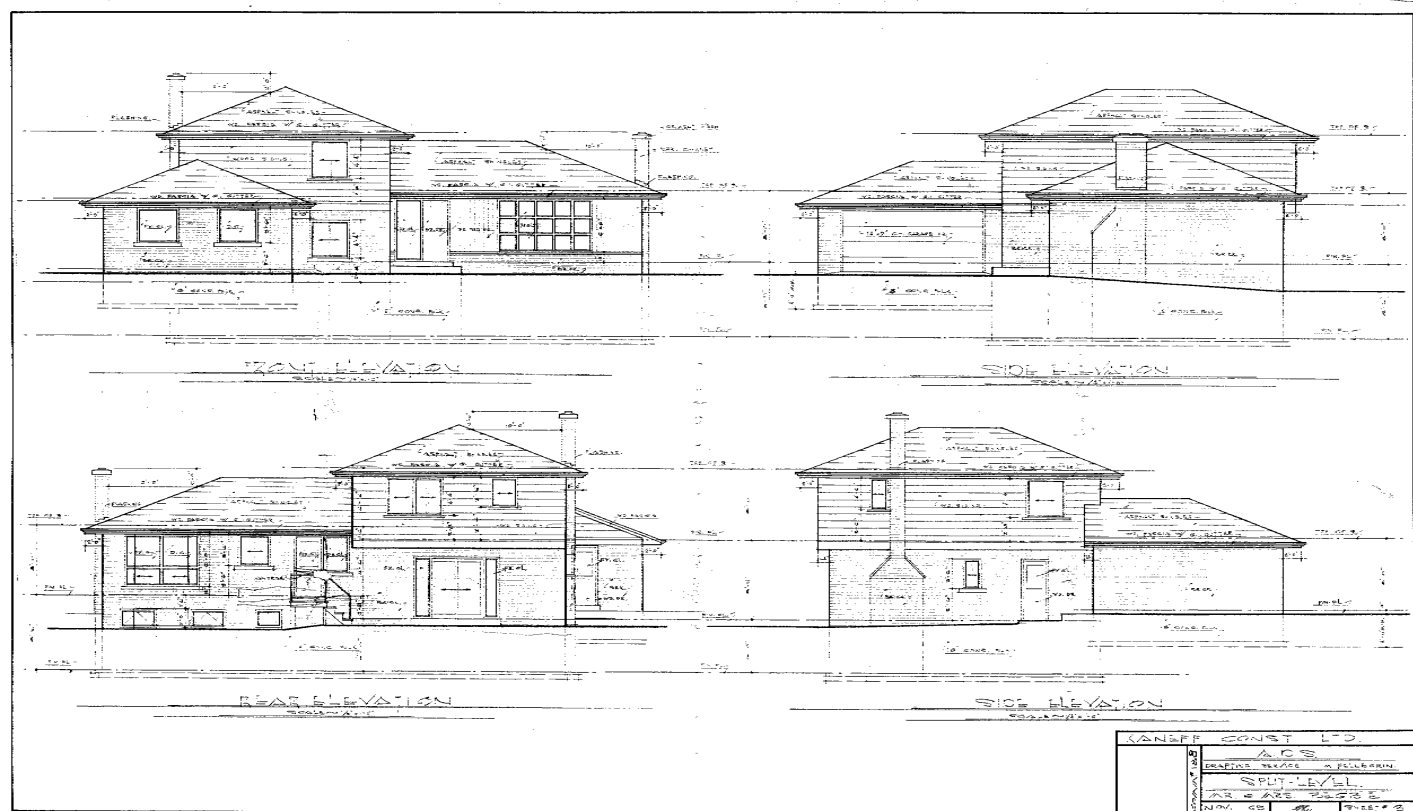


Figure 6: Existing Elevations

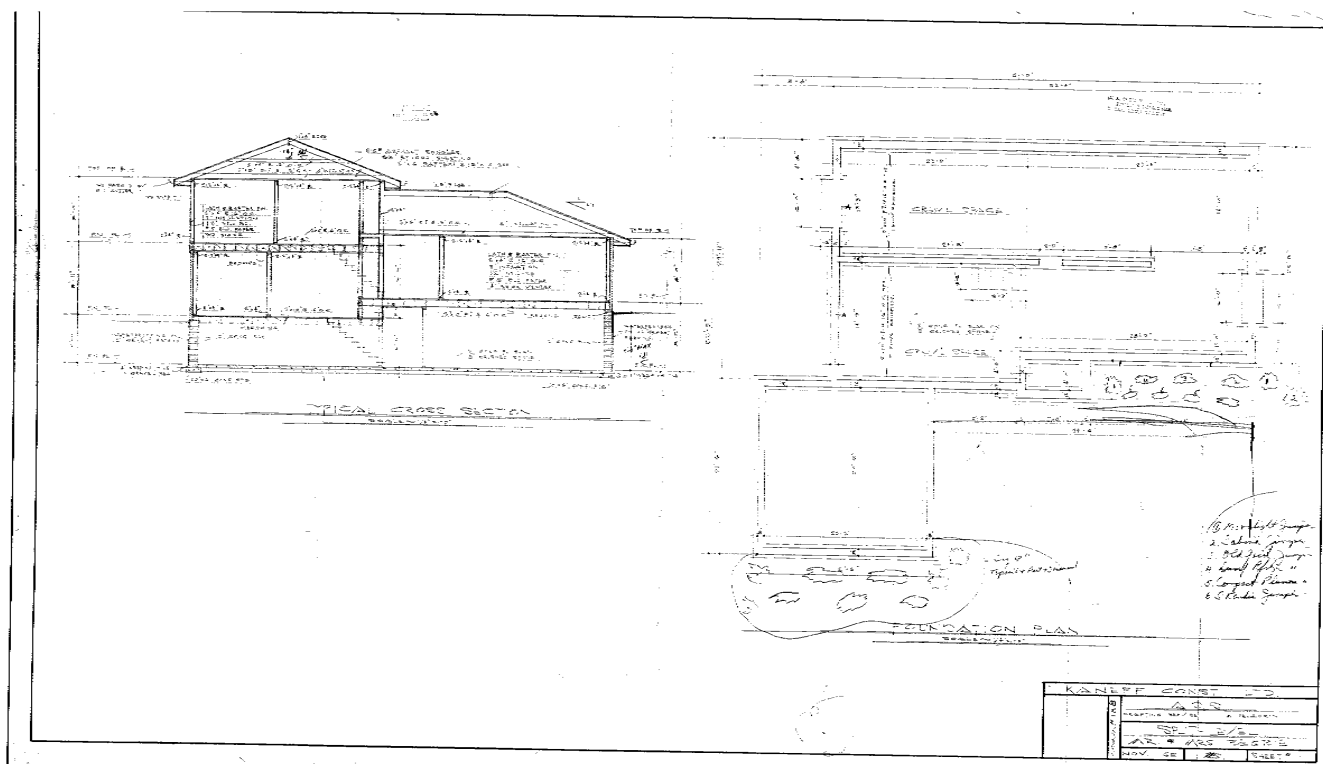


Figure 7: Cross section and Foundation

The home was built on a foundation of 10" concrete block with lath and plaster walls. Homes of this era were on the such of integrating construction and housing innovations. "Equally important demonstrations of new approaches and materials were made with respect to interior finishings, traditionally time consuming and highly skilled work. In the 20 years after World War 2, major changes took place in this phase of construction. Use of component parts, such as prefabricated bathroom and kitchen cabinets made from plywood or various kinds of waferboard, was beginning to appear by the late 1960's and significantly lessened the need for skilled on-site labour. Of equal significance was the replacement of plaster with gypsum drywall. Drywall was installed once the interior partitions were in place, and the joints between the sheets were taped and plastered to provide a smooth surface. This demand skilled labour, although much less so than for lath and plaster. In 1955 plasters had made up about 7 percent of total cost of on-site labour, but by 1969 this had dropped to less than 1 percent.<sup>7</sup>

This home is well constructed and has had upgrades since construction. These include kitchen and bathroom fixtures as well as windows and doors.

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<sup>7</sup> Two Decades of Housing Innovation in Housing Technology

## Exterior Photos



Photo 1: Front Elevation

Photo 2: North Elevation







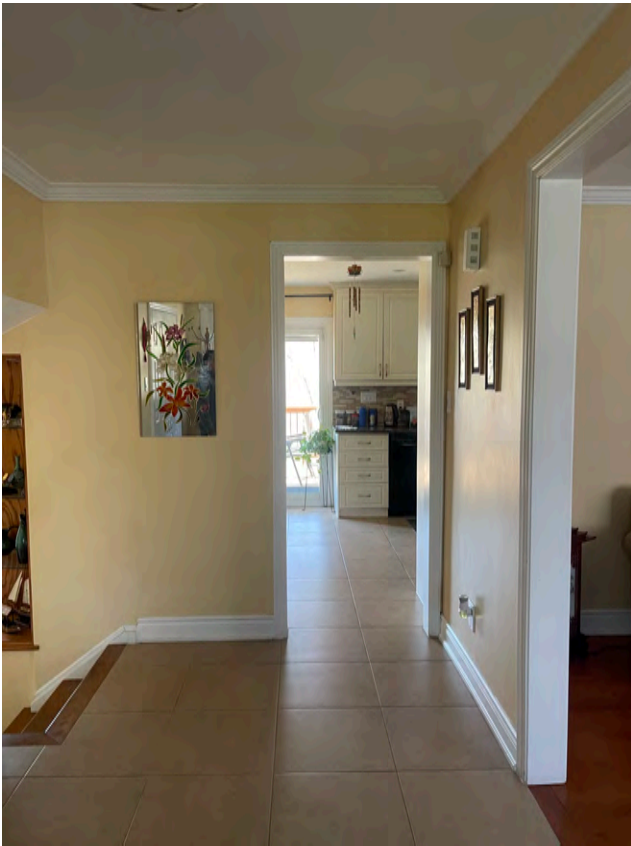
Photo 3: South Elevation



Photos 4 &amp; 5: Rear Elevation



## Interior Photos



Photos 5 &amp; 6: Front Entry and Living Room

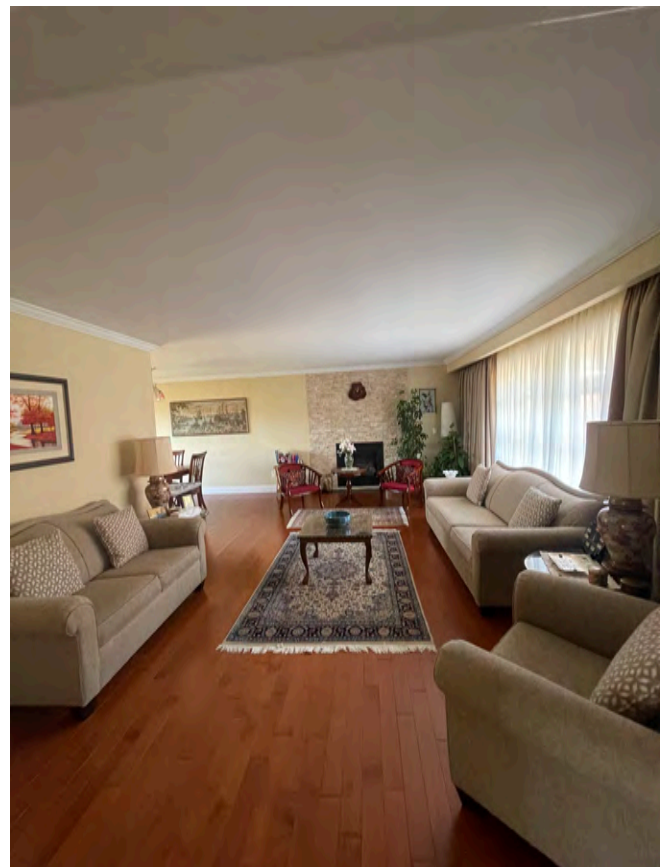






Photo 7: Kitchen

Photo 8: Breakfast area (below)

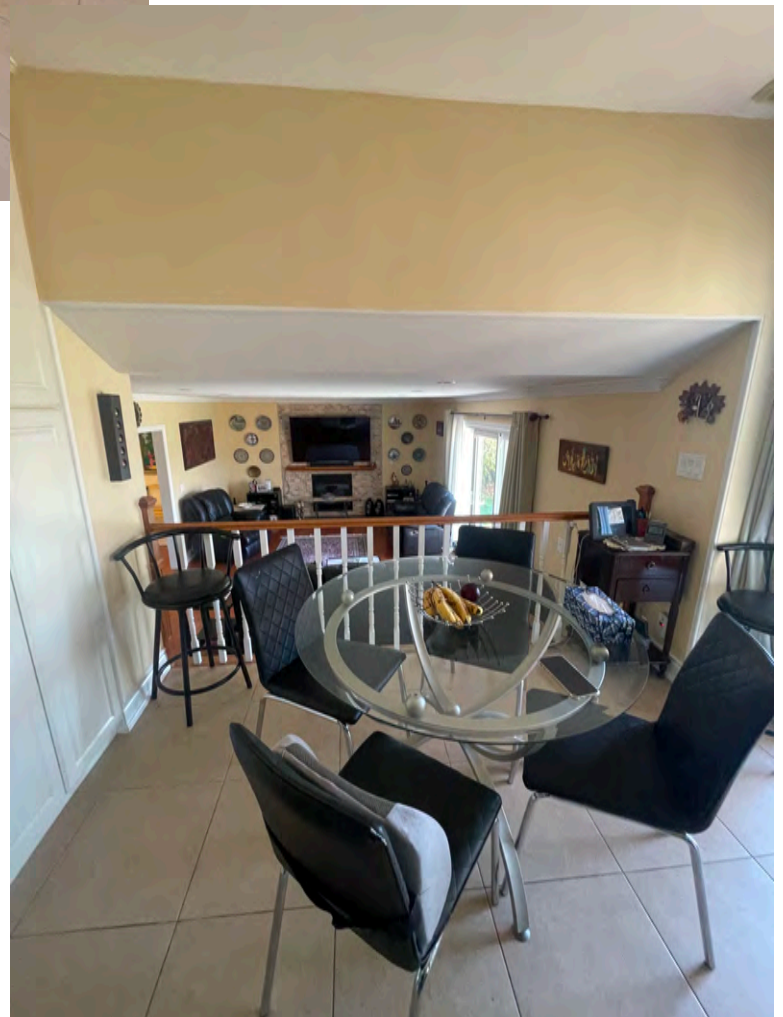






Photo 9: Main Bathroom

Photo 10: Master Bedroom



## Proposed Development

The existing owners have lived on the subject property for over 20 years. They love the area and as such, have designed a home to 'age in place' with. The proposed dwelling is a modern design with a low pitch roof. It has been shifted forward on the lot in order to maintain the required setbacks required by the Conservation Authority. Variances for front yard setback to the dwelling and garage face are required. The proposal is for a front yard setback to the dwelling of 6.8m, whereas 9.0m is required. This will be the closest point of the dwelling to the street. A variance for a proposed lot coverage of 37.85% whereas 30% is permitted, is also required. Lot coverage has increased because the buildable area on the lot is reduced by the slope in the rear yard.

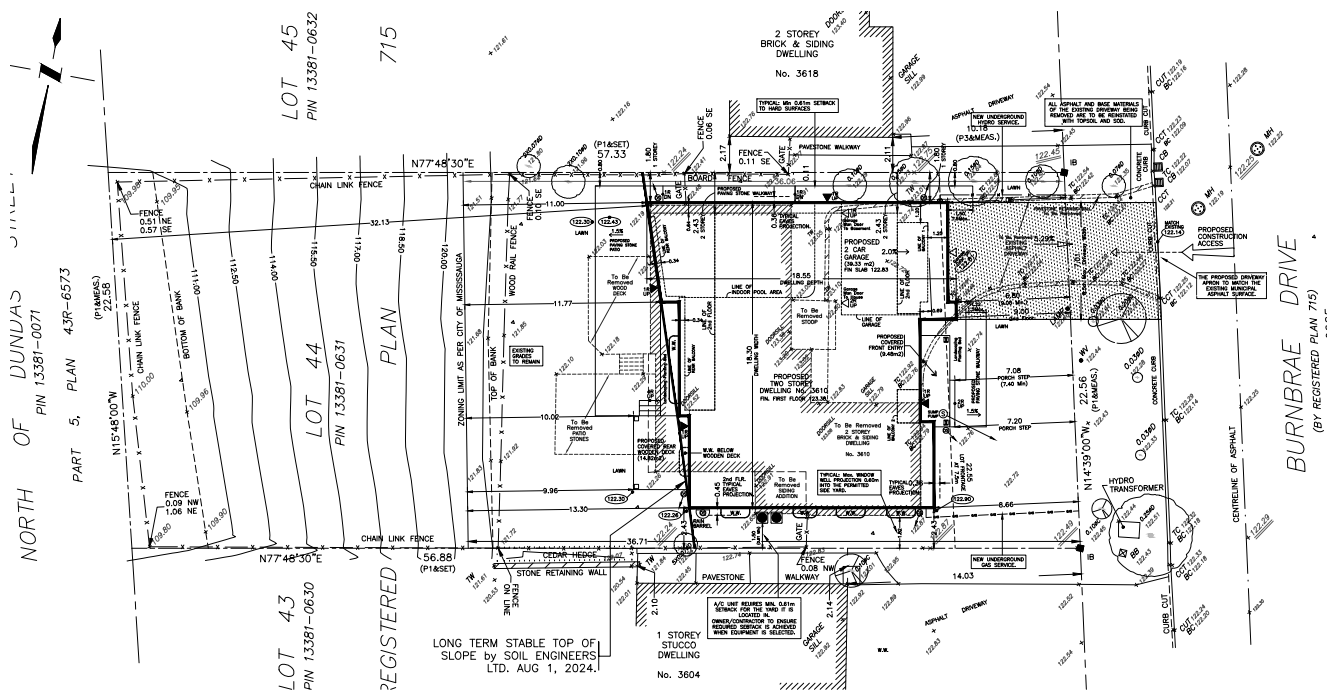


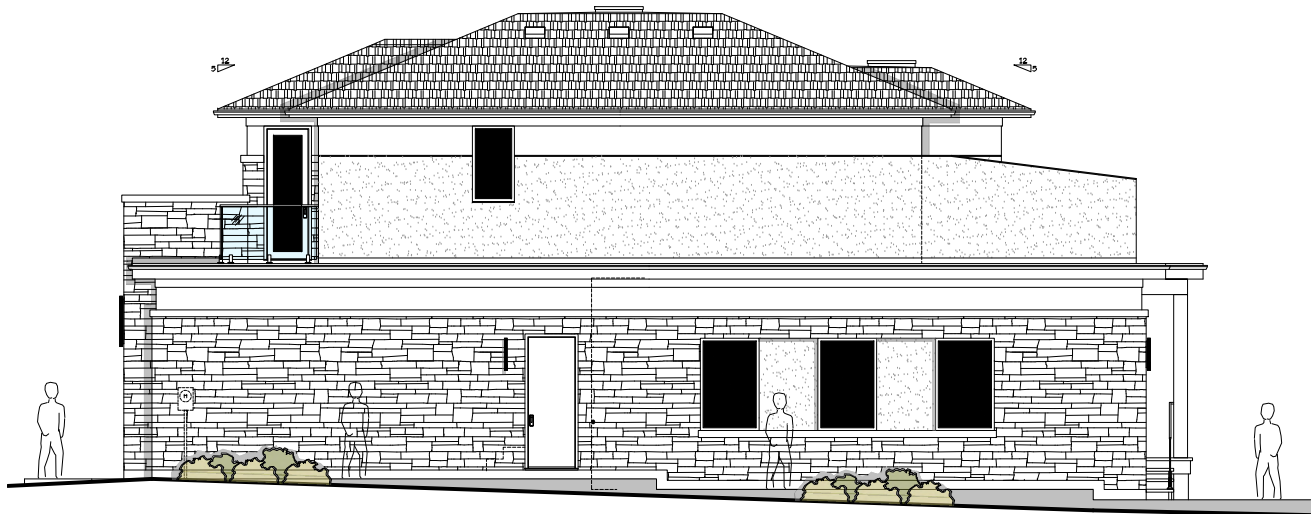
Figure 8: Proposed Site Plan



Figure 9 (above) Front Elevation, Figure 10 (below) Rear Elevation







NORTH ELEVATION

3/16" = 1'-0"

0 2' 4' 6' 8' 10' 12'

Figures 11 &amp; 12: Side Elevations



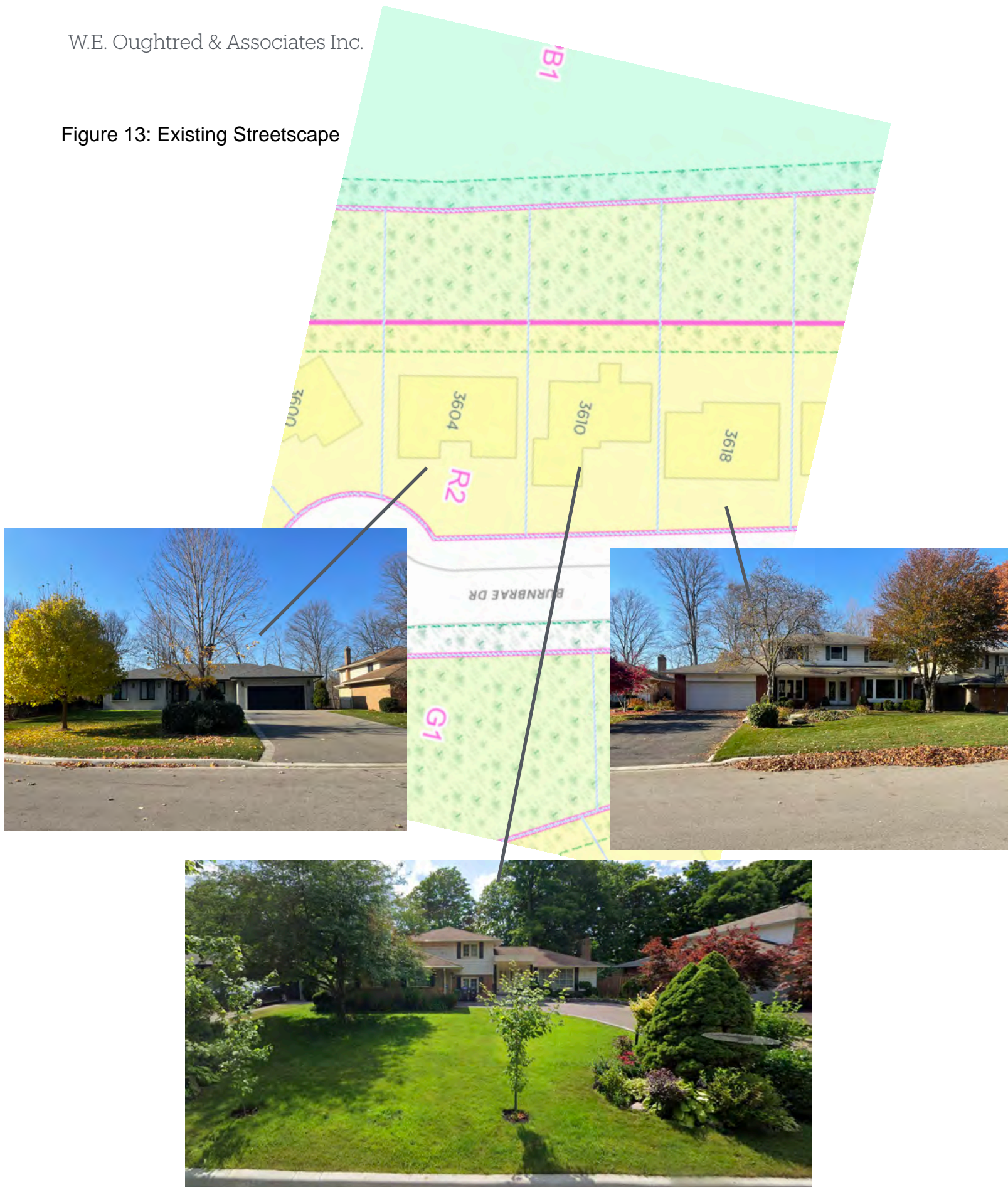
SOUTH ELEVATION

3/16" = 1'-0"

0 2' 4' 6' 8' 10' 12'

W.E. Oughtred & Associates Inc.

Figure 13: Existing Streetscape





**Figure 14: Proposed Streetscape**

The proposed dwelling will maintain the residential quality of the neighbourhood. Although it is a new dwelling, many homes in the area have been renovated and or replaced. It is an area that is experiencing redevelopment due to its desirable location.

### **Evaluation of Heritage Impacts**

#### **Provincial, Regional and Local Policies**

Policy 2.6.1 of the PPS states that significant built heritage resources and significant cultural landscapes shall be conserved.

Policy 2.6.2 of the PPS states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

Policy 2.6.3 of the PPS states that planning authorities shall not permit development and site alterations on adjacent lands to protected heritage property unless the proposed

development and any site alteration is evaluated and that evaluation demonstrates that the heritage attributes of the protected property will be conserved.

Although the Credit River Corridor is not a protected cultural heritage resource, it has been identified as significant and will be conserved. While 3610 Burnbrae Drive is not individually significant, it is part of the significant landscape and any alterations to the property must conserve and enhance the existing cultural heritage landscape and the identified cultural heritage attributes.

The Planning Act, the Growth Plan, 2019 and the Region of Peel Official Plan also contain policies that encourage the conservation of significant and protected heritage properties and archaeological sites and recommends consultation with indigenous communities. It encourages municipalities to establish cultural heritage landscape policies.

The City of Mississauga's Official Plan identifies cultural heritage resources including landscapes, streetscapes and historic corridors. The City maintains a heritage register which includes both built heritage resources and cultural heritage landscapes such as the Credit River Corridor.

Specifically, the Credit River Corridor has been evaluated and determined to have cultural heritage value or interest. As such, a heritage impact assessment is required for any proposed demolition or construction on a subject property within the scenic route.

## Evaluation according to Ontario Regulation 09/06

**TABLE 1: EVALUATION ACCORDING TO ONTARIO REGULATION 09/06**

Criteria for Determining Cultural Heritage Value or Interest	Assessment (yes/no)	Rationale
<b>1. Design or physical value:</b>		
a) Is a rare, unique, representative or early example of a style, type, expression, material or construction method	NO	It is a suburban home built in the 1960's.



Criteria for Determining Cultural Heritage Value or Interest	Assessment (yes/no)	Rationale
b) Displays a high degree of craftsmanship or artistic merit	NO	While the home is well built, it is typically of the era of construction.
c) Demonstrates a high degree of technical or scientific achievement	NO	It is a side split, frame dwelling and does not demonstrate a high degree of technical merit.
2. Historical or associative value		
a) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	NO	The property is not known to have any direct associations significant to the community.
b) Yields, or has potential to yield, information that contributes to an understanding of a community or culture	NO	The home is part of the Credit River Corridor landscape. The home itself does not have any potential to yield information that contributes to an understanding of a community or culture.
c) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	NO	The home was likely built by Kaneff Construction. A firm who was established at the time of construction and exists still to today.
3. Contextual Value		
a) Is important in defining, maintaining, or supporting the character of an area	YES	The property, not the house has contextual value.
b) Is physically, functionally, visually, or historically linked to its surroundings	YES	The property, not the house has contextual value.
c) Is a landmark	NO	This is a typical home of the era in which it was built.

### Cultural Heritage Landscape

The subject property is located in a residential area backing onto the Credit River Corridor. There is no direct access from the subject property to the Credit River Corridor, however, there are pedestrian use trails in the valley below the property.

As outlined in the ASI Report, Conserving Heritage Landscapes: Cultural Heritage Landscape Project, “the Credit River Valley has been identified as the most significant natural landscape and wildlife habitat within the City”.<sup>8</sup>

The proposed redevelopment will maintain a positive aesthetic and visual quality by incorporating the scale of the new structure within the existing landscape features. Mature trees will be maintained at the front of the property. The proposed redevelopment will not substantially alter any existing remnants of the pre-settlement landscape.

The properties together backing onto the Credit River are what contribute to the visual quality of the community, not the property individually. The redevelopment of the subject property will maintain the comprehensive landscape.. The proposed development will maintain the landscape and continue to contribute to the overall visual quality of the community.

The Credit River Corridor is the ecological asset, and the properties within contribute to the overall asset. The proposal maintains the generous rear yards setback to the river and will retain the existing mature trees on the lot. The CVC will not permit development outside of the existing envelope, thus ensuring the maintenance of the ecological asset.

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<sup>8</sup> Conserving Heritage Landscapes: Cultural Heritage Landscape Project

**TABLE 2: ANALYSIS OF HERITAGE IMPACTS BASED ON THE GENERAL STANDARDS FOR PRESERVATION, REHABILITATION AND RESTORATION, STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES IN CANADA**

General Standards	Analysis
Conserve the heritage value of a historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character defining element.	The property, not the dwelling, has heritage value. The property will be maintained as residential.
Conserve changes to a historic place that, over time, have become character-defining elements in their own right.	Not Applicable
Conserve heritage value by adopting an approach calling for minimal intervention.	
Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.	Not Applicable
Find a use for a historic place that requires minimal or no change to its character-defining elements.	The continued use is residential
Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.	Should mitigation measures be required, they will be undertaken. If deeply buried archaeological resources are discovered during excavation, all work will stop and a licensed archaeologist will be engaged in accordance with Section 48(1) of the Ontario Heritage Act to carry out additional archaeological field work.
Evaluate the existing condition of the character-defining elements to determine the appropriate intervention needed. Respect heritage value when undertaking an intervention.	Not applicable.
Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts where there are surviving prototypes.	Not applicable.
Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.	The mature trees and landscaping on the property will be maintained where possible.

### Mitigation Measures

The proposal for 3610 Burnbrae Drive is the demolition of the existing dwelling and the construction of a new home.

The table below identifies potential impacts the proposed new construction poses and includes the mitigation measures to be taken.

**TABLE 3: MITIGATION MEASURES**

Potential Impact	Identified Impact	Mitigation
Destruction of any, or part of any, significant heritage attributes or features	None	Not required
Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance	None	Not required
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	None	Not required
A change in land use where the change in use negates the property's cultural heritage value	N/A	Not required
Removal of natural heritage features, including trees	None	Not required
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	None	Not required
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	None	Not required
Land disturbances such as change in grade that alter soils, and drainage patterns that adversely affect cultural heritage resources.	None	Not required

### Alternative Development Considerations

The existing house was constructed in the mid 1960's. It no longer meets the needs of the current owners. The house could be maintained as is, but would not afford the owners the ability to 'age in place', something they very much want to do.



The potential exists to renovate the home, however, this option, does not allow the home to become more energy efficient with a smaller carbon footprint. The home currently heats with electricity and they would like more efficiency in the dwelling.

The new house, with retention of mature trees and landscaping, will maintain its place within the Credit River Corridor cultural heritage landscape.

### **Conclusions, Recommendations**

The subject property contains a one-storey residential dwelling built in the 1960's. It does not meet any of the criteria for Designation under the Ontario Heritage Act. The proposed demolition and construction of a new dwelling will have no impact on the cultural heritage resource, that being the Credit River Corridor. Mitigation measures, as noted above, have been considered and no further action is required.

## References

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