

Cultural Heritage Impact  
Assessment  
18 John St. South,  
Port Credit, ON

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Figure 1 - CMHC Plan No. 47-15  
(Source: 67 Homes for Canadians, CMHC 1947)



Figure 2 – 18 John Street South, circa 1980  
(Source: Old Port Credit Village Heritage Conservation District Plan 2018)

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### 3 Executive Summary

18 John Street South is situated in a historically significant area that bears deep connections to Indigenous peoples, Loyalist settlers, Methodist leaders, local entrepreneurs, and political figures. However, the only structure ever constructed on the lot is the Mackle Residence — a modest ‘Victory’ bungalow, likely built circa 1948–49, reflecting post-war housing trends rather than the earlier historical associations of the site.

Long before European contact, the region surrounding the mouth of the Credit River served as a seasonal fishing base for Indigenous peoples for thousands of years. In the mid-to-late 1600s, Algonquian-speaking peoples from the northern shores of Lake Superior and Lake Huron resisted incursions by southern Iroquoian groups seeking to expand northward. The northern Ojibwe successfully repelled the Iroquois, pushing them south of the Great Lakes and establishing control over much of southern Ontario by the early 1700s. These victors became known as the Mississauga, a name derived from the Mississagi River in northern Lake Huron.

By the early 1720s, the Mississauga had established a village at the mouth of the Credit River, along with other settlements at nearby river mouths. A fur trading post was also founded, first trading with the French and, after the Treaty of Paris in 1763, with the British. The Mississauga allied with the British Crown during the American Revolution (1775–1783), later welcoming Loyalist settlers, including members of the Six Nations Confederacy—former adversaries who had also aligned with the British.

In 1798, the government of Upper Canada constructed a Post House or Inn on the northeast side of the Credit River to serve travelers journeying between York, Niagara, and Detroit. This Inn also became a gathering place for treaty negotiations<sup>1</sup> and trade between the Mississauga and the British. The alliance between Indigenous peoples and the Crown continued into the War of 1812, during which they again joined forces to repel American invasions.

To accommodate the growing influx of settlers and their families, the colonial government of Upper Canada began negotiating treaties with the Mississauga to extinguish Indigenous land rights, promote Christianity, and encourage a shift to sedentary farming. Between 1805 and 1820, the Mississauga of the Credit signed Treaties 13, 13A, 19, 22, and 23. These agreements drastically reduced their vast traditional territory to a handful of small reserves along the Lake Ontario shoreline, including the Credit River Reserve.

During this period, the Methodist Church actively sought to convert the Mississauga to Christianity. They recruited Peter Jones and his brother John, both Mississauga leaders, to translate the Bible and hymns into Ojibwe to support these efforts. In 1826, a Methodist mission was established roughly two and a half miles upstream from the mouth of the Credit River. Reverend Egerton Ryerson was appointed to the mission, where he formed a close alliance with Peter Jones. Over the following

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<sup>1</sup> [Government Inn, 1798-1821](https://www.heritagetrust.on.ca/plaques/government-inn-1798-1861), Ontario Heritage Trust sourced Jan. 06, 2025 at <https://www.heritagetrust.on.ca/plaques/government-inn-1798-1861>

decades, their collaboration led to the widespread conversion of Indigenous communities across southern Ontario, with Peter Jones eventually becoming a Methodist minister himself.

In the early 1830s, the Upper Canadian government began developing Port Credit Harbour. The Credit Harbour Company was formed with the Mississauga as majority stakeholders, holding a two-thirds ownership share. In 1835, a townsite was surveyed and laid out on the south side of the harbour. Reverend Peter Jones emerged as a key advocate for his people, petitioning the government to improve the legal and social standing of the Mississauga and travelling extensively across North America and Britain to raise funds and awareness on their behalf.

Despite these efforts, the Mississauga were eventually displaced from the Credit River Reserve around 1846–47. Peter Jones later secured land from the Six Nations near the Grand River, southwest of Hamilton, where a new settlement—the Mississaugas of the Credit First Nation—was established.

In the decades following the displacement of the Mississauga from the Credit River Reserve, the Department of Indian Affairs began selling off former reserve lands, including parcels within the newly established Village of Port Credit. One such parcel is the subject property at 18 John Street South.

The front (northern) portion of 18 John Street South occupies part of Lot 5, first acquired by E.W. Thomson—a noted war veteran, farmer, politician, Methodist, and one of the builders of Credit Harbour. Prior to that, he contributed to major infrastructure projects such as the Rideau Canal, the St. Lawrence River locks, and the Welland Canal. The rear (southern) portion of the property, part of Lot 6, was initially claimed by John Beatty, a prosperous settler, tavern and general store owner, and self-styled healer—also a Methodist.

Neither Thomson nor Beatty received formal deeds to their parcels, likely due to their failure to fulfill the condition of building a structure on the land. Both men were established landholders elsewhere and likely viewed these lots as speculative investments. The second recorded transaction of Lot 5 occurred around 1874 to “Abrm” Block, followed by E.P. O’Leary circa 1876, though again, neither appears to have paid in full or received title.

In 1883, Lot 5 was purchased from the Department of Indian Affairs by J.R. Shaw, a wealthy and influential figure in the Township of Toronto (now Mississauga) and a devout Methodist. Shaw appears to have received patent (title) for the land by 1885 or early 1886. In 1894, he likely donated Lot 5 to the Methodist Church, which relocated its church building from Toronto Road (now Lakeshore Road) to Lot 8, diagonally across from the current 18 John Street South. At that time, Lots 5, 6, 7, and 8 were consolidated and treated as a single large parcel.

The relocated church building was repurposed as a community hall and renamed *Shaw Hall*. Around 1914, the Methodists sold the building to the Freemasons, who adapted it for use as a Masonic Temple. Over the following decades, the Freemasons gradually subdivided and sold off unused portions of the property, leading to the creation of several new lots—including 18, 20, and 24 John Street South, as well as 43 Port Street West and 23–25 Peter Street South.

No evidence exists of a structure on 18 John Street South until around 1949. That year, the lot was transferred—possibly by the Freemasons—to Robert Henry Harrison and his wife, Mary Anne. The couple owned the property for 50 years, until it was passed to their daughters, Maryanne and Linda, following Robert Harrison’s death sometime prior to December 1999.

For over 70 years, the property has remained in residential use, functioning as a single-family dwelling with minimal alterations since its original construction. The existing residence is a ‘Victory’-style bungalow, closely matching Plan No. 47-15 published by the Canada Mortgage and Housing Corporation in *67 Homes for Canadians* (February 1, 1947), a post-war catalogue of efficient housing designs.

The lot at 18 John Street South, currently occupied by a circa 1947–48 ‘Victory Housing’ bungalow, is identified as a contributing property in the Property Inventory (2018) of the Old Port Credit Village Heritage Conservation District Plan (2019) (HCD Plan).

According to **Policy 10.1: Policies for the Demolition of Buildings on Contributing Properties**, the demolition of structures on contributing properties is not permitted, except under extraordinary circumstances. **Policy 5.2: Guidelines for Alterations to Contributing Properties** outlines best practices for the renovation and repair of existing buildings, while **Policy 6.0: Additions on Contributing Properties** provides direction for appropriately scaled and sensitively designed additions to buildings within the HCD.

The current owners of 18 John Street South are seeking to enlarge their existing one-storey residence to accommodate the needs of their growing family. The proposed alterations include the construction of a second-storey addition above the existing bungalow, a one-storey open front porch, and a two-storey open rear porch. To ensure alignment with the HCD’s design guidelines, the owners have retained Lapointe Architects, who have developed and refined the proposed design to be compatible with the character-defining elements of the Old Port Credit Village Heritage Conservation District.

A full description of the proposed design can be found in Section 8.0 of this report.



Figure 3 - Old Port Credit Village Heritage Conservation District Boundary  
(Old Port Credit Village Heritage Conservation District Plan 2018 – George Robb Architect)

## 4 Purpose of HIA

The purpose of this Heritage Impact Assessment (HIA) is to evaluate the proposed renovations and additions to the existing dwelling at 18 John Street South and ensure that the project complies with the policies and guidelines set out in the *Old Port Credit Village Heritage Conservation District Plan* (2019). The HIA assesses the current condition of the property's cultural heritage features and provides recommendations for their preservation, repair, restoration, or, where necessary, sensitive replacement.

This assessment examines the potential impacts of the proposed interventions on the property's heritage value and on the character of the Heritage Conservation District as a whole. It also identifies strategies to mitigate any adverse effects, considers alternative design approaches, and provides a rationale for the preferred option.

This HIA has been prepared in accordance with recognized provincial and national standards, including the *Eight Guiding Principles in the Conservation of Historic Properties* (Ontario Heritage Trust<sup>2</sup>), *Heritage Property Evaluation: A Guide to Listing, Researching and Evaluating Cultural Heritage Properties in Ontario Communities*<sup>3</sup> (Ontario Ministry of Culture, 2006), and the *Standards and Guidelines for the Conservation of Historic Places in Canada*<sup>4</sup> (Parks Canada, 2003).

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<sup>2</sup> <https://www.heritagetrust.on.ca/en/index.php/pages/about-us/our-mandate>, Ontario Heritage Trust (an agency of the Ontario Ministry of Heritage, Sports Tourism and Cultural Industries), accessed on July 27, 2021.

<sup>3</sup> [http://www.mtc.gov.on.ca/en/publications/Heritage\\_Tool\\_Kit\\_HPE\\_Eng.pdf](http://www.mtc.gov.on.ca/en/publications/Heritage_Tool_Kit_HPE_Eng.pdf), Ministry of Culture (Ontario), Queen's Printer for Ontario 2006, accessed on July 27, 2021.

<sup>4</sup> Her Majesty the Queen in Right in Canada, 2003

## 5 Introduction and Description of Property

18 John Street South is located within the *Old Port Credit Village Heritage Conservation District* (HCD) in Mississauga, Ontario. The property is one of more than 50 detached houses in the district, which is defined by the Credit River and Harbour to the northeast, Lakeshore Road West to the northwest, Mississauga Road South to the southwest, and Lake Ontario to the southeast. The Village of Port Credit was designated as a Heritage Conservation District in 2004 and is subject to heritage protection under the *Ontario Heritage Act*, as well as the *City of Mississauga Official Plan*, local zoning by-laws, and the *Old Port Credit Village Heritage Conservation District Plan* (2019).

Port Credit is an area of significant cultural heritage value, reflecting both First Nations and settler histories. The area was originally home to a vibrant Indigenous community and later developed into a bustling port, playing a key role in Canada's industrial expansion following the Second World War. Today, it is a compact residential neighbourhood characterized by a mix of modest post-war homes—primarily 'Victory' houses—alongside a handful of surviving 19th-century buildings, larger institutional structures, and select mid- to high-rise residential developments.

A defining feature of the district is its original grid-like street layout, established in the early 19th century with  $\frac{1}{4}$ -acre lots arranged in eight-lot parcels. While many lots have since been subdivided into smaller parcels, the overall street pattern remains consistent with the original 1830s plan. The three principal north-south streets within the district are named in honour of notable First Nations individuals, reflecting the area's Indigenous heritage.

18 John Street South is situated on the southeast corner of Port Street West and John Street South, just one block southeast of Lakeshore Road West and one block southwest of Front Street. It lies on the south side of the Credit River within the historical footprint of the original 1835 land survey, occupying the upper portions of Lots 5 and 6, southeast of Port Street and west of the River Credit.

The lot measures approximately 16.76 metres in width (fronting John Street South) and 40.23 metres in depth (along Port Street West), with a total area of approximately 674.3 square metres (7,258 square feet). The legal description of the property is as follows:

**Part of Lots 5 and 6, Registered Plan PC-1 (Shown on Registered Plan 300)**

**City of Mississauga, Regional Municipality of Peel**

**PIN: 05-09-0-005-06600-0000**

A legal and topographic survey of the property, completed in 2024, accompanies this report. It illustrates the location of the existing dwelling, driveway, walkways, fences, trees, and other landscaping features.

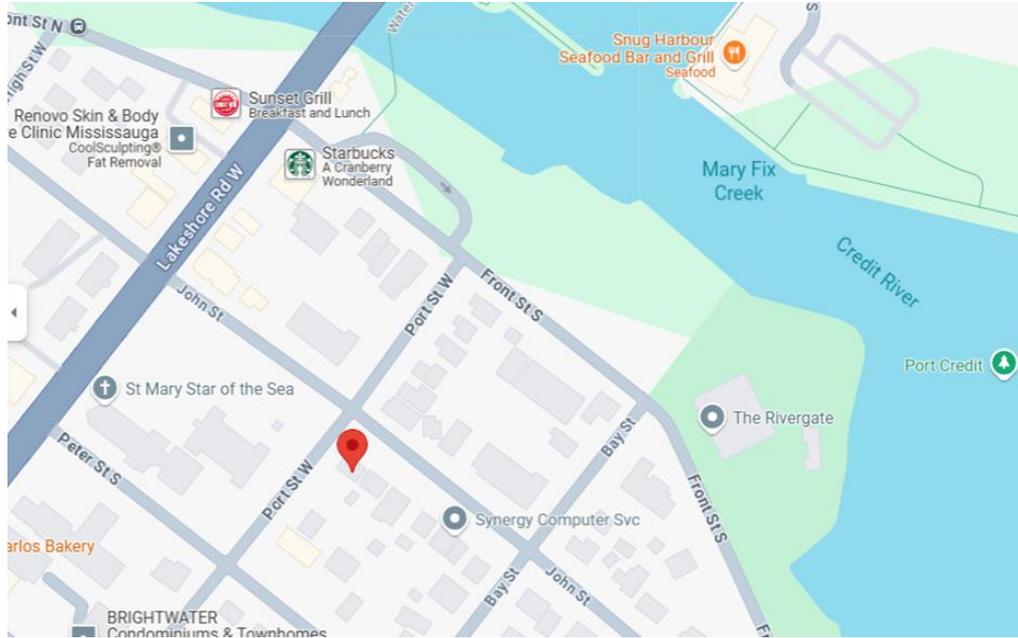


Figure 4 – Key plan situating 18 John Street South (Google Maps)

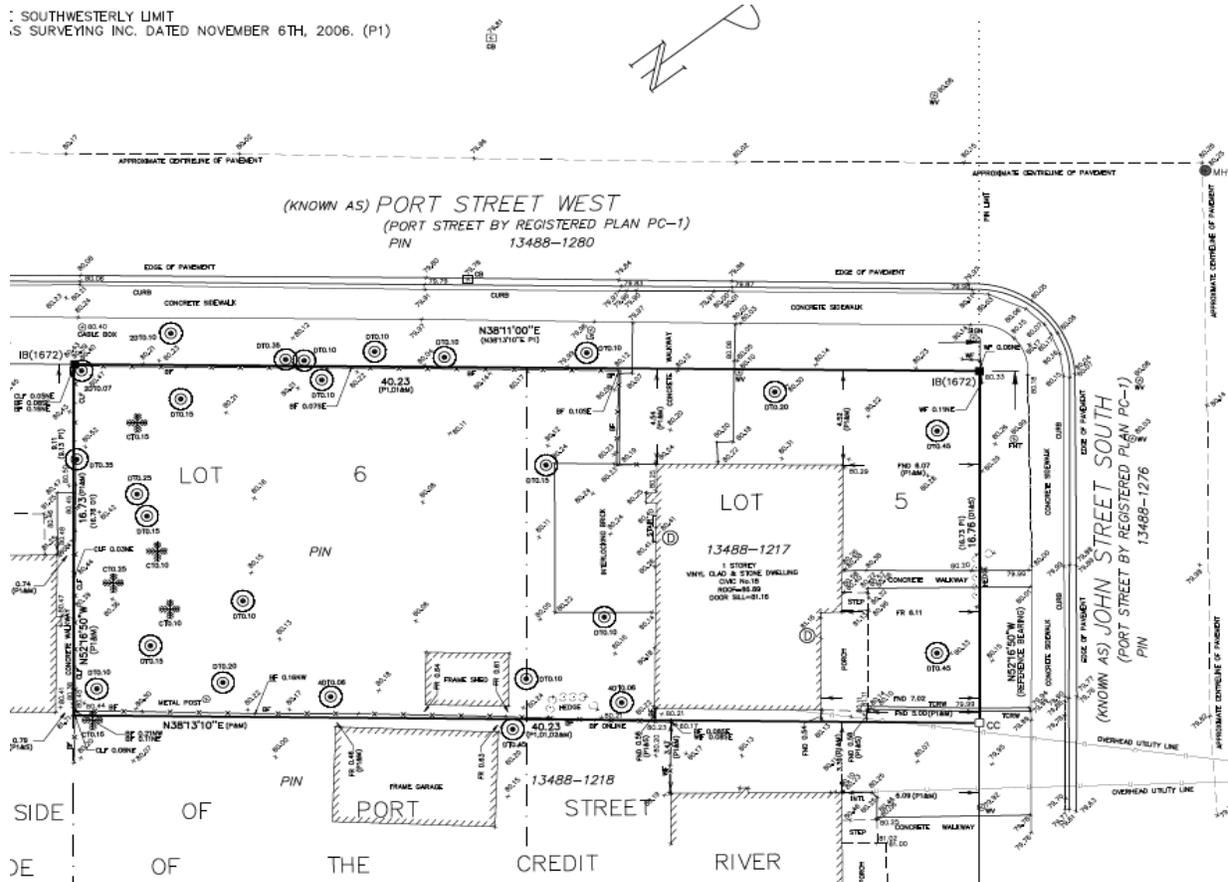


Figure 5 – Lot Survey by Richmond Surveying Inc. (Moe Tavalae, OLS, March 19, 2024)

The existing one-storey bungalow at 18 John Street South is a representative example of post-war 'Victory Housing,' likely constructed circa 1949 for a returning war veteran and their family. The house's plan and massing closely align with CMHC Plan No. 47-15 (refer to Figure 39 & 40), as published in *67 Homes for Canadians* (1947).

Overall, the house appears to be in good condition and has been well maintained. Modifications over the years are relatively modest and largely cosmetic. The most notable exterior alteration is the application of a thin stone veneer over the exposed portions of the foundation, which was likely originally finished with concrete parging. The exterior metal siding may be a replacement cladding—installed over the original siding (and additional insulation?) as it appears slightly proud of the stone-faced foundation which was applied later.

The original windows have been replaced with contemporary aluminum units, featuring large, fixed picture panes over smaller sliding sashes. Decorative, non-functional metal shutters have been added to the windows visible from both John Street South and Port Street West. The hip roof, which has a moderate pitch, is currently clad in black asphalt shingles that appear to be recently installed. The framing of the hip roof is original. The metal soffits and fascia are likely original; the wide, board-and-batten style soffits are non-vented.

The cast-in-place concrete front porch, which includes a cold room beneath, remains in good condition. The original wrought-iron railing seen in a circa 1980 photograph has been replaced with modern aluminum posts and pickets.

The plan of the interior of the house, while not subject to review under the *Ontario Heritage Act*, has been slightly altered, by the addition of a hallway serving the bedrooms. Most original finishes and features have been upgraded, with the exception of two built-in storage cabinets in the dining room.

The current owners seek to adapt the home to better suit the needs of a growing family while maintaining respect for the heritage character of the district. They recognize that both the lot and the building are designated as a *contributing property* under the *Old Port Credit Village Heritage Conservation District Plan* (2019), and that any alterations must comply with the *Ontario Heritage Act*, the *Ontario Building Code*, the *City of Mississauga Zoning By-law*, and the relevant policies and guidelines of the HCD Plan.

The proposed work includes a compatible second-storey addition above the existing structure, along with a two-storey rear addition featuring an open porch. The renovation will include new windows and James Hardie Plank Fiber Cement Lap Siding, updated front and side entrances, and comprehensive upgrades to the building's mechanical systems and energy performance, particularly the exterior building envelope, wherever feasible. A new 2-car parking space is proposed at the rear of the property, to be linked to the main house via a covered connection.

## 6 History of the Property

The one-storey detached bungalow located at 18 John Street South was built around 1949-50 and is likely Central Mortgage and Housing Plan No. 47-15 (refer to Figure 39 & 40), as published in *67 Homes for Canadians* (1947).

While the existing house has not been designated under Part IV of the Ontario Heritage Act, the property has been designated as a ‘*contributing property*’ under Part V of the Ontario Heritage Act and must comply with the policies and guidelines of the Old Port Credit Village Heritage Conservation District Plan. A review of the designation under Ontario Heritage Act and Ontario Regulation 9/06 is provided below for the record:

Ontario Regulation 9/06 Criterion (Current to April 9, 2025)	Y or N	Rationale
<b>Design or physical value...</b>		
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method,	No	The existing ‘Victory’ house is a common and widespread housing type constructed across Canada in the immediate post–World War II period. While it is representative of a broader national response to post-war housing demand, it is neither rare nor unique, and does not stand out as an early or particularly distinguished example of the style. Its design and construction reflect standard practices of the era and are consistent with similar homes built in suburban communities nationwide.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit	No	The dwelling does not exhibit a high degree of craftsmanship or artistic merit. As a typical post-war ‘Victory’ house, it was designed for efficiency, affordability, and mass production rather than for aesthetic or artisanal quality. Many such homes were prefabricated off-site and assembled quickly using standardized components. As a result, the construction reflects a manufactured approach rather than one rooted in traditional craftsmanship or design artistry.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The ‘Victory’ house at 18 John Street South does not demonstrate a high degree of technical or scientific achievement. These houses were intentionally designed for rapid, low-cost construction using standard plans and readily available materials in response to post-war housing shortages. While they are historically significant as part of a broader social and architectural movement, their design and construction do not reflect advanced or innovative building technologies.
<b>Historical or associative value...</b>		
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	No	While several individuals of local historical significance are indirectly associated with the property—such as E.W. Thomson (a builder of the Credit Harbour), James Robinson Shaw (a local businessman and landowner), and Robert Henry Harrison (likely a post-war veteran)—there is no evidence of a <i>direct</i> and sustained association between these individuals and the subject property. Their involvement appears to be limited to

		speculative ownership or subsequent residency, rather than to any historically significant events or activities that occurred at the site itself. As such, the property does not meet the threshold for associative value under Ontario Regulation 9/06 .
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The property does not possess unique or site-specific characteristics that would contribute new or significant information to the understanding of the community or broader cultural patterns. As one of many 'Victory' houses constructed in Port Credit and across Canada in the post-World War II period, it reflects a common and well-documented housing type. Its value lies in its representativeness rather than its potential to yield new historical insight.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The house does not demonstrate the work of a specific architect, designer, or builder of recognized significance to the local community. Similar designs were widely distributed across Canada through the Canada Mortgage and Housing Corporation (CMHC) as part of a standardized effort to address post-war housing shortages. As such, the design reflects a national housing policy rather than the individual vision or influence of a notable figure in architecture or design
<b>Contextual value...</b>		
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	Yes	The property contributes to the contextual value of the Old Port Credit Village Heritage Conservation District by representing one of many 'Victory' houses that characterize the post-World War II suburban development of the area. These modest, standardized homes reflect the broader national effort to provide housing for war workers and returning veterans during and after the Second World War. As part of this recognizable pattern of development, the house plays a role in maintaining the historical character and visual continuity of the neighbourhood
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	While the property is located within the boundaries of the Old Port Credit Village Heritage Conservation District, there is no specific physical, functional, visual, or historical linkage that distinguishes it from its surroundings. Its presence contributes to the overall character of the district in a general sense, but it does not exhibit any unique or defining connections to adjacent properties, landscapes, or historic patterns of use that would establish a meaningful contextual relationship
9. The property has contextual value because it is a landmark.	No	The property does not function as a landmark within the community. It is not prominently located, architecturally distinctive, or historically significant in a way that would make it widely recognized or valued as a point of reference by local residents or visitors.

Based on the criteria set out in Ontario Regulation 9/06 – Criteria for Determining Cultural Heritage Value or Interest, the property at 18 John Street South does not meet the threshold for individual

designation under the *Ontario Heritage Act*. While it contributes to the overall character of the *Old Port Credit Village Heritage Conservation District*, it does not demonstrate individual cultural heritage value or interest with respect to design/physical value, historical/associative value, or contextual value.

The property is a representative example of a common post-war 'Victory' house, constructed using standardized plans and materials widely available through federal housing programs. It does not exhibit a high degree of craftsmanship, technical innovation, or association with a significant architect or designer. Furthermore, it is not individually linked to a historically important person or event, nor does it function as a landmark or exhibit unique contextual relationships within the district.

While the property plays a supporting role as part of a broader ensemble of mid-20th-century housing types that define the district's post-war character, it does not warrant individual recognition or protection under Ontario Regulation 9/06.

## 6.1 History of Lots 5 & 6, Reg Plan PC-1, Port Credit Ontario

The following section presents a historical overview of the land west of Port Credit, tracing its evolution from the Indigenous occupation of the area, through early 19th-century development centered around the Port Credit Harbour, to the post–World War II suburban expansion, and into the modern era. Extensive research was undertaken to reconstruct the history of the subject property over the past 200 years. This included a review of records from the Department of Indian Affairs and its successor agencies, as well as genealogical records, census data, and archival materials from local and regional libraries.

Due to the fragmented nature of early documentation, and the fact that many official records were never created or have been lost over time, supplementary sources were consulted to establish connections and fill in historical gaps. While every effort has been made to ensure the accuracy of the information presented, some elements remain unconfirmed. It is anticipated that future research and discoveries may help clarify remaining uncertainties and further refine the historical record.

### 6.1.1 Indigenous People Era – Pre-Contact to 1820's

The lands surrounding the Credit River, including its mouth, have been used and inhabited by Indigenous peoples for thousands of years. While direct archaeological evidence of pre-contact occupation at the mouth of the Credit River is limited, extensive findings across southern Ontario confirm the long-standing presence of Paleo-Indian, Archaic, Woodland, and Iroquoian cultures. The Huron-Wendat and the Seneca, among others, are known to have lived and travelled throughout the region, including along the banks of the Credit River.

The Mississaugas' history in the area has been well documented, including testimony by Mississauga member Crystal King to the Royal Commission on Aboriginal Peoples (May 13, 1993). According to King, prior to European contact, the Ojibwa (Anishinaabe<sup>5</sup>) traditionally occupied territory along the northern shores of Lake Huron and Lake Superior. These communities lived in small family groups during the winter months for hunting and trapping and congregated in the summer at the mouths of rivers for social and trade gatherings.

To the south, the Huron-Wendat occupied lands around Lakes Huron, Ontario, and Erie, while the Iroquois Confederacy dominated the southern side of the Great Lakes. In the mid-1600s, conflicts broke out between these groups as they vied for control over land and resources—particularly those valued by French fur traders. By the early 1700s, the Ojibwa had gained control over much of what is now southern Ontario. Some Ojibwa, referred to by Jesuit missionaries in the 1640s as the "Oumisagai," migrated south along river systems and settled along the Credit River, which they called Missinihe—meaning "Trusting Water." Many of these people were originally from the Mississagi River region on the north shore of Lake Huron and came to be known as the Mississaugas.

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<sup>5</sup> Algonkian speaking/ Algonquin culture who called themselves the Anishinaabe

In the 1720s, Mississauga villages were established at the mouths of the Credit, Humber, and Niagara Rivers, serving as key hubs for seasonal gathering and trade with the French.

Following the British conquest of New France in 1763, the Mississaugas aligned themselves with the British Crown. During the American Revolution (1775–1783), they supported the Loyalist cause and later welcomed displaced Loyalists and their allies, including former adversaries from the Six Nations Confederacy, into southern Ontario. This strategic alliance continued through the War of 1812, in which Indigenous warriors played a critical role in resisting American invasion—suffering disproportionate casualties in the process.

The British Crown acknowledged Indigenous land rights through the Royal Proclamation of 1763, which prohibited private land transactions and reserved that only the Crown could legally negotiate the purchase of Indigenous lands. Beginning in the late 18th century, treaties were signed with the goal of extinguishing Indigenous land title, converting Indigenous populations to Christianity, and encouraging a transition from a subsistence-based lifestyle to sedentary farming.

The process of land cession in the Port Credit area began as early as 1781. On August 1, 1805, the Mississaugas signed Treaty 13, covering land east of Etobicoke Creek. The following day, they signed Treaty 13A, which would later be recognized as the Crown’s first formal acquisition of Mississauga territory. This agreement transferred over 70,000 acres of land—from Etobicoke Creek to Burlington Bay, and northward six miles from the Lake Ontario shoreline—to the Crown. In exchange, the Mississaugas received £1,000 in trade goods to be distributed over several years.

Importantly, Treaty 13A also preserved the Mississaugas' right to fish in the Credit River and established a reserve extending one mile on either side of the river, from its mouth northward to an area just south of the present-day Queensway. This reserve became the foundation for the Mississaugas’ formal settlement in the region prior to further displacement later in the 19th century.

During the late 18th century, a network of roads was gradually constructed to connect the growing settlement of York (now Toronto) with key destinations including Hamilton, Niagara, London, and Detroit. These routes were essential for military movement, trade, and the growing settler population. In 1798, the government of Upper Canada constructed a Post House or inn on the northeast side of the Credit River. This facility served as a rest stop for travellers journeying between York and points further west, including Niagara and Detroit. The Post House also became a gathering place for the Mississauga people, who used the site for trade and for negotiations and the signing of future treaties with the Crown.

In August 1818, the Mississauga signed Treaty 19, surrendering their rights to lands north of what is now Eglinton Avenue. This was followed in 1820 by the signing of Treaties 22 and 23, in which the Mississaugas ceded the remainder of the Credit River Reserve to the Crown. However, a 200-acre parcel on the north side of the Credit River was retained to allow the Mississaugas to establish a new village—this area is highlighted in red in the figure below.



Figure 6 – A map showing the area ‘reserved’ outlined in red for the Mississauga people around the Credit River.  
(Toronto Township Survey, June 28, 1806)

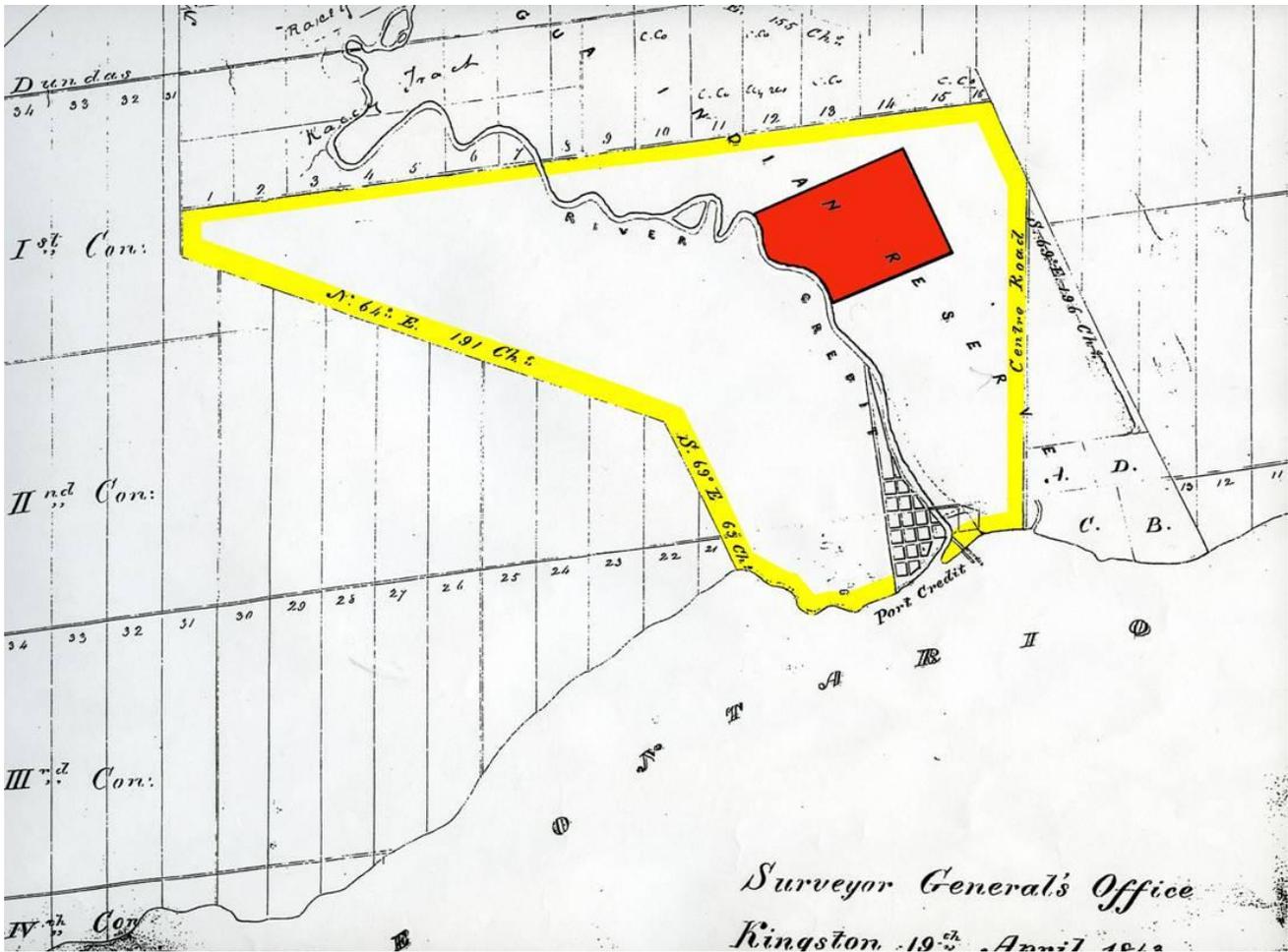
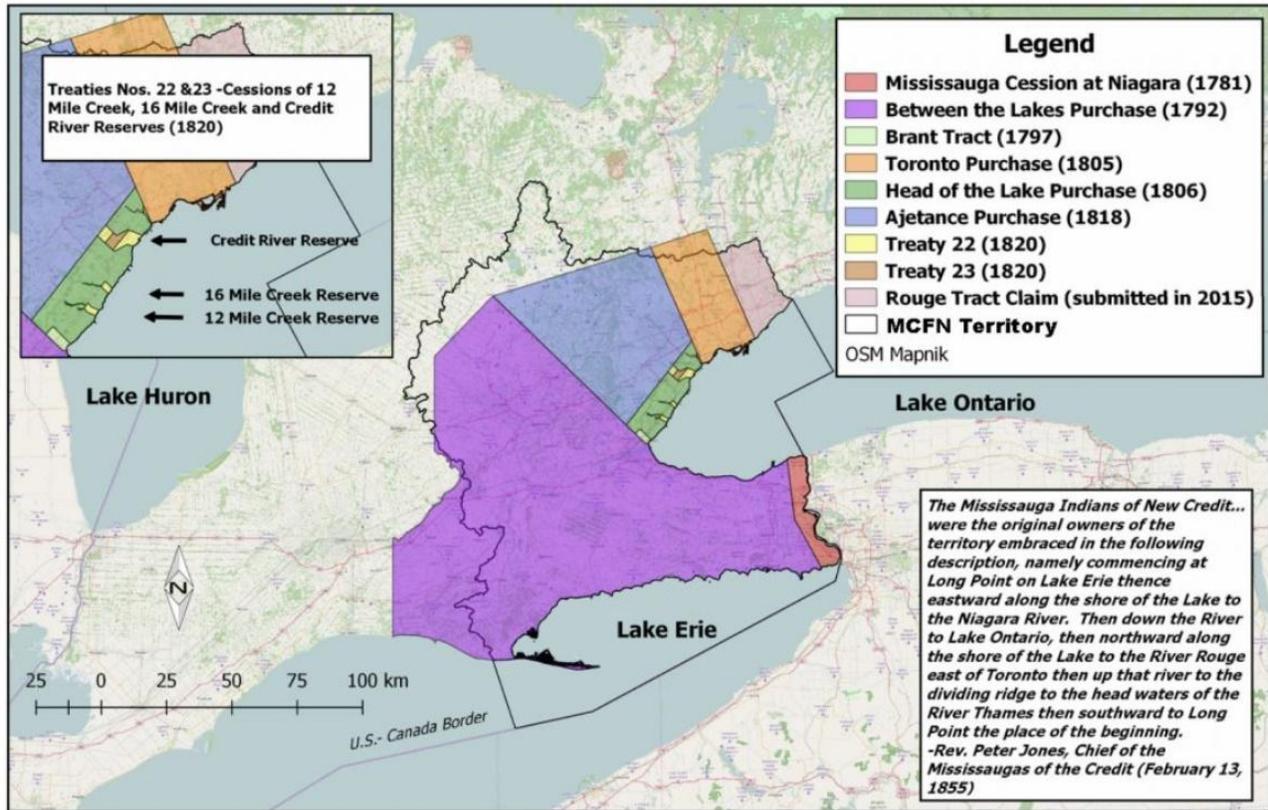


Figure 7 - Survey of the Indian Reservation at Credit River  
(Surveyor General's Office, Kingston. April 19, 1848)



### Mississaugas of the Credit First Nation Land Cessions 1781-1820 and Rouge Tract Claim, 2015

Figure 8 - Map of Treaties of the Mississauga People  
 (Mississauga of the Credit First nation accessed at <https://mncfn.ca/treaty-lands-territory/>)

#### 6.1.2 Rev. Peter Jones Era – 1820’s to 1850’s

By the early 1820s, the Mississauga people living at the mouth of the Credit River were increasingly feeling the pressures of encroaching settler expansion. In response, a powerful spiritual and political leader emerged from within their community—Peter Jones (1802–1856)<sup>6</sup>, known in Ojibwe as *Kahkewāquonāby*.

Jones was of mixed heritage—Ojibwa on his mother’s side and Welsh on his father’s. He was raised in Stoney Creek by his mother, who instilled in him traditional Anishinaabe cultural and spiritual teachings. Around 1811, he spent a year with his adoptive father, Captain Jim, a Mississauga chief living along the Credit River. In 1816, Peter and his brother John were sent to live with their biological father, Augustus Jones, a United Empire Loyalist and provincial surveyor, first in Stoney Creek and later in Brantford. During this time, Peter received a basic English education in a one-room schoolhouse and was introduced to agricultural practices by his father. While living in Brantford, he

<sup>6</sup> [https://en.wikipedia.org/wiki/Peter\\_Jones\\_\(missionary\)](https://en.wikipedia.org/wiki/Peter_Jones_(missionary))

was also formally adopted into the Haudenosaunee (Iroquois) community residing along the Grand River Valley.

Although Peter was baptized as an Anglican in 1820 at his father's request, he later wrote that he did not accept Christianity at that time. He continued working in agriculture and briefly became a brickmaker in 1822 to support his education. That fall, he studied arithmetic and writing at a school near Fairchild's Creek, returning to his father's farm the following spring.

Peter Jones experienced a spiritual turning point in 1823 after attending a Methodist Episcopal camp meeting in Ancaster Township. Attracted to the Methodist emphasis on sobriety, discipline, and social reform—including the idea that Indigenous people should adopt a sedentary, agrarian lifestyle—Jones converted to Methodism. He quickly became active as a church exhorter, converting over 200 Mississauga people to Christianity, including his adoptive father, Captain Jim. He was later appointed as a teacher at the Grand River Mission and, alongside his brother John, began translating hymns and biblical passages into Ojibwe. It was during this period that Jones committed his life to missionary work.

In 1825, Jones wrote to the Indian Department requesting a meeting to discuss the fair distribution of annual gifts promised under treaty agreements. His letter—reportedly the first written by an Indigenous person to the department—left a strong impression and led to a meeting with James Givins, Superintendent of Indian Affairs<sup>7</sup>, at the Humber River. Jones arrived accompanied by approximately 200 Mississaugas, half of whom were Christians. Remarkably, he is said to have converted 50 non-Christian members during the gathering.

The meeting led to growing support for Jones within government and religious circles. Givins encouraged the Mississaugas to establish a new village on the Credit River, as originally intended in Treaty 22. Anglican Bishop John Strachan, who also attended the meeting, agreed to help fund the construction of a Methodist mission. In 1826, Jones founded a new village and mission site on the south side of the Credit River, directly across from the 200-acre reserve established in the 1820 treaty (the site is now home to the Mississauga Golf and Country Club—see Figure 9).

By that year, many Mississaugas had relocated from the older riverside encampment to newly built houses in the mission village. Reverend Egerton Ryerson, a prominent Methodist minister, was assigned to the Credit Mission and formed a close alliance with Peter Jones. Together, they played instrumental roles in the religious and cultural transformation of the community, promoting Christianity and European-style education, governance, and agriculture as tools for Indigenous survival and self-determination in a settler-dominated society.

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<sup>7</sup> Life and Journals of Kah-ke-wa-quo-na-by (Rev. Peter Jones), Wesleyan Missionary, pg. 37, sourced at Canadiana.

In 1829, Peter Jones was elected Chief of the Mississaugas of the Credit Mission, a position he used to advocate tirelessly for his people. He petitioned the colonial government on their behalf, seeking improved legal recognition, land security, and political rights.

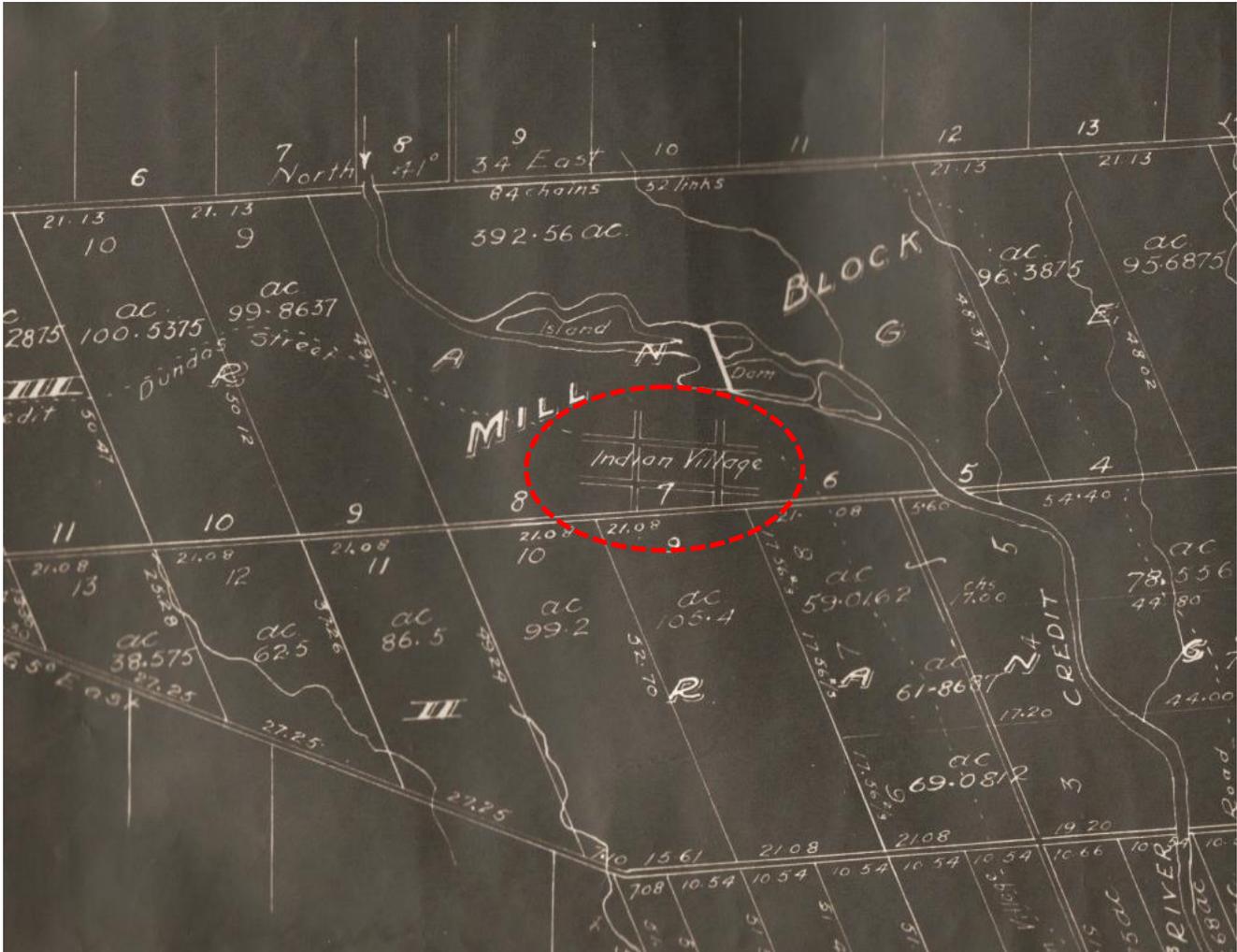


Figure 9 - Survey of the Credit Mission on the south side of the Credit River  
(Part 3 Reserve 2, Heritage Mississauga)

Throughout the 1830s and 1840s, Reverend Peter Jones (Kahkewāquonāby) emerged as one of the most prominent Indigenous leaders in Upper Canada. He gained widespread recognition across Canada, the United States, and Britain for his tireless efforts as a Methodist missionary, political advocate, and skilled fundraiser on behalf of both the Mississauga of the Credit and the broader Canadian Methodist Church.

In 1831, during his first tour of Britain, Jones delivered sermons and speeches to raise funds for Methodist missions. He also took the opportunity to petition King William IV directly, seeking secure title to the Credit Mission lands for the Mississauga people. The tour was a success: he raised over £1,000 for the Methodist Church and met Eliza Field, an English woman who would become his wife.

The couple married in New York in September 1833, shortly before Jones was formally ordained as a Methodist minister in York (Toronto) on October 6, 1833.

In 1834, Chief Peter Jones, alongside his brother Chief John Jones and Chief Joseph Sawyer, persuaded their community to invest a portion of their trust funds into the federally chartered Credit Harbour Company. The Mississaugas held a two-thirds ownership stake in the company, which was tasked with developing a functional harbour at the mouth of the Credit River—a key piece of infrastructure that contributed to the economic viability of the surrounding area.

Jones returned to Britain in 1838, where he petitioned Queen Victoria for formal land titles on behalf of the Mississaugas. However, upon returning to the Credit Mission, he encountered growing internal divisions and increasing external pressures. Settler encroachment, dwindling firewood supplies, and uncertainty over land security created tension and disillusionment within the community. In 1840, the Methodist Church split into two factions: the Canadian Methodists and the British Wesleyans. Various Indigenous communities aligned with different factions, while Reverend Egerton Ryerson remained with the Canadian Methodists. This denominational divide weakened Peter Jones' influence with both the church and colonial officials.

Despite ongoing efforts, Jones' appeals for land deeds were rebuffed by Lieutenant Governor George Arthur. At the same time, the newly appointed Indian Agent, Samuel Jarvis, ignored correspondence from Jones and failed to provide mandated reports on the community's trust funds. The strain of these political failures was compounded by personal hardship: Jones' wife Eliza suffered multiple miscarriages and stillbirths before the safe birth of their son Charles Augustus in April 1839, forcing Jones to reduce his travel and missionary work to care for his family.

In 1841, Peter Jones was reassigned to the Muncey Mission near London, Ontario, where he ministered to Ojibwe, Munsee Delaware, and Oneida communities. He considered relocating the Mississaugas of the Credit to the Muncey area if land security at the Credit Mission could not be achieved, but Indian Agent Jarvis dismissed the proposal. In 1844, Jarvis was removed from office, and Jones gained an audience with Lieutenant Governor Charles Metcalfe, who was deeply impressed by him. As a result, Metcalfe authorized funding for a boys' and girls' school at the Muncey Mission and transferred control of the Mississaugas' trust funds to their own leadership—making them the first Indigenous community in Canada to manage their own finances.

In 1845, Jones embarked on his third and final trip to Britain, raising an additional £1,000. During this trip, he became the first Indigenous person to be photographed, creating some of the earliest surviving photographic images of a First Nations leader in North America.

Despite these accomplishments, Peter Jones returned to the Credit Mission in 1846 to find the situation deteriorating. The community had grown into a successful farming settlement, with tradespeople such as carpenters and shoemakers, and income generated from two piers at the newly developed Port Credit Harbour. Nonetheless, Indian Superintendent Thomas G. Anderson remained convinced that the Mississauga should be relocated to a larger centralized reserve to facilitate education and administration.

A relocation plan was developed to move the Mississauga people to the Bruce Peninsula, then the largest remaining area of unceded land in southern Ontario. Trusting the Crown, the Mississaugas surrendered their Credit River lands to the province in trust. However, a subsequent land survey concluded that the Bruce Peninsula lands were unsuitable for agriculture, leaving the community in crisis—dispossessed and with nowhere to go.

In a gesture of reconciliation and solidarity, the Six Nations offered to return land near the Grand River—territory originally gifted to them by the Mississaugas following the American Revolution. The Mississauga accepted the offer and in 1847 established a new settlement known as the Mississaugas of the New Credit Reserve, where their descendants continue to reside today.

Due to declining health, which had worsened steadily since the early 1840s, Rev. Peter Jones was unable to relocate to the newly established Mississaugas of the New Credit Reserve while it was still under development. Despite his condition, he continued to advocate for his people, petitioning the government for funding to support the construction of the new community.

Following the reconciliation between the Canadian Methodists and the British Wesleyans in 1848, a new mission was established at the New Credit settlement under the leadership of William Ryerson, brother of Reverend Egerton Ryerson.

Meanwhile, the former Credit River Reserve, located along the lower reaches of the river, continued to exist in name until March 1847, when the Crown began auctioning off the land after the final departure of the Mississauga people. The plan below identifies the early purchasers of these parcels, as recorded by the Department of Indian Affairs.



Figure 10 - Plan of the Indian Reserve River Credit Canada. The handwritten notes on this plan detail the sales of the lots of the ceded reserve (Survey by John Stoughton Dennis, 1846)

### 6.1.3 Credit Harbour Company Era

Approximately nine years after the Mississauga people established the Credit Mission village upriver, the west side of the old Town of Port Credit was formally surveyed in 1835 and published in 1837 by surveyor Robert Lynn. This initiative was driven by the provincial government's interest in promoting harbour development at the mouth of the Credit River, which was seen as a key transportation and trade link along the Lake Ontario shoreline.

To support the project, the Credit Harbour Company received a £1,500 loan from the provincial government<sup>8</sup> in March 1837, under terms comparable to those provided to the Welland Canal Company<sup>9</sup>. At the time, the land on both sides of the Credit River remained part of an officially designated Indian Reserve, held in trust for the Mississauga people by the Department of Indian Affairs.

Lynn's plan laid out a rectangular village grid consisting of over 20 blocks, primarily on the west side of the Credit River along Toronto Street (now Mississauga Road South). Most blocks were approximately two acres, subdivided into eight ¼-acre lots, laid out on a northwest–southeast axis. Adjustments were made to lots adjacent to the river to accommodate its meandering shape. This plan was subsequently adopted by the Department of Indian Affairs to facilitate lot sales to settlers. Purchaser names and sales record numbers were handwritten directly onto the lots.

A subsequent 1843 survey by Robert Wells illustrated early growth in the village. Three new wharves had been constructed along the south side of the harbour, with water depths of approximately 7 feet. South of the wharves lay Port Street, followed by two parcels labelled "*Harbour Company*," and, closer to the lakefront, a larger area labelled Market Square, featuring a structure identified as the "*Indian Store*"—likely the former fur trading post.

On the north side of the harbour, the plan showed two long wooden piers forming a widened canal connecting the Credit River with Lake Ontario. The north pier extended into the lake, with a water depth of 12 feet at its terminus. Key infrastructure along the north pier included a Harbour Company Office and a warehouse. Additional buildings north of the river included "*The Government Reserve*" and two structures identified as "*Lind's Tavern Known as Polley's*", located just south of Toronto Street (later Lakeshore Road).

Significantly, the Mississauga First Nation held a two-thirds ownership stake in the Credit Harbour Company. Its board of directors included Chief Joseph Sawyer, Reverend Peter Jones, and his brother Chief John Jones<sup>10</sup>. As a reflection of their contribution to the development of the village, Peter Street, John Street, and the original Joseph Street (later renamed Mississauga Road South) were named in their honour.

It is likely that members of the Mississauga community worked in and around the harbour during this period. Goods passing through the harbour included a wide variety of exports and imports such as: *pot and pearl ash, pork, whiskey, salt, beef, flour, butter and lard, general merchandise, West India staves, pipe staves, wheat, lumber, pine and oak timber, and firewood*—demonstrating the harbour's importance as a commercial hub in the region.

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<sup>8</sup> [An Act authorizing His majesty to Loan a Sum of Money to the Credit Harbour Company](#), 4<sup>th</sup> March 1837.

<sup>9</sup> [An Act authorizing His majesty to Loan a Sum of Money to the Credit Harbour Company](#), 4<sup>th</sup> March 1837.

<sup>10</sup> [Heritage Conservation Feasibility study of Old Port Credit Village](#), George Robb Architect., Feb. 2018, pg. 9.

By 1846, the village had grown to a population of approximately 150 residents. However, the Mississauga's active involvement in the harbour ended the following year. In 1847, the community was relocated to the New Credit Reserve near the Grand River, following their forced displacement from the Credit River Reserve lands.

#### 6.1.4 E. W Thomson (Thompson) & Abram Block Era (First owner of Lot 5)

The ownership history of the lots shown in the early surveys of Port Credit Village is unique due to the area's origins as part of an Indian Reserve. Under Treaty No. 13A, signed in 1805, the lands were ceded to the Crown but held in trust by the Department of Indian Affairs for the benefit of the Mississauga people. As a result, the Department of Indian Affairs was responsible for managing the sale of individual lots, maintaining sales ledgers, and ensuring that proceeds were distributed to the Mississauga community.

Sales records were meticulously documented in departmental ledgers and were often annotated directly onto official survey plans, either with the purchaser's name or a unique sales number. However, the legal transfer of ownership was not completed until a Crown Patent (deed) was issued—typically contingent upon the purchaser fulfilling certain conditions, such as erecting a structure on the property.

As noted earlier in this report, both the 1837 Robert Lynn survey and the 1843 Robert Wells plan show that the present-day property at 18 John Street South comprises the northern halves of Lot 5 and Lot 6, situated south of Port Street and west of the Credit River. According to handwritten annotations made by the Department of Indian Affairs, the northern portion of Lot 5 was allocated to E.W. Thomson, while the northern portion of Lot 6 was attributed to John Beatty.

E. W. Thomson was likely Edward William Thomson (Thompson), farmer, militia officer, politician (b. Jan 1794 at Kingston, d. 20 April 1865, York Township). He moved to Toronto Township (now Mississauga) in 1832 where he purchased and farmed several properties in the area.<sup>11</sup> He entered politics twice running against William Mackenzie King (10<sup>th</sup> Prime Minister of Canada), winning the 2<sup>nd</sup> Riding of York County in 1836. Thomson's greatest achievements seemed to be in agriculture, when he founded and became president of the Home District Agricultural Society in 1830 and later became the first president of the Provincial Agricultural Association (1846), then the York County Agricultural Society (1850). Thomson advocated for the production of domestic farming equipment, the improvement of farm stock and produce, and the establishment of an agricultural museum.<sup>12</sup> Thomson also had multiple other achievements:

*Thomson was, at various times, a magistrate, warden of the Home District, a founder and trustee of Queen's College at Kingston, and vice-president of the Upper Canada*

<sup>11</sup> Biography of Edward William Thomson (Thompson) by Ann MacKenzie, University of Toronto/ Université Laval accessed at [https://www.biographi.ca/en/bio/thomson\\_edward\\_william\\_9E.html?print=1](https://www.biographi.ca/en/bio/thomson_edward_william_9E.html?print=1)

<sup>12</sup> Biography of Edward William Thomson (Thompson) by Ann MacKenzie, University of Toronto/ Université Laval accessed at [https://www.biographi.ca/en/bio/thomson\\_edward\\_william\\_9E.html?print=1](https://www.biographi.ca/en/bio/thomson_edward_william_9E.html?print=1)

*Bible Society. He was also president of the Farmers' Mutual Fire Insurance Company, and a director of the Farmers' Joint Stock Banking Company and of the Canada Landed Credit Company.*<sup>13</sup>

From his late 20's to mid 40's, Thomson was the contractor on several Ontario locks and canals:

*During the 1820s Thomson moved to the Johnstown District and became involved, in association with George Crawford, in the construction of locks on the St Lawrence and Rideau canals. In 1830 he moved from Maitland Rapids (Kilmarnock), Grenville County, to York. Two years later he transferred his contract to Crawford and moved to land in Toronto Township [underlined by Lapointe Architects]. He subsequently purchased and farmed a number of properties in the area which now forms part of Toronto. He was also a contractor on the Welland Canal, possibly in the 1840s when the wooden locks were replaced by larger stone structures.*<sup>14</sup>

E.W. Thomson was noted in the Heritage Conservation Feasibility study of Old Port Credit Village as the contractor for the government-chartered Credit Harbour Company (no source provided), which was a joint stock company established to construct a harbor at the mouth of the Credit River. The text of the provincial Act for the £1,500 loan advanced to the Credit Harbour Company included a paragraph that indicated that the conditions for the loan for the Credit Harbour would be the same as the conditions for the loan previously advanced to the Welland Canal Company, further reinforcing the idea that E.W. Thomson was the builder of the Credit Harbour.<sup>15</sup>

As previously mentioned, surveyors' maps prepared during the construction of the Credit Harbour and used by the Department of Indian Affairs to record land sales indicated that the northernmost portion of Lot 5 was owned by E.W. Thomson. On October 22, 1874, Superintendent William Plummer, Department of Indian Affairs, published a list of lots in Port Credit whose sale had not been finalized due to lack of payment because the land had remained undeveloped. The following entries were made on page 2 of the document<sup>16</sup>:

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<sup>13</sup> Biography of Edward William Thomson( Thompson) by Ann MacKenzie, University of Toronto/ Universite Laval accessed at [https://www.biographi.ca/en/bio/thomson\\_edward\\_william\\_9E.html?print=1](https://www.biographi.ca/en/bio/thomson_edward_william_9E.html?print=1)

<sup>14</sup> Biography of Edward William Thomson( Thompson) by Ann MacKenzie, University of Toronto/ Universite Laval accessed at [https://www.biographi.ca/en/bio/thomson\\_edward\\_william\\_9E.html?print=1](https://www.biographi.ca/en/bio/thomson_edward_william_9E.html?print=1)

<sup>15</sup> An Act authorizing His majesty to Loan a Sum of Money to the Credit Harbour Company, 4<sup>th</sup> March 1837.

<sup>16</sup> List of Lots in the Village of Port-Credit on which Super-intendent Plummer reports that Conditions of sale have not been fulfilled (file No. 2851), Department of the Interior, Indian Branch, Ottawa, 22 October 1874 by David Laird, Minister of Interior, page 2 (RG 10, Volume 1920, File 2851), Canadiana Heritage, [www.heritage.canadiana.ca](http://www.heritage.canadiana.ca)

(Note: David Laird was also Superintendent-General of Indian Affairs and during his term in parliament, championed the Indian Act, a legislation that would enable the government to realize its ultimate goal of paternalistically civilizing the Natives of Canada. He earned the name 'He Whose Tongue is Not Forked'.)

Sale No.	Description	Amt Paid
18 (Resold)	<b>Lot 5</b> S.E. Port St West-of-river, Sold to E.W. Thomson 10 Sept 1835 – for \$100.00. 1 Installment Paid	\$25.00
5 (Resold)	<b>Lot 6</b> S.E. Port St West-of-river, Sold to John Beatty 2 Sept 1835 – for \$70.00. 1 Installment Paid	\$18.00
4 (Resold)	<b>Lot 7</b> S.E. Port St West-of-river, Sold to Abraham Br____ 1 Sept 1835 – for \$64.00. 1 Installment Paid	\$16.00
133 (Resold)	<b>Lot 8</b> S.E. Port St West-of-river, Sold to G [or Gen.] M. Clarke 28 February 18 Sept 1835 – for \$150.00. 1 Installment Paid	\$50.00

Figure 11 - Table indicating ownership status of Lots 5 to 8 on Port Street  
(Indian Affairs (RG 10, Volume 1920, File 2851), Canadiana Heritage, www.heritage.canadiana.ca)

Whether E. W. Thomson built a house or worked the land is unclear, but some evidence exists to suggests he did not. In a 1874 Inspection Report<sup>17</sup>, the Department of Indian Affairs completed a list of lots in Port Credit that had not been properly developed. The report lists Lot 5 and 6 as owned by ‘Abrm Block’, whereas Lot 8 is shown as being owned by “Mr. Thomson”, likely a descendant of E. W. Thompson. Another unusual fact is that the reports remarks state that “Mr. O’Leary wants to put well” on land owned by ‘Abrm Block’ (Lot 6). Nevertheless, the list below clearly shows that no houses had been built on Lots 5 to 8 in 1874.

Note: “do” = abbreviation of ‘ditto’

No. of Lot	Street	By Whom Occupied	Nature of Improvements	Remarks
	<i>S.E. Port St. W.R</i>		<i>Cleared / Fenced</i>	
3	<i>do</i>	<i>Timothy O’Leary</i>	<i>do do</i>	<i>do</i>
4	<i>do</i>	<i>do</i>	<i>do do</i>	
5	<i>do</i>	<i>Abrm Block</i>	<i>do do</i>	<i>No House</i>
6	<i>do</i>	<i>do</i>	<i>do do</i>	<i>Mr. O’Leary wants to put well</i>
7	<i>do</i>	<i>?</i>	<i>? ?</i>	-
8	<i>do</i>	<i>Mr. Thomson</i>	<i>do do</i>	<i>do</i>

Figure 12 - Table Showing Development Status of Lots on Port St., 1874  
(Indian Affairs, (RG 10, Volume 1920, File 2851), Canadiana Heritage, www.heritage.canadiana.ca)

### 6.1.5 John Beatty Era (First owner of Lot 6)

As mentioned earlier, the back portion of 18 John Street South (uppermost side of the circa 1835 Lot 6) was owned by John Beatty. John Beatty (b. 1782 in Tyrone Ireland) was an early immigrant to the area, a spiritual leader and a member of the Wesleyan Methodist faith. In 1819, he and 26 other Irish families left New York state to farm the lands granted to them by the government of Upper Canada. He was accompanied by 54 adults and 33 children in 26 wagons. Each head of household was granted either 100 or 200 acres, whereas Beatty received 400 acres. Beatty settled in on his property

<sup>17</sup> [Report of Inspection of Lots in Village of Port Credit](#). March 14, 1874. Indian Affairs (RG 10, Volume 1920, File 2851), Canadiana Heritage, www.heritage.canadiana.ca

accessible from Derry Road West in 1821. He also owned part of Dundas Street and earned a lot of wealth from operating the toll gates. A Globe and Mail article reads:

*In 1835, the Legislature made a grant towards the gravelling of Dundas Street and the highway was established as a toll-pike as far as Springfield (later Erindale). The road was the property of James Beatty and once a week, he drove along the road to collect tolls from his keepers. Payment was of course, entirely in silver, and when he reached York he had so much money that he sometimes needed assistance to lift the bag from the wagon.<sup>18</sup>*

Beatty, a member of the Wesleyan Methodist Church, often hosted services in his home (on Derry Road) as early as 1821. He was also a friend of Rev. Egerton Ryerson, who was ordained in 1825 and is well known for founding Ontario's education system in 1844. Further west on the same block as the subject property, is the Masonic Temple (established 1914), which was moved here in 1894 from its previous location on Lakeshore Road.<sup>19</sup> The building was originally used as a Methodist church by Rev. Peter Jones, his brother John and Rev. Ryerson, the primary leaders of the Methodist movement at the time.<sup>20</sup> So it is possible that John Beatty, who owned the 'back half' of 18 John Street S. (Lot 6), encouraged his friend Rev. Ryerson to move their church to its current location, a few lots west of his lot. The ownership of the lots at that time has not been fully confirmed.

As shown in Figure 12 above, Beatty did not fulfill the conditions of ownership of the lot, therefore the sale was cancelled and the lot resold likely to Abraham Block before 1874.

#### 6.1.6 E.P. (Edward Patrick) O'Leary Era (b. \_\_\_\_\_, d. \_\_\_\_\_)

The subject property, 18 John Street South is composed of two parts, each consisting of the upper part of "Lot 5 & 6, south-east of Port Street, West of the River Credit, in the Village of Port Credit". It is that description that was used to complete exhaustive research of the Department of Indian Affairs records made available via the Government of Canada's Library and Archives Collection website. Nothing is known about E.P. O'Leary but research is ongoing. The search of Department of Indian Affairs documents has listed O'Leary as a previous owner, and so far, has revealed the following:

- A) On April 14, 1883, J. R. Shaw writes to the Indian Affairs Department to ask about the amount due on Lot 5, which he writes was purchased by E.P. O'Leary, not from O'Leary. It is unclear if J.R. Shaw was inquiring about the property on behalf of himself, E. P. O'Leary or another owner. Note that documents have come to light that indicate W.M. Shaw (J. R. Shaw's son) was making inquiries about other lots to Indian Affairs. In one such letter dated July 10, 1888, W.M. Shaw, Estate and Insurance Agent, 86 King East, Toronto, writes:

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<sup>18</sup> Meadowvale: Mills to Millennium, Part One 1819 -1850,

<sup>19</sup> 45 Port St. West, <https://www.mississauga.ca/apps/#/property/view/heritage>

<sup>20</sup> Port-Credit-HCD-and-East-Village-Tour-Brochures-August-2019 & Meadowvale: Mills to Millennium, part One 1819 - 1850,

*Supt. Indian Affairs*

*Dear Sir,*

*At the request of E. P. O'Leary I forward to you his patent, for correction if necessary (just-[illegible]) – description; that is Lots 3 & 4 are right, but quantity  $\frac{1}{4}$  acres is wrong, should be  $\frac{1}{2}$  acre or  $\frac{3}{4}$  acre each, please investigate. Kindly let me know if you will correct, and when I can expect return of patent, or anything in its place, Complete as soon as possible please,  
Remain yours Trl, W.M. Shaw.<sup>21</sup>*

- B) On January 12, 1885, W.M. Shaw writes to the Indian Affairs Department to ask for a copy of the patent for the lot on which the Methodist Church sat at the time:

*In 1845, a patent of deed was issued to Trustees Methodist Church for Lot 10, S. Toronto – West Village of Port Credit. I find that the same has not been recorded on the books at the Reporting Office for the County of Peel. Would you kindly Instruct Registrar of sale if required and oblige you. Your Truly, W.M. Shaw.<sup>22</sup>*

- C) Regardless, in a letter dated December 2, 1884, in response to J.R. Shaw's letter regarding the amount owing for Lot 5, the Indian Affairs Department confirms that the cost of the lot is \$40.00, and that a payment of \$10.00 was received on March 25, 1876. The letter does not state who paid the deposit, but based on Shaw's initial comment, it suggests that E.P. O'Leary purchased the lot in 1876. As previously stated, the Dept. had previously recorded Thomson's initial installment payment of \$25.00, received in September 1835, and later recorded Abraham Block as the owner in 1874.
- D) The Dept. summary also shows a payment "on offer of sale" of \$4.45 on Jan. 2, 1881. This payment was likely paid at a Land Auction, as was the custom in those days. It is also not clear who made that payment... J.R. Shaw or another owner on whose behalf he was acting?
- E) The Dept. summary then incorrectly shows the balance paid as \$15.55, when in fact it should have read \$14.45, a difference of \$1.10.
- F) The 'balance of principal' is correctly shown as \$25.55 and the amount due as \$14.45.

This information above confirms that neither E.W. Thompson nor Abraham Block officially owned Lot 5, and that instead, it was likely purchased by E.P. O'Leary in 1876, but the sale was not finalized due to an outstanding balance. J.R. Shaw then purchased Lot 5 and paid the outstanding balance, either on his own behalf, on O'Leary's behalf, or another person. Finding the Patent for that sale would help confirm this issue. In subsequent letters, J. R. Shaw, after sending the outstanding balance and interest to the Dept. (calculated from March 1876), requests that a Patent be issued for the Lot, assumingly in his name.

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<sup>21</sup> Indian Affairs. (RG 10, Volume 2423, File 87,236), Library and Archives Canada

<sup>22</sup> Indian Affairs. (RG 10, Volume 2797, File 158,965), Library and Archives Canada



Figure 13 - Cancelled Patent for Lot 3 and 4, south-east of Port Street, West of the River, in the name of E.P O'Leary, dated September 8, 1880. The patent was cancelled and a new one issued in order the correct for an error in the area of the 2 lots.  
(Indian Affairs . RG 10, Volume 2423, File 87,236)

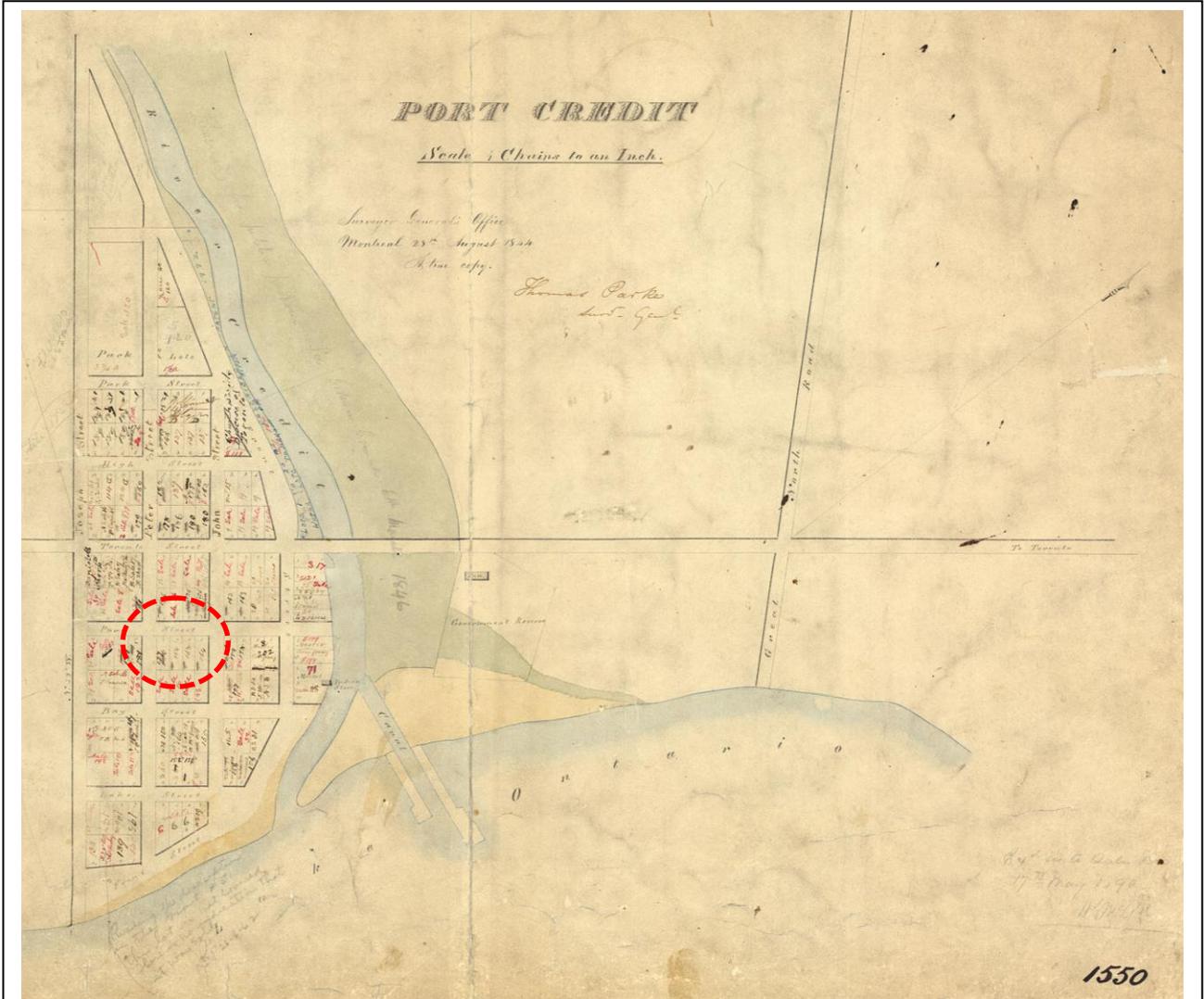


Figure 14 - Map of Port Credit, dated 27th August 1844, by Thomas Parke, Surveyor General (<https://recherche-collection-search.bac-lac.gc.ca/eng/home/record?app=fonandcol&IdNumber=2148226>)



Figure 15 - Plan of the Town Plot of Port Credit  
(Robert Wells, Toronto, Sept 1843)



Figure 16 - Plan of the Extension of the Town Plot of Port Credit Canada. Note the legend titled "Reference" on the bottom right-hand side, which describes the "Rev. P Jones Improved Land" & "Har. Co's Property".  
(\_\_\_\_\_1846)

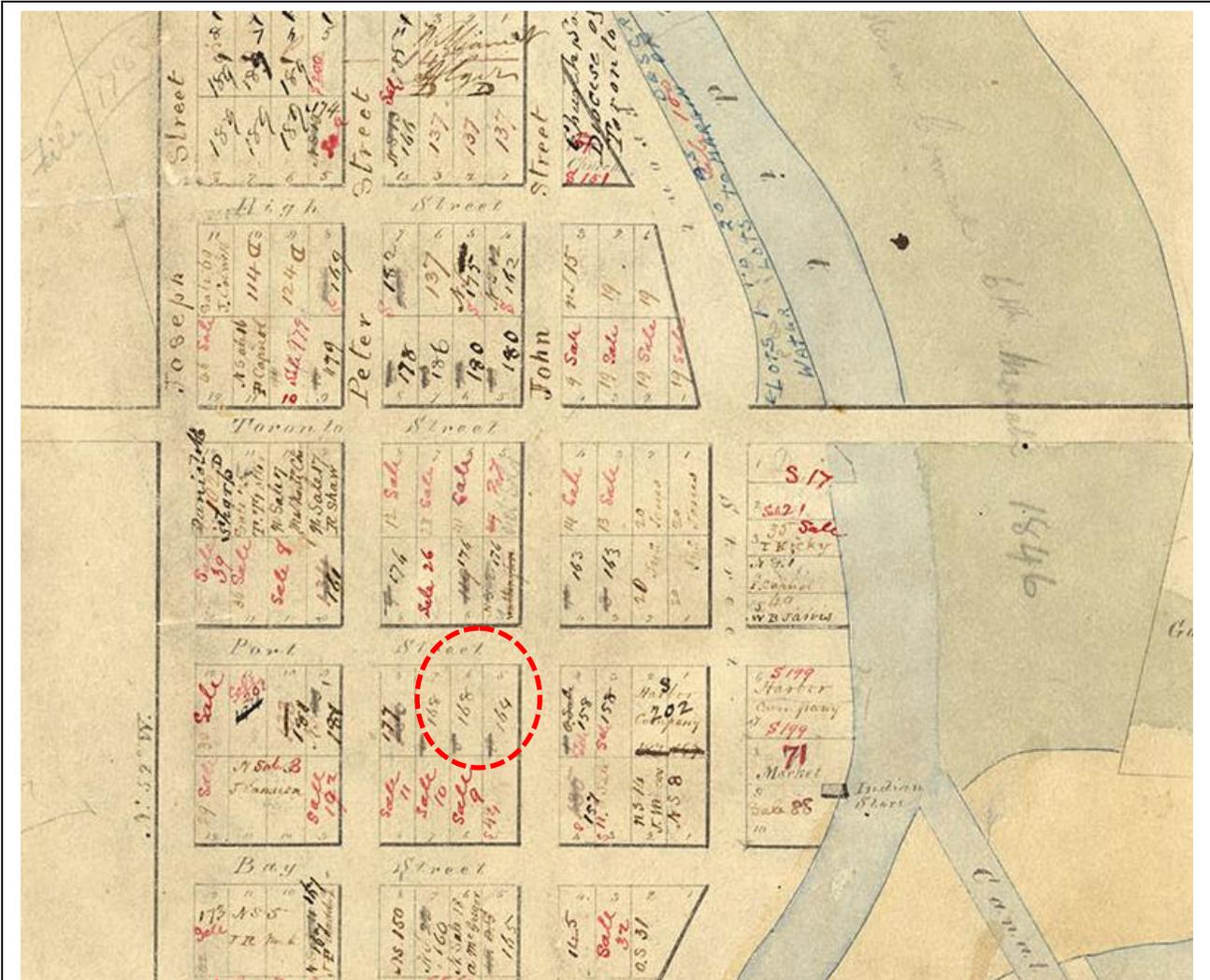


Figure 18 - Map of Port Credit, dated 27th August 1844, signed by Thomas Parke, Surveyor General . The no. "164" refers to the last land transaction, Sale No. 164, which precedes the preparation of the Patent (Deed) for the lot. (<https://recherche-collection-search.bac-lac.gc.ca/eng/home/record?app=fonandcol&IdNumber=2148226>)



Figure 19 –Walker & Miles, c. 1877, Plan of Port Credit Toronto Township / Plan of Part of Port Credit. Arrow indicating approximate location of 18 John Street South. (Alexander Antiques, alexandremaps.com)

### 6.1.7 The J.R. (James Robinson) Shaw Correspondence

James Robinson Shaw (1811-1907) was born in Westchester New York on August 13, 1811. His parents, William Shaw and Ann Robinson (born in England) moved from New York State to Toronto Township in 1816 and were granted 100 acres of land from the Crown. They returned to the US in 1820 leaving their son Joseph to take care of their 100-acre property but returned to Port Credit in 1831 with their two other sons Thomas and James. Now 20 years old, James opened a Blacksmith shop on his parents' property and hired labourers to farm the land. James's first wife, Jane Polley, died in the first year of their marriage. James married Mary Jane Thompson in England in 1842. They had seven children, William Merrit, Hannah Elizabeth, Emily Jane, Ida Ella, Alice Myrtle, Jessie and Rosetta Elizabeth. In 1837<sup>23</sup>, Shaw move to Port Credit village and opened first a tavern (for one year) then a small general store at 15 Joseph Street (now 15 Mississauga Road South). In 1891, J.R. Shaw sold his 200-acre land grant to his son-in-law, Benjamin Lynd. One year after J.R. Shaw's death (1908), Ida Ella Lynd, Shaw's daughter, inherited the 15 Joseph Street.<sup>24</sup> In 1910, Ida and her husband Benjamin built a 2½ storey brick house on the lot.<sup>25</sup>

J.R. Shaw was a prominent and active member of the Port Credit community and a dedicated supporter of the Methodist Church. In addition to his business interests, Shaw considered himself a healer, applying his skills as a blacksmith to craft his own rudimentary medical tools. The income he earned from these practices was often donated to the Methodist Church<sup>26</sup>, reflecting his deep commitment to both faith and community welfare.

Shaw was also known to assist less affluent residents by providing private mortgages. Notably, in 1881, he extended a mortgage to David Harrison for the purchase of his home at 54 Port Street West,<sup>27</sup> illustrating Shaw's role in supporting local home ownership. In 1854, the Shaw family relocated to 19 Stavebank Road, situated east of the Credit River and just north of Lakeshore Road, where they became long-term residents of the area.

It appears that James Robinson Shaw once owned a portion of what is now 18 John Street South, located just a few blocks east of his general store and tavern on Joseph Street. Multiple pieces of correspondence between J.R. Shaw and the Department of Indian Affairs, dated from April 1883 to November 1885, confirm his involvement in the acquisition of Lot 5.

In these letters, Shaw inquires about the outstanding balance for the sale of Lot 5, originally purchased—or at least associated—with E.P. O'Leary. The exchange with Indian Affairs continued over several years, eventually revealing that Shaw had been overcharged for the transaction. These letters not only demonstrate Shaw's active participation in local land dealings but also confirm the existence of Lot 5 during the 1883–1885 period.

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<sup>23</sup> <https://www.mississauga.ca/apps/#/property/view/heritage>

<sup>24</sup> 15 Mississauga Road, <https://www.mississauga.ca/apps/#/property/view/heritage>

<sup>25</sup> 15 Mississauga Road, <https://www.mississauga.ca/apps/#/property/view/heritage>

<sup>26</sup> *Medical Miracles* published in, *Heritage News, Holiday Issue 2013, Volume 26, Issue 4* by Katie Hemingway.

<sup>27</sup> 54 Port Street, [Old Port Credit Village Heritage Conservation Plan District Property Inventory 2018](#) - George Robb Architect.

By contrast, the 1910 Chas. E. Goad Fire Insurance Map no longer shows Lots 5, 6, 7, and 8 as individual parcels. Instead, the four lots appear to have been consolidated into a single property, forming the site of the relocated Methodist Church, which later became the Mississauga Masonic Temple.

Given Shaw's reputation as a successful businessman and devout supporter of the Methodist Church, it is highly likely that he purchased Lot 5—and possibly additional adjoining lots—with the intention of donating them to the church. The original frame church building was relocated to 45 Port Street West in 1894 from its former location on Lakeshore Road.<sup>28</sup> Upon relocation, the building served as a community hall and was named Shaw Hall in recognition of his contribution.<sup>29</sup>

A summary of these transactions is outlined in a letter from the Department of Indian Affairs, which provides insight into the complex and, at times, convoluted process surrounding the sale of Lot 5. According to departmental records, E.P. O'Leary initially purchased the lot from the Crown on March 25, 1876, making a down payment of \$10.00 toward the total purchase price of \$40.00. However, no further payments were recorded under his name.

On January 2, 1881, an individual—presumably J.R. Shaw—submitted an offer on the lot and paid an additional \$4.45, possibly during a public land auction or reassignment process. Then, in May 1883, W.M. Shaw, along with his father J.R. Shaw, remitted the remaining balance to the Department and formally requested the issuance of a Crown Patent (deed) for the property.

The correspondence that followed, beginning in April 1884, reveals a somewhat humorous and drawn-out exchange between Shaw and the Department, as they attempted to reconcile the final account. After several letters and clarifications, it was ultimately discovered that the Shaws had overpaid for the lot—an administrative oversight that took years to resolve.

#### **Letters between J.R. Shaw and The Department of Indian Affairs – 1883-1885, File 42,576**

April 14, 1883 – Letter from James R. Shaw to Commissioner of Indian Lands, Ottawa

*"Will you kindly inform me the bal. due with interest to date, on Lot No. 5, Port St., W-river, in the Village – purchased by E.P. O'Leary and cost of assignment – also"*

April 27, 1883 – note from [R.S. Fox?] to Mr. McHut [sic]

*Please [illegible] [illegible] inform Mr. Shaw that the Bal of Principal still due on lot 5 Port St. west of river Port Credit is \$24.25 and Interest thereof @ 6% from 25 March 1876 Thus \$1.00 assignment – fee must accompany the assignment whom [illegible] matter [illegible] [illegible] R.S Fox dept of the [illegible]"*

May 2, 1883 – note from [R.S. Fox?] to Mr. James R. Shaw, Esq:

*Sir, In reply to your letter of the 14<sup>th</sup> - [illegible] I have to inform you that there yet remains due on lot No. 5, Port St, west of river Port Credit a balance of \$25.25 principal and interest thereof from the 25<sup>th</sup> March 1876. The assignment fee is \$1.00 which should be transmitted with an assignment to the Dept. [signature illegible]*

May 10, 1883 – Letter from James R. Shaw to Supt of Indian Affairs, Ottawa

*"In reply to 42-576"*

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<sup>28</sup> 45 Port St West, <https://www.mississauga.ca/apps/#/property/view/heritage>

<sup>29</sup> 2005 Canadian Methodist Historical Society, <https://sites.rootsweb.com/~cancmhs/firstmethportcredit.htm>

*"Dear Sir, Find enclosed the sum of \$25.26 being for Bal due Lot No. 5 Port Street, W. of R, Port Credit - \$24.25 – with -1.00 for assignment fee – Assignment enclosed. Kindly acknowledge receipt of this. I remain yours truly, W.M. Shaw James R. Shaw."*

Nov 27, 1883 – Letter from James R. Shaw to Dept of Indian Affairs, Ottawa

*"Dear Sir, No Need to thank [?] you for Lot 5 S.E. Port St. File No. 42576, Your Truly, James R. Shaw, Port Credit."*

And sidebar:

*"Immediate – Mr. [illegible] What is cause of Delay? [illegible signature]"*

Dec 1<sup>st</sup>, 1884 – Memo - Dept of Indian Affairs, Ottawa

*"Amount due on Lot 5 S.E Port St – Port Credit on May 12 1883, was*

*Principle \$14.45*

*Interest \$6.15*

*Total \$20.00*

*\$24.25 Paid of [illegible] date back was credited in sales book [illegible signature]"*

Dec. 2, 1884 – letter from [illegible] to [illegible]

*Re. Lot 5 S.E. Port Street, West of River, Port Credit. The reason the patent for this lot has not been issued is that the last remittance (being payment for the lot in full) was not entered or Credited in the sales Book of the Dept. [illegible] error was made in advising Mr. Shaw of the Amount due on the lot, - It will be seen on the file herewith that Mr. [illegible] states that the amount due as principal was on the 27 April 1883 \$24.25 and Interest [illegible] from 25<sup>th</sup> March 1876, the date of sale, and a fee of \$1.00 for the Assignment. This was communicated to Mr. Shaw in letter dated 2<sup>nd</sup> May '83 And on the 12<sup>th</sup> of that month has submitted to the Dept \$25.25 but which as before stated was not [illegible] on the Sales book.*

*The true state of the case was however as follows as was noted from the Books*

*March 25, 1876 – Lot 5 S.E. Port St West of River Port Credit = \$40.00*

*Paid at date of sale \$10.00*

*January 2, 1881 Paid on ofe [offer?] of sale 4.45 Principal 15.55 \$25.44*

*Balance of Principal due \$14.45*

*Add Interest from March 25/76 to May 12/83 [illegible] 6.17*

*Balance of Principal & Interest due May 12/83 \$20.62*

*To which add Fee for Assignmt 1.00*

21.62

*By Bank Certificate May 12/83 \$25.25*

*Overcharge Mr. Shaw \$3.63*

*The Credit of \$3.63 has bn refunded -*

*The patent will be prepared at once*

*W.P.*

Dec 3, 1884 – letter from [illegible] to James R. Shaw Esqr, Port Credit Ontario

*"In reply to your letter of the 27 I have to inform you that the Patent for Lot No. 5, Port St., West of River, Port Credit in [illegible] [illegible] will at once be put in course of production [illegible] [illegible] that in official letter to you of the 2 May 1883 you were erroneously informed that the balance due on the Lot inclusive of assignment fee was \$25.25, whereas the amount actually due at the time was \$21.62 and as you paid this above amount there has been an overpayment by you of \$3.63 in refund of which enclose official cheque no. 20344 in your [illegible] [signature illegible]*

a) Nov. 13, 1885 – Letter from W.M. Shaw to Dept Supt. [illegible] Indian Affairs

*"Dear Sir*

*The Deed has not come to hand as yet, Lot 5. S.E. Port St W. R. P. C. assignment from E.P. O'Leary to James R. Shaw – refer to your letter Dec 3, 82 No. 42576.*

*I remain yours trl W.M. Shaw."*

b) Nov. 16, 1885 – Letter from J. to M. Shaw Esq, Port Credit Ont.

*"In reply to your letter of the 13<sup>th</sup> inst -asking for Patent for Lot 5 S.E. Port St. West river Port Credit – I want to inform you that the Patent is in Course [illegible] and will be forwarded you which [?] papers. J."*

### 6.1.8 The Methodist Church Era

As previously described, it is likely that the Methodist Church owned Lot 8—the site of their relocated church building circa 1884—as well as Lots 7, 6, and 5, located southeast of Port Street and west of the Credit River. These lots appear to have been assembled by the church sometime in the late 19th century. Lot 5 was likely deeded to the church by J.R. Shaw, who held title to the property as of late 1885 or early 1886. The ownership history of Lots 6 and 7 is unclear, but it is presumed that the church acquired them through private arrangements or donations from their then-owners.

The Methodist church building was originally constructed on Toronto Road (now Lakeshore Road) in the mid-1840s and was relocated to 45 Port Street West in 1884. After relocation, it served as a community hall named in honour of J.R. Shaw, before being converted into a Masonic Temple in 1914–1915.

This sequence of events is supported by historical mapping. The 1877 Walker & Miles map shows Lots 5 through 8 as separately surveyed, north–south oriented parcels, consistent with the original village subdivision. In contrast, the 1910 Chas E. Goad Fire Insurance Map shows the four lots as a consolidated parcel, with the Methodist Church structure clearly identified at the southwest corner of the block. This evidence suggests that between 1877 and 1910, the Methodist Church consolidated ownership of all four lots to accommodate the relocated church building and provide additional space for associated uses. These likely included carriage storage, outdoor gatherings, and, later, automobile parking as transportation habits evolved in the early 20th century.

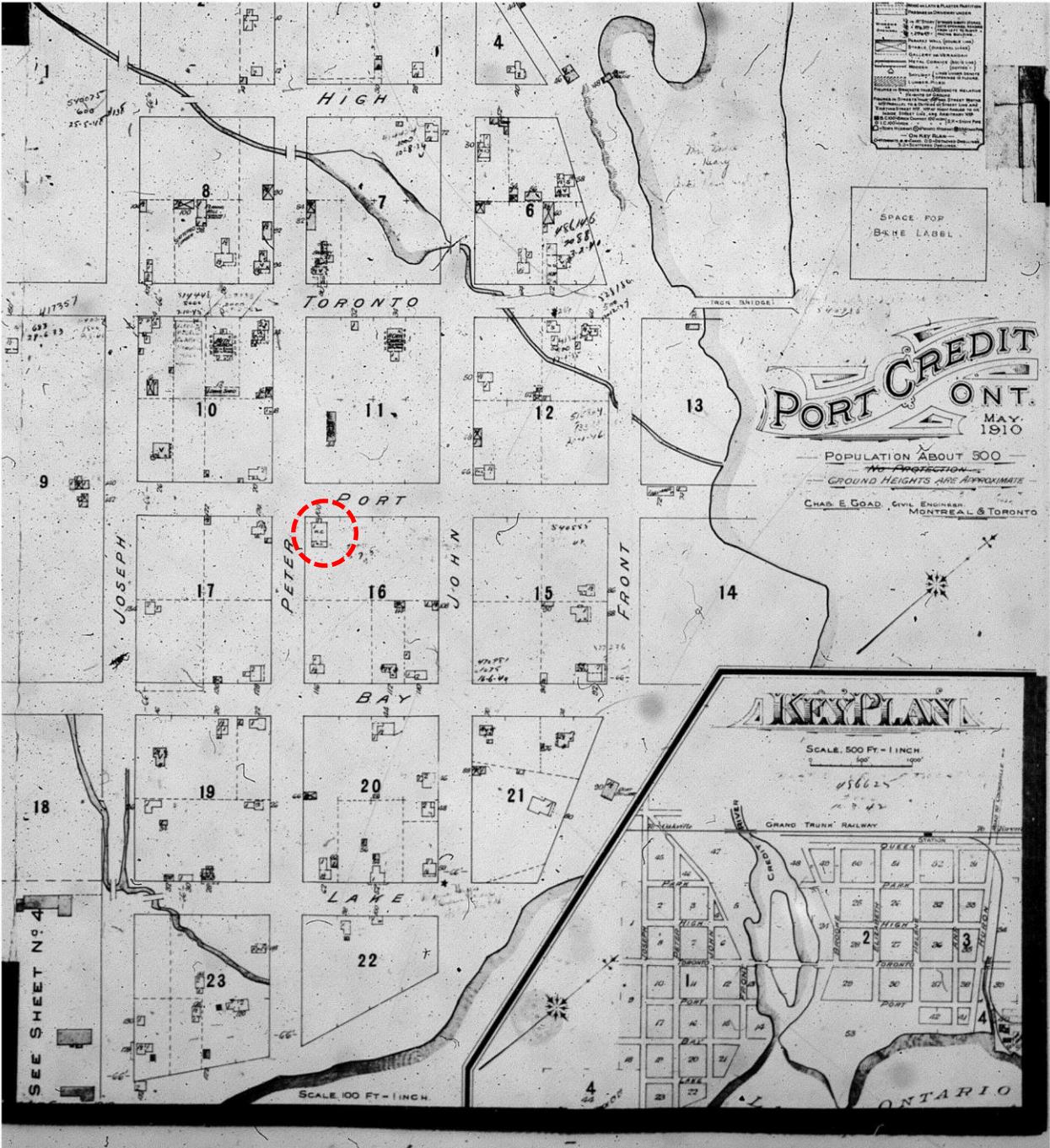


Figure 20 - Plan of Port Credit, dated May 1910. The Methodist Church circled in red.  
(Chas E. Goad, Civil Engineer)

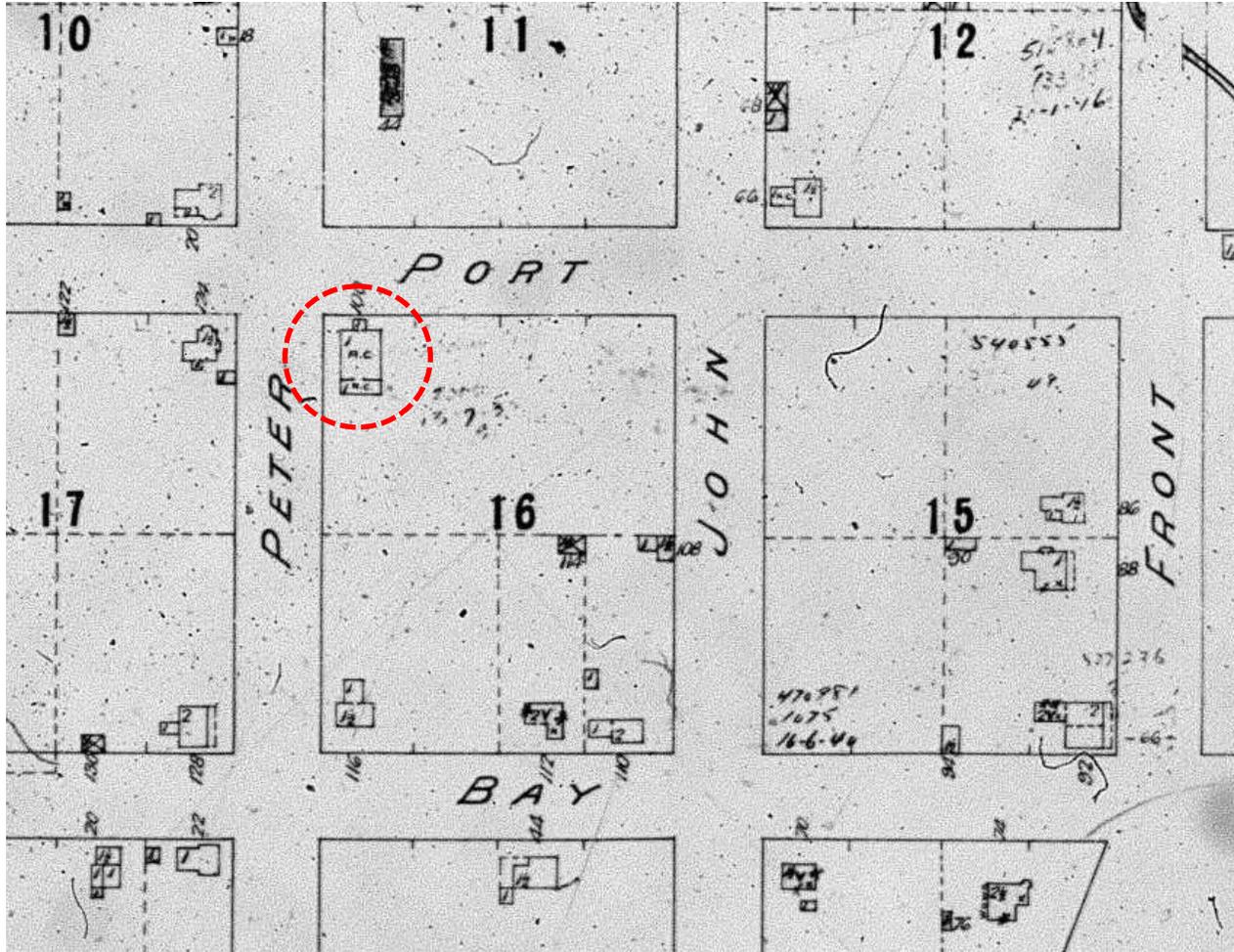


Figure 21 – Enlargement of Plan of Port Credit, dated May 1910  
(Chas E. Goad, Civil Engineer)

### 6.1.9 The Masonic Temple Era

After the Methodist community hall was sold to the Freemasons in 1914, the land surrounding the building was put up for sale. The south portions of Lot 5 and 6 (now 24 John Street South) were purchased by Ellis Chandler in 1917 for \$400 and then resold in 1921 for \$2,500.<sup>30</sup> The 1928 Fire Insurance Map shows the lot now known as 24 John St South in place (two lots south of 18 John Street), as well as a new lot (23-25 Peter St. S) behind the Masonic Temple. In that 1928 map, the land that was to become 18 and 20 John Street South was shown as one large lot, separated from the other three previously mentioned lots.

<sup>30</sup>24 John St. South, <https://www.mississauga.ca/apps/#/property/view/heritage>

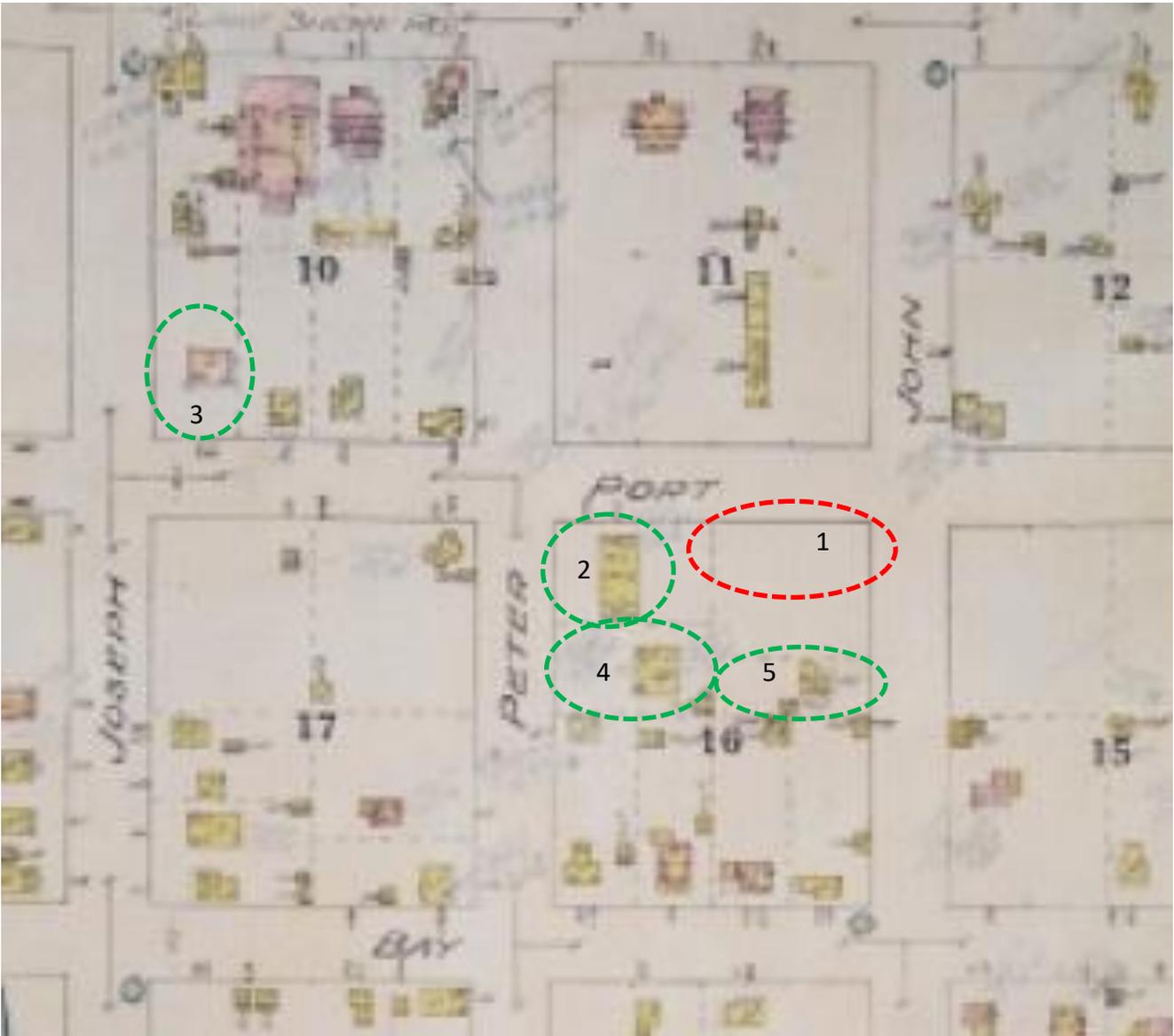


Figure 22 – No. 1 – Location for 18 John St. S., No. 2 - The Masonic Temple, No. 3 – The site of J.R Shaw’s General Store, No. 4 – 23-25 Peter St. S., No. 5 – 24 John Street S.  
(Port Credit Ont., Fire Insurance Map, 1928)

#### 6.1.10 The Post-War & Industrial Era (c. 1949 to 1999)

Sometime between 1928 and 1949, the lots now known today as 18 and 20 John Street South were separated into two lots. Those lots appear to have been uninhabited (except for farming and gardening) for more than a century after they were first surveyed around 1835<sup>31</sup>. The oldest evidence of a house on the lot dates to 1949, when ownership of the lot was transferred to Robert

<sup>31</sup> [Indian Affairs Survey Records](#), Instrument No. F4167

Henry Harrison and his wife Mary Anne, as recorded on the Parcel Register of Land Registry Office # 43.<sup>32</sup> Below is a summary of ownership of the property from 1949 to the present.

The late 1940s marked a significant period of cultural and economic transformation in Canada, as thousands of Second World War veterans returned home—many accompanied by war brides—and re-entered civilian life. This sudden population growth created intense demand for housing and building materials. In response, the newly formed Central Mortgage and Housing Corporation (CMHC), established in 1946, began designing, financing, and supporting the construction of so-called ‘Victory Houses’—modest, efficient homes intended for returning servicemen and their families.

The existing residence at 18 John Street South is a representative example of this national housing initiative. It is likely the first and only permanent dwelling ever constructed on the lot and closely resembles CMHC Plan No. 47-15, published in *67 Homes for Canadians* on February 1, 1947. The home’s massing, layout, and exterior detailing are consistent with the standardized designs promoted by CMHC to expedite affordable housing construction across post-war Canada.

The house was originally owned by Robert Henry Harrison (b. [date, place], d. [date, place]) and his wife Mary Anne Harrison (b. [date, place], d. [date, place]). While limited information is available about the Harrisons, it is likely that Robert was a veteran of World War II, and that he or his wife may have contributed to the war effort either through military or civilian service. The couple probably purchased the floor plans and working drawings from CMHC and may have received a CMHC mortgage guarantee to finance the construction of their home—part of a broader effort to encourage home ownership among returning veterans.

It is worth noting that other individuals with the Harrison surname were present in the area during the 19th and early 20th centuries, including David Harrison, an early settler who lived nearby at 54 Port Street West. It is possible that Robert Henry Harrison was a descendant or relative of David Harrison, although no direct genealogical link has yet been confirmed.

The period between the 1950s and 1980s was one of significant transformation for Port Credit, as the former village evolved from a modest harbour town into a hub of light industry and waterfront infrastructure. This shift was driven by post-war economic expansion, improvements in transportation networks, and broader urban growth throughout southern Ontario—particularly within the Greater Toronto Area.

In the immediate post-war decades, Port Credit benefited from Canada's booming industrial economy. The strategic location of the harbour at the mouth of the Credit River, combined with its proximity to both Toronto and Hamilton, made the area attractive for manufacturing and logistics operations. Port Credit's traditional economic base—rooted in shipping, milling, and small-scale trade—gave way to heavier industrial activity.

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<sup>32</sup> PIN 13488-1217 (LT) Parcel Register, Land Registry Office #43

Key industrial developments during this period included:

- The expansion of petrochemical and refining operations, most notably the Texaco oil refinery, which was established on the east side of the Credit River. This facility played a central role in the local economy for several decades.
- The growth of light manufacturing, including packaging, metalworking, and plastics production, particularly along the Lakeshore corridor.
- Increased use of the harbour and waterfront for industrial shipping and marine infrastructure.
- The Canadian Pacific Railway (CPR) and improved roadways—including Lakeshore Road and nearby access to the Queen Elizabeth Way (QEW)—facilitated efficient transportation of goods, which further incentivized industrial development.

By the 1970s, however, the negative impacts of unregulated industrial growth became more apparent. The proximity of heavy industry to residential neighbourhoods and natural features, including the Credit River and Lake Ontario shoreline, raised concerns about air and water pollution, noise, and traffic congestion. The Texaco refinery, in particular, drew criticism from residents and environmental advocates due to emissions and the risk of industrial accidents. At the same time, the expansion of suburban Mississauga placed increasing pressure on Port Credit to adapt from an industrial centre into a more mixed-use, residential, and recreational waterfront community. As residential developments expanded westward from Toronto, and Mississauga grew into a city in its own right (incorporated in 1974), calls for land-use reform intensified.

By the 1980s, the decline of Port Credit's industrial sector had begun. A combination of aging infrastructure, changing economic conditions, environmental regulations, and land value increases made industrial use less viable in the long term. Several large industrial sites began to close or were earmarked for redevelopment. The closure and eventual decommissioning of the Texaco refinery in the late 1980s marked a turning point in Port Credit's transformation away from heavy industry.

Municipal planning policy began to shift in favour of waterfront revitalization, environmental rehabilitation, and heritage preservation. The former industrial lands along the Credit River and Lake Ontario gradually began to be repurposed for residential, recreational, and cultural uses—a transition that would define Port Credit's identity moving into the 21st century.

During all of those 50 years, Robert Henry Harrison and his wife Mary Anne owned 18 John Street South. On December 15, 1999, the property was transferred to Mary Anne Harrison after Robert's death (assumably earlier in 1999). That same day, the property was also transferred to the Harrisons' two daughters, Maryanne Holmes (nee Harrison), wife of Brad Holmes and Linda Romas (nee Harrison), wife of William Romas.<sup>33</sup>

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<sup>33</sup> Linda Romas obituary is available at Sudbury.com (<https://www.sudbury.com/obituaries/romas-linda-harrison-2312648>)

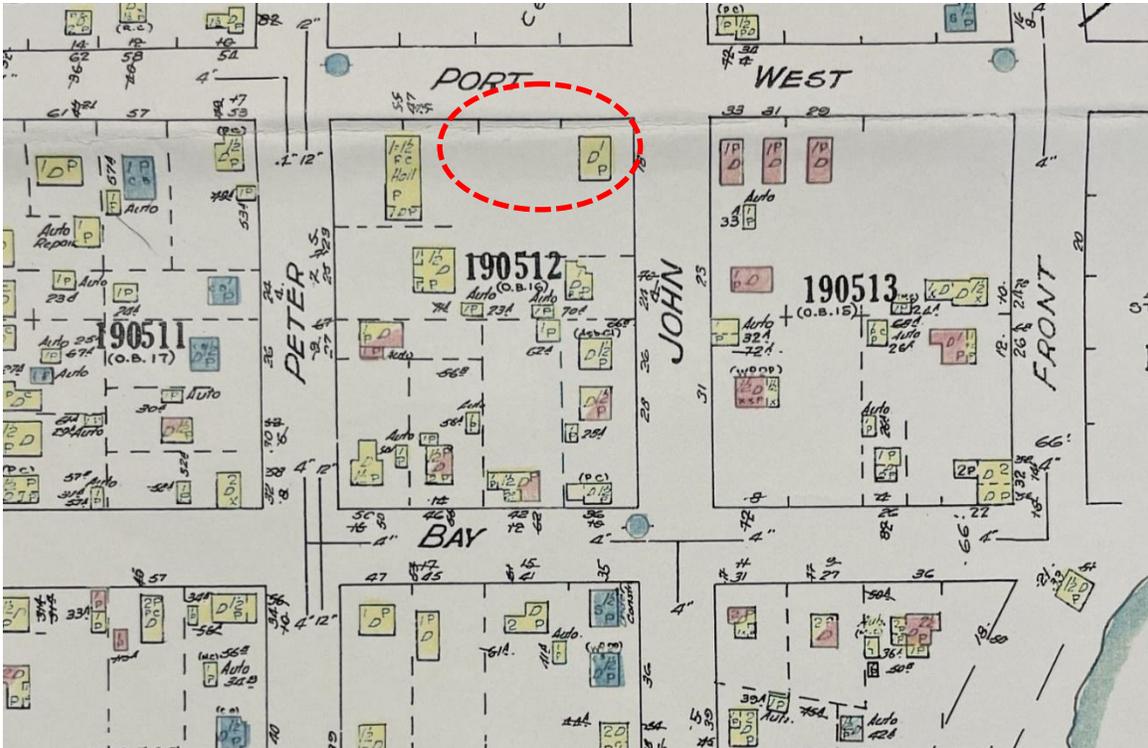


Figure 23 - The first indication of a house at 18 John Street South appears on the 1952 Fire Insurance Map. (Source: Underwriters' Survey Bureau, "Insurance Plan of the City of Toronto Volume 19, Embracing the Village of Port Credit and Part of the Township of Toronto, "July 1952, Pl. 1905, Toronto Reference Library)



Figure 24 – 1949 View of Port Credit, the approx. year the house was built at 18 John Street South. (<https://www.insauga.com/100-years-ago-port-credit-in-mississauga-looked-a-bit-different>)

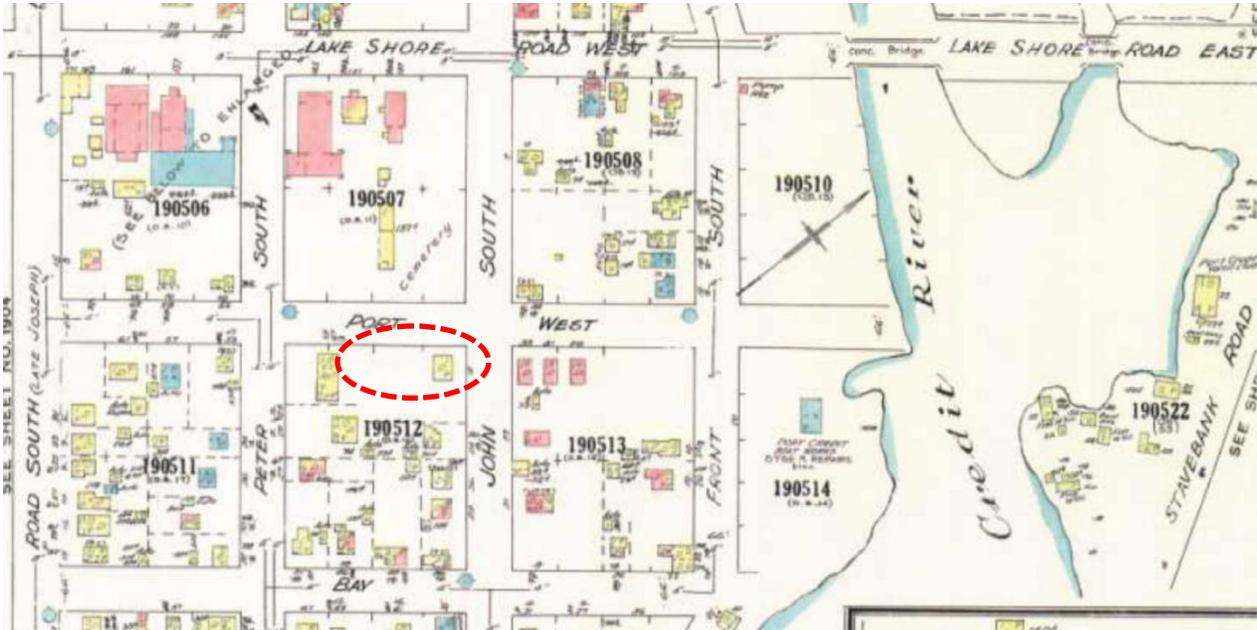


Figure 25 - 1952 Fire Insurance Map, Port Credit  
(Old Port Credit Village Heritage Conservation District Plan 2018, George Robb Architect)



Figure 26 - 1962 Map of Port Credit, Ontario region (Sheet No. 030M12A & 030M11D)  
with arrow indicating approximate location of 18 John Street South  
([digitalarchive.mcmaster.ca/islandora/object](http://digitalarchive.mcmaster.ca/islandora/object))

### 6.1.11 The 3rd Millennium Era (c. 1999 to present)

Following the passing of their parents, the Harrison sisters retained ownership of the property for less than two years. On July 18, 2001, they sold 18 John Street South to Benjamin Man Bong So and Audrey Tung Hiung So, who owned the property for approximately three years. On August 3, 2004, the Sos sold the home to Des Mackle and Elsie Mackle.

The house has since become formally known as the “Mackle House”, a name reflected in the City of Mississauga’s Heritage Register, which lists the property under that title. The Register includes the following description of the building:

*This one storey structure with horizontal siding and medium pitch truncated hip roof was built between 1928 and 1952.<sup>34</sup>*

It is recommended that the Heritage Register be revised to reflect the information provided in this report, including renaming the property the “Robert and Mary Ann Harrison House”, in (likely) recognition of their wartime efforts. Furthermore, the construction date should be revised to “between 1947 and 1949” as evidenced above and in Section 8 of this report.

The Mackles owned the house for eight years, then sold it to Delkar Dasilva & Jessica Rando on May 16, 2012. They in turn sold it to the current owners, [REDACTED] on December 07, 2020.

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<sup>34</sup> 18 John St. South, <https://www.mississauga.ca/apps/#/property/view/heritage>

<b>Summary of Land Register Research – Lots 5 &amp; 6, S. E. of Port Street, W. of River, Port Credit</b>					
Date	Owner Lot 8	Owner Lot 7	Owner Lot 6	Owner Lot 5	Source
1835		A. Boyce	J. Beatty	E.W. Thomson (1835)	CL-1005 File 124084
1843	G.M Clarke Sale 133	A. Baice Sale 4	John Beatty Sale 5	E.W. Thomson Sale 18	Robert Wells 1843 map
1844	Sale 177	Sale 168	Sale168	Sale164	Surveyor General Survey, 1844
1874	Mr. Thomson	?	Abrm Block	Abrm Block	1874 Insp. Report
1876	n/a	n/a	n/a	E.P. O’Leary	??
1881	n/a	n/a	n/a	Payment of \$4.45 by J.R. Shaw?	??
1883	n/a	n/a	n/a	Payment of \$26.26 by J.R. Shaw?	File 42,576
1910	Methodist Comm. Center	Same as Lot 8?	Same as Lot 8?	Same as Lot 8?	1910 Fire Insurance Map
1917	Mississauga Masonic Corp.	Mississauga Masonic Corp			Parcel Register
1928	Mississauga Masonic Corp.	Same as Lot 8?	Same as Lot 8?	Same as Lot 8?	1928 Fire Insurance Map
<b>Land Title Parcel Register - 18 John Street South, Port Credit (part Lot 5 &amp; 6)</b>					
1949-1999	Robert Henry Harrison & Mary Ann Harrison				
1999	Mary Ann Harrison				
1999-2001	Maryanne Holmes & Linda Romas (daughters of Harrison)				
2001-2204	Benjamin Man Bong So & Audrey Tung Hiung So				
2004-2012	Des Mackle & Elsie Mackle				
2012-2020	Delkar Dasilva & Jessica Rando				
2020 - present	Current Owners				

Figure 27 - Table of ownership for Lots 5 and 6, and part of Lots 5 & 6 (compiled by Lapointe Architects)

## 7 Description of Cultural Heritage

As established in the previous section, the original lots surrounding 18 John Street South are rooted in the early development of Port Credit and were historically associated with several prominent 19th-century figures. However, by 1949, the lot as it exists today had been formally created, and a house consistent in size and location with the current dwelling is shown on the 1952 Fire Insurance Map.

Since its construction in 1949, the property has been owned by a series of ordinary Canadian families, none of whom meet the definition of a "significant person" under the criteria set out in Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest, which accompanies the Ontario Heritage Act.

This section of the Heritage Impact Assessment (HIA) provides both a written and visual description of the property's cultural heritage features, along with an analysis of the condition of those features. This step is an essential component of any HIA, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, which states:

*"A thorough understanding of a historic place and its components is essential to good conservation practice. The better the understanding, the more likely heritage value will be respected. The Guidelines therefore always recommend documenting, identifying, surveying and analyzing the form, materials and condition (and function and interrelationships, where applicable) of the historic place and its components before the project work begins."*<sup>35</sup>

Following the identification and documentation of the property's heritage features, recommendations will be provided for preservation, restoration, or rehabilitation, where appropriate.

It is important to recognize that heritage buildings must, above all, be safe and healthy spaces. Practical considerations such as energy efficiency, fire safety, structural stability, waterproofing, air quality, pest control, and building accessibility may at times need to take precedence over strict conservation measures. The Standards and Guidelines for the Conservation of Historic Places in Canada acknowledges this balance:

*"Balancing health and safety and other issues with conservation objectives is an extremely important aspect of any conservation project. The challenge often involves meeting requirements such as fire codes, seismic standards or the use of chemicals, while minimizing the negative impact on a historic place's heritage value. A conservation*

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<sup>35</sup> Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2003., pg. 6

*project’s chances of success may depend on the extent to which fundamental issues of health, safety and heritage value can be adequately reconciled.”<sup>36</sup>*

This section aims to present a well-informed and balanced evaluation of the cultural heritage attributes of 18 John Street South, within the broader context of heritage conservation best practices.

It is with the above context in mind that this section presents the documentation, identification, analysis, and proposed preservation, restoration, rehabilitation, and enlargement of the cultural heritage features of 18 John Street South. Further details regarding the proposed intervention are provided in Section 8 of this report.

As previously outlined, 18 John Street South is one of many primarily residential properties located within the Old Port Credit Village Heritage Conservation District (HCD). The HCD Plan identifies several defining characteristics that collectively contribute to the district’s heritage value. These include:

- a) *Property boundaries conform to the government’s planned village survey dated 1835;*
- b) *Human use and activity predate the government’s village survey by many thousands of years;*
- c) *Urban form is defined by the original grid of streets, by the Credit River and by J.C. Saddington Park;* d) *The urban fabric is primarily comprised of a low-rise built form with modest building footprints relative to lot size;*
- d) *A number of institutional landmarks important to Port Credit’s history remain;*
- e) *A number of historic buildings, built as houses and converted to commercial use or built with a public function in mind, but now used as houses remain;*
- f) *Other houses of historic interest are modest vernacular dwellings;*
- g) *Front yards consist of maintained landscaping of lawns and ornamental gardens with a variety of deciduous and coniferous specimen trees. Parking is generally provided in a single car width driveway often leading to a rear yard garage.*
- h) *Views of Credit River and Lake Ontario from Lakeshore Road West and from within the District;*
- i) *Views from Lake Ontario and the mouth of the Credit River harbour north to Lakeshore Road West, including both sides of the harbour.<sup>37</sup>*

To assist in evaluating the contextual value of the subject property, the chart below provides a summary of adjacent and nearby properties. The accompanying district map illustrates all designated properties within the Heritage Conservation District boundary.

20 John Street South	residence	+/- 1952
23 John Street South	Guglielmo Residence	+/- 1952
24 John Street South	Chandler-Branton-Gardiner Residence	1914
26 John Street South	residence	+/- 1952

<sup>36</sup> Ibid., pg. 6

<sup>37</sup> Section 3.3, Old Port Credit Village Heritage Conservation District Plan, George Robb Architect, July 2019, Page21.

23 & 25 Peter Street South	Dennison-Hayter Residence	1914
44 Port Street West	St- Mary's School	+/- 1953
43 Port Street West	Campagnolo Residence	+/- 1960
45 Port Street West	Masonic Temple	1845 (relocated 1894)



Figure 28 - Buildings of Historic Interest (shown hatched)  
 (Old Port Credit Village Heritage Conservation Plan District Plan -2004 -George Robb Architect)

### 7.1 Part of Lot 5 and 6

The lot at 18 John Street South measures approximately 16.76 metres in width (fronting John Street) and 40.23 metres in depth (along Port Street), with a total area of approximately 674.3 square metres (7,258 square feet). Rectangular in shape, the lot comprises the northern portions of Lots 5 and 6, which historically were two of the eight original ¼-acre lots that defined this block. These uniform lot divisions were a hallmark of the c.1835 village grid, one of the key defining features of the Old Port Credit Village planning framework.

Over time, subsequent subdivision and redevelopment have altered the original lot fabric on this block. Today, it contains a wide range of lot sizes, with only a single ¼-acre lot remaining intact at 42 Bay Street (see Figure 28).

As detailed in Section 6 of this report, the early ownership history of Lots 5 and 6 is closely tied to several prominent local figures. These include E.W. Thomson, a builder of the Credit Harbour; Abram (Abraham) Block; and E.P. O’Leary. Although these individuals acquired the lots, none fulfilled the conditions required to obtain legal title, and Crown Patents were never issued during their period of involvement.

According to correspondence from the Department of Indian Affairs, the first official patent (deed) for Lot 5 was issued in 1885 or 1886 to J.R. Shaw, a prominent local businessman and a devout supporter of the Methodist Church. Shaw was instrumental in the relocation of the original frame Methodist church building from Toronto (now Lakeshore) Road to 45 Port Street, where it was repurposed as a community hall. The building, named Shaw Hall in his honour, was later sold to the Freemasons and continues to serve the community today as the Mississauga Masonic Temple.



Figure 29 – An excerpt from the 1844 Map of Port Credit.

The red rectangle represents the Lot known today as 18 John Street South.

(<https://recherche-collection-search.bac-lac.gc.ca/eng/home/record?app=fonandcol&ldNumber=2148226>)



Figure 30 - Property Index Map, Peel (No. 43) – 18 John Street South outlined in red,  
 (Source: Onland.ca, Jan. 06, 2025)

### 7.1.1 Archeological artifacts and Structures

There are currently two structures on the property, along with several boundary fences. The primary structure is the c.1948–49 'Victory' bungalow, which is described in detail in Section 7.2 – Description of Existing Dwelling. In addition to the house, there is a small frame shed located to the rear of the property, adjacent to the southeast property line.

Fencing on the site includes a board fence along the rear portion of the Port Street West boundary and between the side yards of 18 and 20 John Street South. A chain link fence delineates the rear property line between 18 John Street South and 43 Port Street West.

A thorough review of historical journals, survey plans, Department of Indian Affairs records, genealogical data, and archival photographs reveals no evidence of any permanent structures on the subject lot prior to the construction of the existing dwelling in 1948–49. Additionally, there is no record of archaeological artifacts having been discovered on the lot, and minimal archaeological material has been recorded within the broader Port Credit area to date

### 7.1.2 Landscaping

There are two large deciduous trees at the front of the lot (on John Street South), both 0.45 m. in diameter measured 1.4 m. above the ground at the base of the tree<sup>38</sup>, as well as a medium size tree on the Port Street West side that is 0.20 m. in diameter. There are also three trees at the rear of the

<sup>38</sup> As required by the [Private Tree Protection By-Law 0021-2022](#), City of Mississauga.

lot that are 0.35 m. in diameter, as well as several smaller trees in the back yard. The six trees that are 0.15 m. in diameter or greater are regulated by Mississauga's Private Tree Protection Bylaw.

**Part 5: General Prohibitions**

9. *No Person shall Injure or Destroy a Tree with a Diameter of 15 centimetres or greater located on private property without a valid Permit.*<sup>39</sup>

All of trees on the lot appear to have been planted around 1980, based on a comparison of photographs of the house then and now (Figure 31 & 32).

The remainder of the property is covered with grass, except for a narrow concrete sidewalk at the front of the house (John St. S.), a concrete driveway on the Port Street West side of the house, and an interlocking patio at the rear of the house.

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<sup>39</sup> [Private Tree Protection By-Law 0021-2022](#), City of Mississauga, page 5.



Figure 31 - Mackle House c.1980

(Identifier: H198, Mississauga Library, <https://www.mississauga.ca/apps/mediagallery/#/search-media/8500034n?returnto=home>)



Figure 32 - Mackle House, c. 2022.

(<https://www.zolo.ca/mississauga-real-estate/18-john-street-south>)



## 7.2 Description of Existing Dwelling

The Mackle House, also historically associated with the Harrison family, is located at 18 John Street South in Port Credit. It is a well-preserved example of post-war 'Victory Housing', a style widely promoted across Canada in response to the urgent need for affordable homes for returning Second World War veterans and their families.

The layout of the existing one-storey bungalow, which measures approximately 37 feet wide by 26 feet deep, closely matches Plan No. 47-15 published by the Central Mortgage and Housing Corporation (CMHC) in *67 Homes for Canadians* (February 1, 1947). While the house features a standard hip roof, rather than the less conventional roof form shown in the CMHC plans, the floor plan remains virtually identical. Minor interior changes—including modified hallways, closet reconfigurations, and a variation in the front-right corner—appear to have been made over the years.

The house rests on a concrete block foundation, which was originally parged and has since been clad with a manufactured thin stone veneer in an ashlar pattern. The exterior walls are clad in horizontal aluminum siding, a material commonly used during the post-war period. Aluminum siding gained popularity in the 1940s and 1950s as an alternative to wood, which had become more expensive and required frequent maintenance. While aluminum remained popular into the 1970s, it was eventually surpassed by vinyl siding in the early 1960s due to lower cost and reduced maintenance demands.

The medium-sloped hip roof is finished with asphalt shingles, which were likely replaced in recent decades as part of routine maintenance. Aluminum replacement windows have been installed throughout the house, and decorative black metal shutters have been added to the street-facing elevations along John Street and Port Street West. The asymmetrically located open front porch, constructed of cast-in-place concrete, originally featured a slim black wrought-iron railing, as seen in a 1980 photograph. This has since been replaced with a heavier aluminum railing, more typical of contemporary installations. These modifications are clearly observable when comparing the 1980s archival photograph to a 2024 image of the property, highlighting subtle but notable changes to the building's exterior appearance over time.

The Cape Cod Revival (1922–1955) represented a simplified, utilitarian approach to housing, aligning with the economic realities of the post-Depression and post-war years. Although originally inspired by colonial New England architecture, the revival era saw the Cape Cod form adapted to meet modern needs, often resulting in modest one-storey homes with minimal ornamentation. The style became especially popular in the immediate post-war years, as returning servicemen sought affordable family homes—many of which were built based on government-issued plans like those from CMHC.

The house at 18 John Street South is consistent with this architectural movement and retains several of its defining characteristics. It contributes to the broader character of the Old Port Credit Village Heritage Conservation District as a modest, intact example of mid-20th-century residential design.



Figure 34 - North-East Existing Elevation facing John St. S. (Dec. 2024 -LA)



Figure 35 – Existing North-West Elevation facing Port St. (Dec. 2024 - LA)



Figure 36 – Existing South Elevation showing rear yard (Zolo)

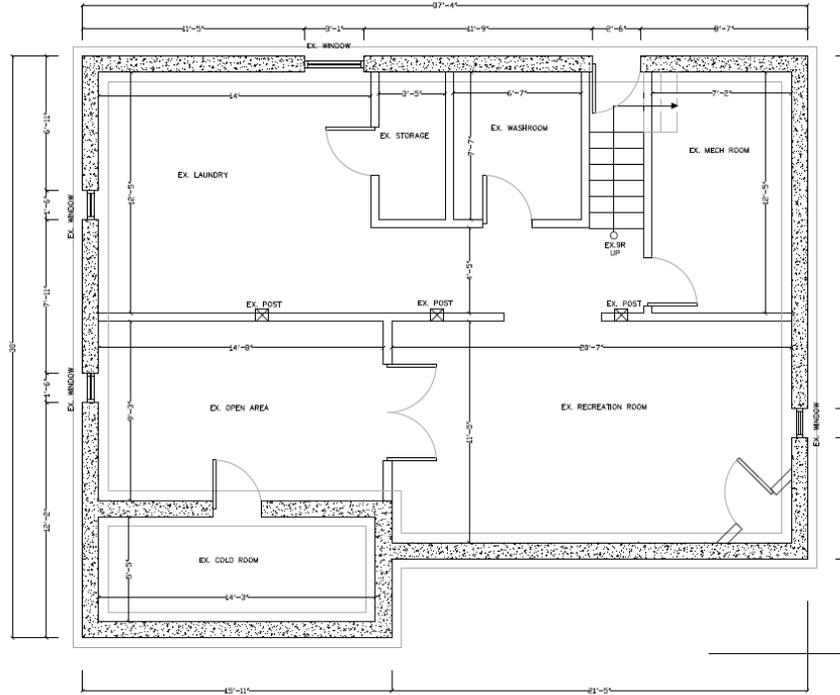


Figure 37 – Existing Basement Plan of 18 John Street South  
 (Mirano Design Inc., 2024)

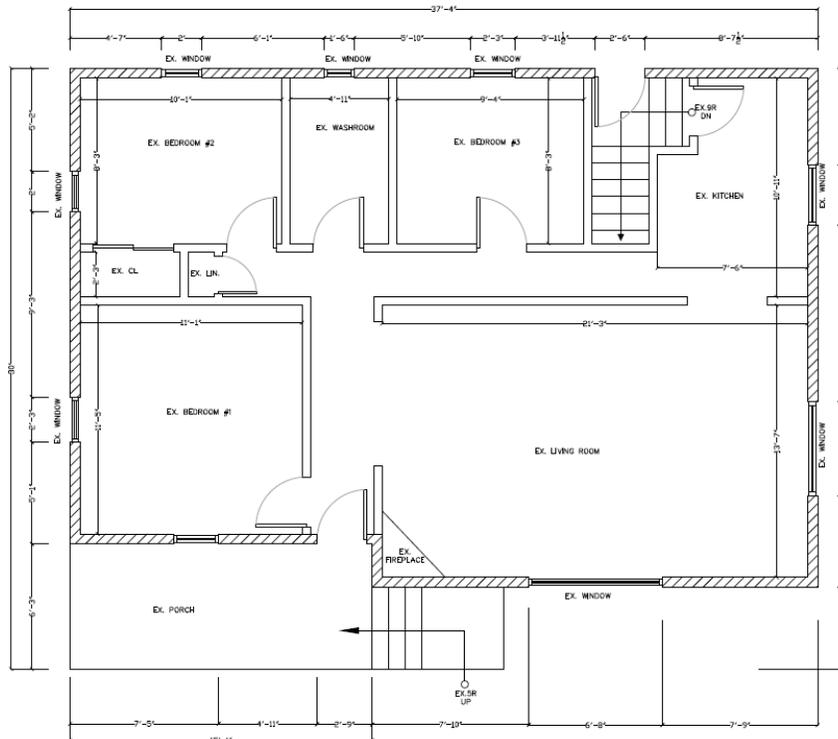
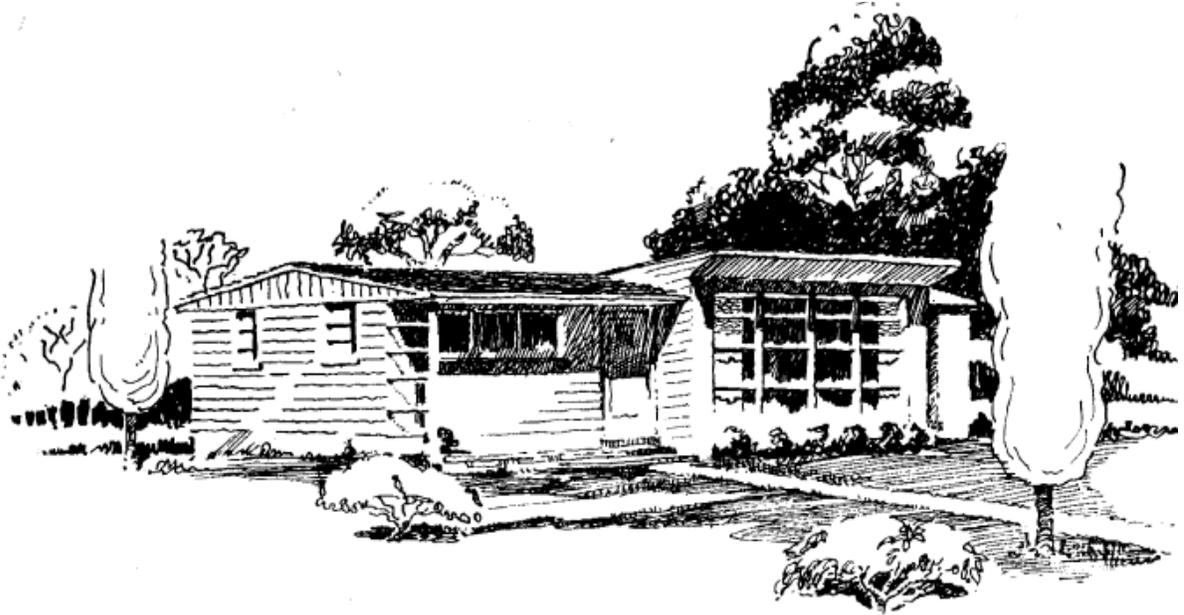


Figure 38 - Ground Floor Plan of 18 John Street South  
 (Mirano Design Inc., 2024)



# PLAN No 47-15

*Suitable for construction in locations where a moderate climate exists.*

*Area—950 sq. ft. Cubic contents—16,620 cu. ft.*

*Required lot frontage, without driveway—47'-6"  
with driveway—51'-0"*

*5½ Rooms, including Vestibule,  
Living-Dining Room, Kitchen,  
3 Bedrooms and Bathroom. Full Basement.*

**T**HIS modern design is particularly adaptable to locations such as the West Coast and Vancouver Island, and is designed to have the front face the South so as to take advantage of solar heat.

The entrance vestibule is protected by a wide overhang which forms a porch. The living-dining room is of generous proportions, with a sloping ceiling and high windows which attract the sun in winter time and a roof overhang which provides shade in the summer time.

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Figure 39 – In 1947, CMHC published “67 Homes for Canadians” The house shown above is the one used as a basis for the house constructed on the site.

([https://publications.gc.ca/collections/collection\\_2016/schl-cmhc/NH17-61-1947-eng.pdf](https://publications.gc.ca/collections/collection_2016/schl-cmhc/NH17-61-1947-eng.pdf))

**LaPointe**

ARCHITECTS

108 Henry Street

Trenton ON Canada, K8V 3T7

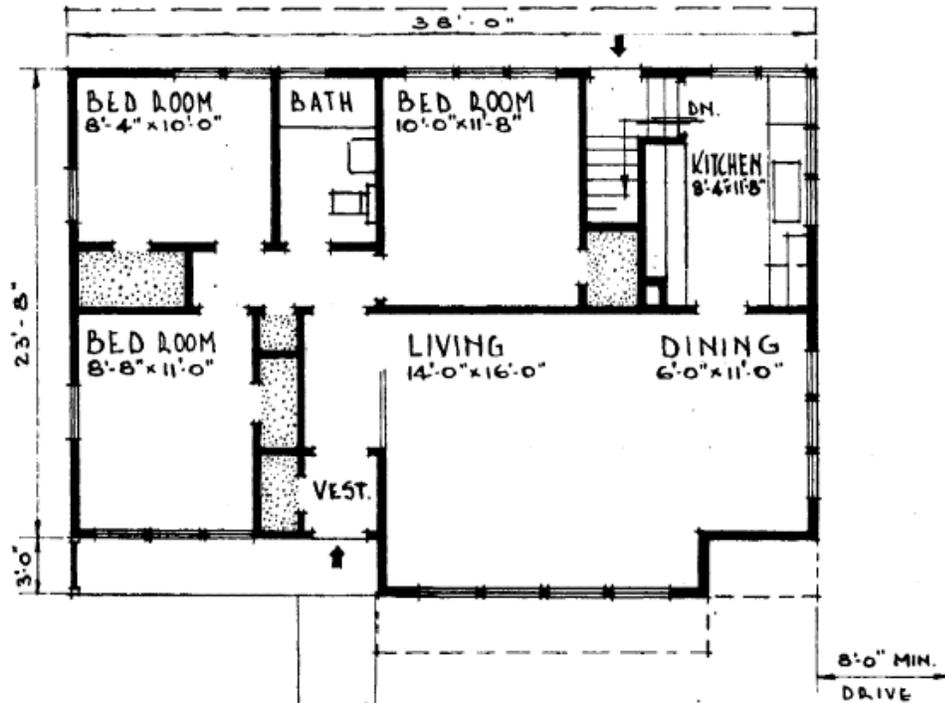
T: 416.964.6641

[www.lapointe-arch.com](http://www.lapointe-arch.com)

Three moderate sized bedrooms and the bathroom plus four clothes closets complete the bedroom part of the house.

The kitchen is of ample size and efficient layout with steps down to a grade entrance and on down to the basement.

The design of this house would appear to be most suitable for frame construction.



**CM  
HC**

Figure 40 - The plan of this 1947 Victory House is almost identical to the plan of the house on the site.  
([https://publications.gc.ca/collections/collection\\_2016/schl-cmhc/NH17-61-1947-eng.pdf](https://publications.gc.ca/collections/collection_2016/schl-cmhc/NH17-61-1947-eng.pdf))

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## 8 Proposed Renovations and Additions

18 John Street South, located within the Old Port Credit Village Heritage Conservation District (HCD), is identified as a contributing property under the City of Mississauga By-law No. 0273-2004, designated pursuant to Part V of the Ontario Heritage Act. The HCD is characterized by a cohesive mix of detached residential dwellings, institutional and commercial buildings, and public parkland, including J.C. Saddington Park and the Port Credit Harbour.

This section evaluates the proposed renovation and addition to 18 John Street South in relation to the City of Mississauga Zoning By-law and the HCD Plan guidelines governing alterations to contributing properties. Each applicable regulation and guideline will be reviewed, with commentary provided on how the proposed design complies with or supports the intent of the policy framework.

In summary, the proposed alterations to the existing structure—including renovations and the addition of a second floor—are designed to enhance the property’s architectural compatibility and ensure its continued positive contribution to the character of the Heritage Conservation District. The proposed development respects the scale, form, and materiality typical of the area, while meeting contemporary functional needs for a growing family.

### 8.1 Garage Zoning Bylaw Review

The applicable zoning regulations for 18 John Street South are set out in City of Mississauga Zoning By-law No. 0225-2007. The property is zoned R15-1, meaning it is subject to the general provisions of the R15 zone, with additional or superseding site-specific regulations under the R15-1 exception. Both the standard R15 regulations and the R15-1 site-specific provisions are summarized below for reference and evaluation.

#### 8.1.1 Zoning Regulations for Zone R15 & R15-1 (source: Table 4.6.1. unless otherwise noted)

- Permitted Uses: Detached dwelling,
- Attached Garage is permitted,
- Limit one driveway per lot (4.1.9.1.2.),
- Parking space size is 2.6 m x 5.2 m (3.1.1.4.1.) for exterior parking, and 2.9 in a garage,
- 2 parking spaces required per unit (Table 3.1.2.1.

Zone R15 Regulations				
Regulation Description	Standard	Existing	Proposed	Complies?/ Reference
Minimum Lot area	460 sm	674.3 sm	No change	Y / 4.6.1 Line 3.0
Minimum Lot Frontage	12.0 m	16.76 m	No change	Y / 4.6.1 Line 4.0
Maximum Lot Coverage	40%	92.6 sm (13.7%)	127.1 sm (18.8%)	Y / 4.6.1 Line 5.0
Min. Rear Yard	7.5 m	25.6 m	24.0 m	Y/ 4.6.1 Line 9.0
Maximum Depth	20 m	+/- 14 m	+/- 16.5m	Y/ 4.6.1 Line 11.0
Minimum Parking Space	2.6 m x 5.2 m (2)	3.0m x 4.54	2.6 x 5.2 m	Y/ 3.1.1.4.1.

	reg'd)	m (x 2)	(x2)	
Max. Driveway Width	Lesser of 8.5 m or 50% of lot frontage	6.0 m	5.2 m	Y/ 3.1.1.4.1.
<b>Zone R15-1 Regulations</b>				
Regulation Description	Standard	Existing	Proposed	Complies?
Maximum GFA (including attached garage)	169 sm + 0.20x lot area = max. 305 sm	92.6 sm	184.88 sm	Y/ 4.6.2.1.2
Minimum Landscaped Area	40% of Lot Area	+/- 75 %	+/- 75%	Y/ 4.6.2.1.3
Minimum Front Yard	5.0 m	6.07	6.07 (excluding porch)	Y/ 4.6.2.1.4
Min. Side Yards	1.2 m & 3.0 m	0.54 m & 4.52 m	0.54 m & 4.52 m	Y & N/ 4.6.2.1.5
Maximum Height, Highest Ridge Slope Roof	9.0 m and 2 storeys	+/- 6.8 m	8.9 m	Y/ 4.6.2.1.6
Maximum Height of eaves (from avg. grade to bot. edge of eave)	6.8 m	+/- 3.0 m	6.7 m	Y/ 4.6.2.1.7.
Max. encroachment of Covered Porch into front or int./ ext. side yards	1.8 m but not closer than 0.2 m to lot line	tbd	tbd	4.6.2.1.9.
Min. setback of garage face from front wall of house	3.0 m	n/a	n/a	4.6.2.1.10.
Max. GFA of detached garage	30 sm	n/a	n/a	4.6.2.1.11
Min. size of parking in a detached garage	2.75 x 5.2 x 2.0 m high	n/a	n/a	Table 4.1.12.1
Max. height of detached garage	4.6m to peak, 3.0 m for flat roof & max., eaves height	n/a	n/a	Table 4.1.12.1
Max. setback of detached garage to exterior side yard	Same as for house (3.0 m)	n/a	n/a	Table 4.1.12.1
Max. setback of detached garage to interior side yard	Same as for house (1.2 m)	n/a	n/a	Table 4.1.12.1
Max. setback of detached garage to rear yard	0.61 m (when lot less than 750 sm)	n/a	n/a	Table 4.1.12.1
Max. setback of detached garage to house on the lot	1.2 m	n/a	n/a	Table 4.1.12.1

Figure 41 - Table showing main zoning regulations applicable to subject lot  
(Mississauga ZBL0225-2207, rev. Jan 31, 2023)

### 8.1.1.1 Building Height

In the City of Mississauga, average grade for detached, semi-detached, duplex, triplex, or fourplex dwellings is calculated using eight grade elevation points:

1. Two points at the intersections of the front lot line and each side lot line (80.33 m & 80.00 m).

2. Two points along each side property line, measured at the minimum front yard setback of the applicable zone (80.14 m & 80.13 m).
3. Two points along each side property line, located 15.0 metres behind the second pair of points (80.17 m & 80.24 m).
4. Two points at the intersections of the street centreline and the projected extensions of each side lot line (80.14 m & 79.82 m).

The average of these eight elevations constitutes the average grade for the purposes of zoning and building height calculations, in this case calculated to be **80.12 m**.



Figure 42 - Zoning Map, City of Mississauga. Subject lot in red hatch.  
(City of Mississauga Online Zoning Information Map, Accessed Dec. 29, 2024)

## 8.2 The Old Port Credit Village Heritage Conservation District Plan

The Old Port Credit Village Heritage Conservation District Plan (HCDP) was originally adopted in July 2004, following approval by the Ontario Municipal Board. At the request of the City of Mississauga, the Plan was comprehensively updated in July 2019 to reflect changes to key heritage planning frameworks, including the 2005 amendments to the Ontario Heritage Act, the 2014 Provincial Policy Statement, and the latest editions of guiding documents such as the Ontario Heritage Toolkit. The revised Plan also incorporates updates to better reflect the evolving character and context of the Port Credit community. The updated HCD Plan was formally adopted by By-law 0109-2018 on June 6, 2018, and came into effect on January 29, 2020.

The Plan outlines a clear set of objectives, policies, and design guidelines intended to guide City staff, the Mississauga Heritage Advisory Committee (through the Port Credit HCD Subcommittee), and City Council in making informed decisions regarding heritage planning and development applications within the District. Property owners proposing changes to properties within the HCD—such as alterations, additions, or demolition—are required to obtain a Heritage Permit before seeking any other approvals, including minor variances, rezoning, or building permits.

In addition to the policies outlined in the Heritage Conservation District Plan, any application proposing design changes to existing properties must also comply with the following recognized heritage conservation standards and guidelines:

- Standards and Guidelines for the Conservation of Historic Places in Canada (2010), *Parks Canada* – specifically, the General Standards for Preservation, Rehabilitation, and Restoration, which provide a nationally consistent approach to managing change in historic places.
- Ontario Heritage Toolkit, *Ontario Ministry of Tourism, Culture and Sport* – a comprehensive resource providing guidance on the application of the Ontario Heritage Act and best practices in heritage conservation planning.
- Eight Guiding Principles in the Conservation of Built Heritage Properties (2007), *Ontario Ministry of Tourism, Culture and Sport* – foundational principles that inform sound decision-making in the conservation and alteration of historic structures.

These documents collectively inform the evaluation of heritage permit applications and must be considered alongside municipal zoning and development regulations.

The Mississauga Official Plan provides a Local Area Plan for Port Credit, which includes specific policies related to the Old Port Credit Village in Sections 10.3.2. These policies state:

*10.3.2.1 Any additions, alterations, adaptive reuse or redevelopment will address how the development:*

- *displays massing and scale sympathetic to surroundings;*
- *preserves the historic housing stock;*
- *supports the existing historical character;*
- *maintains the existing street grid pattern and building setbacks; and*

- *maintains and enhances significant groupings of trees and mature vegetation.*

The Heritage Conservation District (HCD) Plan is designed to guide physical change over time in a manner that preserves and reinforces the historical character of the district. Its central goal is to conserve and enhance the unique heritage attributes of Old Port Credit Village, ensuring that all alterations, additions, and new development are contextually appropriate and do not diminish the district's cultural value.<sup>40</sup>

The HCD Plan applies to both public sector projects, such as City-led park and street works, and to privately initiated alterations, including exterior changes, additions, and new construction. While the Plan encourages ongoing maintenance and necessary repairs, property owners are not required to undertake improvements solely because their property is located within the HCD. The Plan does not advocate for a rigid restoration to a fixed historical period; rather, it seeks to protect the district's primarily low-density residential character, and the architectural and urban form patterns that have defined the neighbourhood since its early development.<sup>41</sup>

The guidelines acknowledge the value of both the restoration of historical features and the incorporation of new, complementary design elements. It is expected that any exterior changes to properties within the HCD will be subject to review through the heritage permit process, under Part V of the Ontario Heritage Act. These applications are assessed in the context of the HCD Plan's policies and guidelines. Additionally, the guidelines apply to properties that are individually designated under Part IV of the Act but are located within the HCD boundary.<sup>42</sup>

Within the District, contributing properties are defined as those properties whose age, architectural character, or historical associations are considered significant, or which are compatible with and supportive of the overall heritage character of the district. These include not only older, historically significant buildings, but also newer structures whose scale, massing, and form are consistent with the traditional built fabric, as outlined in Section 3.3 of the HCD Plan.

18 John Street South is identified as a contributing property in the HCD Plan's Classification of Properties Table. Several nearby properties are similarly classified, including 20, 23, 24, and 26 John Street South, 23 and 25 Peter Street South, and 43 and 45 Port Street West, the latter of which includes the Mississauga Masonic Temple, a significant landmark within the District.

With respect to contributing properties, the Port Credit Heritage Conservation District Plan outlines several design criteria that support the District's overarching conservation goals. These criteria are

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<sup>40</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Pg 25

<sup>41</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Pg 25

<sup>42</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Pg 25

intended to guide interventions in a way that preserves the heritage character of both individual properties and the broader district context.

***Contributing properties***

- a) *To strive in retaining buildings on contributing properties in situ.*
- b) *To encourage the appropriate care of contributing properties.*
- c) *To make alterations and additions to any contributing property's buildings in keeping with the architectural character of the building, and in keeping with the typical scale of the District.*
- d) *To base any intended restoration of a contributing property's building on documentary and/or as-found evidence.*
- e) *To keep front yards mainly landscaped and not hard-surfaced.*
- f) *To encourage the preservation and appropriate care of significant trees and*
- g) *shrubs on private land.<sup>43</sup>*

The Heritage Conservation District (HCD) Plan includes a number of illustrations and design examples that demonstrate how existing buildings can be sensitively and appropriately enlarged in accordance with the Plan's design guidelines. These visuals serve as practical references for property owners, designers, and approval authorities, aiding in the evaluation of proposals involving additions or alterations.

In the case of 18 John Street South, the proposed design respects the original form and character of the Victory House by retaining the existing foundation and ground floor, and introducing a modest, compatible expansion. Specifically, the proposal includes a second-storey addition above the original bungalow, a one-storey open front porch, and a two-storey open rear porch. This approach to massing and scale is directly aligned with the example shown in Figure 21 of the HCD Plan. The proposal demonstrates compliance with the key principles of scale, proportion, and architectural compatibility that are central to the District's conservation objectives.

Figure 21, reproduced below, illustrates a model of a compatible second-storey addition constructed atop a traditional one-storey dwelling, and closely reflects the approach proposed for 18 John Street South. Ironically—and notably—the form of the example house in the illustration is strikingly similar to the existing house at 18 John Street South, including the distinctive 'notch' at the left-hand front corner of the floor plan. This strong resemblance further reinforces the appropriateness of the proposed design and its alignment with the intent and visual guidance of the HCD Plan.

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<sup>43</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Pg 22

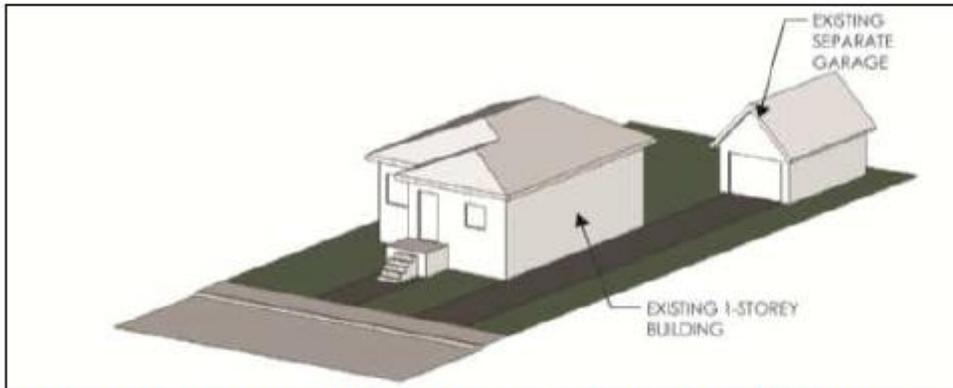


Figure 20: Typical existing massing for a 1-storey building on a contributing property

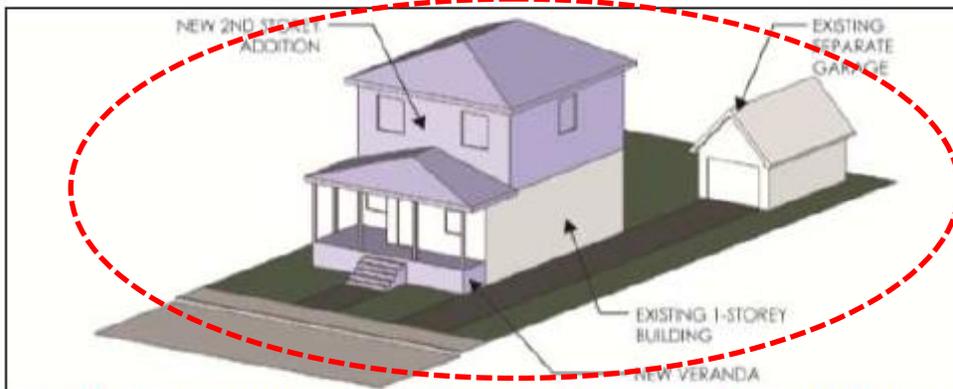


Figure 21: Example of new 2nd-storey addition with veranda on a 1-storey building on a contributing property



Figure 22: Example of new second-storey addition with veranda on a building on a contributing property

### 8.3 HDC Plan Policy 5.0 - Guidelines for alterations to contributing properties

The Old Port Credit Village Heritage Conservation District Plan (HCD Plan) provides detailed guidelines for alterations to existing buildings located on ‘contributing properties’, with the intent of ensuring that changes are compatible with the heritage character of the District.

As previously noted, the existing building at 18 John Street South is a c.1947–49 CMHC ‘Victory House’, published in *67 Homes for Canadians* (February 1, 1947). While the modest one-storey bungalow was typical of its time—designed to be practical, efficient, and affordable—it no longer adequately meets the needs of a modern, growing family.

Additionally, a number of exterior materials used on the existing structure are not recommended by the HCD Plan. For instance:

- The original aluminum siding, while common in the post-war era, is not supported as a preferred cladding material in the District’s design guidelines.
- Over time, non-original materials have been introduced, including false stone veneer applied over the parged foundation walls and aluminum replacement windows, both of which are inconsistent with the Plan’s recommendations for historically appropriate detailing.

In the following sub-section, the proposed replacement or restoration of exterior materials will be addressed in detail. These measures will be evaluated for their conformity with Policy 5.0 of the HCD Plan, which outlines expectations for sensitive and respectful alterations to buildings on contributing properties.

#### 8.3.1 Policy 5.2.1 Foundations and walls

<b>Policy</b>	<b>Proposed Solution</b>
a) <i>Protect original wall surfaces from cleaning methods that may permanently alter or damage the appearance of the surface or give a radically new look to the property. For example, sandblasting or other abrasive particulate cleaning, strong chemical cleaning solutions, or high-pressure water blast will not be permitted.</i>	Original aluminum siding from 1948–49 will be removed and replaced with James Hardie Plank Fiber Cement Lap Siding, 8” horiz. and 12” vert. (Rustic Road).
b) <i>Brick masonry requires re-pointing from time to time and this process should be undertaken by tradespeople with experience with nineteenth century construction</i>	No brick masonry exists on the building; re-pointing is not applicable.
c) <i>Generally, lime-based mortar should be used and joints should replicate the original in finish, colour and texture. Rough-cast or stucco walls require experienced trades to repair</i>	Foundation parging will be restored using fiber-reinforced concrete parging to replicate the original appearance. Stucco is not present
d) <i>Avoid the application of new finishes or coatings</i>	Stone veneer on the foundation will

<p><i>that alter the appearance of the original material, especially where they are substitutes for repair. Alterations that comprise unacceptable materials include water repellent coatings, paint on brick or stone, aluminum or vinyl siding. Materials such as concrete fibre board and synthetic wood products will be considered on a case-by-case basis</i></p>	<p>be removed. Vinyl and aluminum siding will be replaced with James Hardie Plank Siding. Rear chimney (unused) will be removed. Design complies with material guidelines.</p>
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**This design strategy fully conforms with this policy.**

### 8.3.2 Policy 5.2.2 Roofs

Policy	Proposed Solution
<p>a) <i>Decorative roof features and original roofing materials, such as slate, wood shingles, and copper on sloped roofs, should be retained and conserved wherever possible.</i></p>	<p>Original materials like slate or copper were not used on this roof. The current asphalt-shingled, medium-pitch roof will be removed to accommodate a second-storey addition. A new steeper pitch gable roof is proposed.</p>
<p>b) <i>Ensure that vents, skylights and other new roof elements are sympathetic in type and material and that they are discreetly placed out of general view from the street and public rights-of-way.</i></p>	<p>All new roof features will be selected for material compatibility and located to minimize visual impact from the street.</p>
<p>c) <i>Roof drainage elements including gutters, eaves troughs, and downspouts shall be maintained and cleaned. Downspouts should be directed away from building foundations.</i></p>	<p>New roof drainage systems will comply with this policy; downspouts will be maintained and redirected away from foundations.</p>
<p>d) <i>Maintenance of original roof shape is encouraged.</i></p>	<p>The current hip roof is not typical of heritage architecture and will be replaced with a new gable roof over a new second floor. This strategy complies with the intent of the HCDP.</p>

**This design strategy fully conforms with this policy.**

### 8.3.3 Policy 5.2.3 Windows

<i>Policy</i>	Proposed Solution
<p>a) <i>Protect and maintain original window openings as well as distinguishing features such as hardware, materials, surrounds, frame, shutters, sash, and glazing.</i></p>	<p>The original windows were replaced sometime after 1980, as evidenced by archival photographs. The proposed design includes the installation of new wood windows that will replicate a more traditional style, aligning with the historic character of the original building and the guidelines of the Heritage Conservation District Plan.</p>
<p>b) <i>Modifications to the size, type, or shape of window openings, removal of muntins, replacement of single glazing with insulated sealed units, or covering of trim with metal or other material is discouraged.</i></p>	<p>Based on the 1980 photograph, the original windows were likely single-hung units in smaller openings and paired with picture windows in larger openings. In the proposed design, these 1950s proportions will be revised to reflect a more traditional window size and spacing, consistent with the architectural character of the Heritage Conservation District.</p>
<p>c) <i>Improvement in energy efficiency of single glazed units can be achieved with traditional exterior wood storm windows or contemporary interior magnetic storm glazing. Exterior-applied aluminum storm windows are discouraged.</i></p>	<p>Improved energy efficiency will be achieved through modern wood-framed sealed units designed to match the appearance of traditional single glazing.</p>
<p>d) <i>Avoid removing or blocking up window openings that are important to the architectural character and symmetry of the building.</i></p>	<p>All existing window openings will be revised and re-proportioned to more accurately reflect traditional window sizes and spacing, in keeping with the architectural character of the Heritage Conservation District.</p>
<p>e) <i>New windows should be compatible with the original in terms of material, proportions, rhythm and scale.</i></p>	<p>The new windows will be designed to reflect traditional architectural detailing, including appropriate proportions, materials, and muntin patterns characteristic of historic residential buildings.</p>

**This design strategy fully conforms with this policy.**

### 8.3.4 Policy 5.2.4 Entrances

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Exterior ramps and lifts may be permitted for barrier-free access in accordance with applicable legislation, but shall not be physically attached to heritage building fabric.</i>	No exterior ramps are proposed as part of the design.
b) <i>Protect and maintain entrances on principal elevations where they are often key elements in defining the character of a building. Recessed entrances are best maintained where they exist. Conserve important features such as doors, glazing, lighting, steps and door surrounds.</i>	A new centrally located main entrance is proposed on the front elevation, reinforcing a more traditional and symmetrical façade composition.
c) <i>Where new entrances or exterior staircases are required, they should be installed on secondary elevations.</i>	A new rear entrance is proposed in approximately the same location as the existing rear entrance, maintaining the original functional access point.

**This design strategy fully conforms with this policy.**

### 8.3.5 Policy 5.2.5 Features and spaces around buildings

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Maintain traditional views of property by avoiding the masking or hiding of prominent building features</i>	Prominent building features remain visible. The new porches will enhance rather than obstruct views from the street.
b) <i>Keep parking areas, ancillary structures, and utilities such as heat pumps and satellite dishes to the side or rear.</i>	Parking and utility equipment will be located at the rear of the property, in accordance with the guideline to minimize visual impact. The existing parking area, currently located at the side of the house, will be relocated to the rear yard. As this is a corner lot, the parking area will remain partially visible from Port Street, but will be screened and integrated into the overall site design to reduce its prominence.
c) <i>Maintain original historical means of access including drives, walkways and doorways. If required, it is preferred that new entrances be installed on secondary elevations.</i>	The existing access points are preserved, and new entrances are added in sensitive locations to maintain the traditional circulation

	pattern.
d) <i>Maintain proper site drainage in any work so that water does not collect or drain towards the foundation.</i>	The site will be regraded as necessary to maintain proper drainage, preventing water from accumulating near the foundation.
e) <i>Additional advice regarding this subject is also provided in Section 12.0: Landscape conservation guidelines for private and public property.</i>	The overall landscape approach respects the guidance in Section 12.0, preserving mature vegetation and maintaining the open character of front and side yards.

**This design strategy fully conforms with this policy.**

### 8.3.6 Policy 5.2.6 Signage

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Address and name signage should be modest in size, and suitably scaled to property and front yard.</i>	Address signage will be modest in scale, yet clearly visible from the street, ensuring both legibility and compatibility with the heritage character of the property.

**This design strategy fully conforms with this policy.**

### 8.3.7 Policy 5.2.7 Removal of heritage building fabric

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Removal of heritage building fabric is discouraged. Where original material must be removed its original location should be documented.</i>	There is no original heritage fabric remaining. Where possible, elements will be documented. The existing aluminum siding, possibly original, will be removed and replaced with more traditional wood siding (James Hardie Plank Fiber Cement Lap Siding, 8" horiz. and 12" vert. (Rustic Road)).
b) <i>Heritage building fabric should be repaired wherever possible and not replaced. When undertaking repair, replacement or restoration, use the same materials as the original.</i>	The aluminum siding will be replaced with James Hardie Plank Siding, in accordance with the HCD Plan's recommended materials.
c) <i>The patina of age or signs of craftsmanship such as tool marks or irregularities found in older work and materials should be respected and not covered up or obscured.</i>	While no original craftsmanship remains (or existed), the new work will be detailed with appropriate scale and texture to reflect traditional material character.

**This design strategy fully conforms with this policy.**

### 8.3.8 Policy 5.2.8 Exterior cladding

Policy	Proposed Solution
<p>a) <i>Replace vinyl, aluminum, or other non-original siding with the original wall material if possible. Besides their effect of hiding window and door surrounds and cornice detail, these synthetic claddings conceal any decay of the underlying wall material.</i></p>	<p>The original exterior wall material was likely aluminum siding, typical of post-war construction. This material will be removed and replaced with James Hardie Plank Fiber Cement Lap Siding, 8” horiz. and 12” vert. (Rustic Road), in accordance with the material guidelines recommended by the HCD Plan. This design strategy is fully consistent with Policy 5.2.1 and supports the broader conservation goals of the Heritage District.</p>

**This design strategy fully conforms with this policy.**

### 8.3.9 Policy 5.2.9 Heating and ventilation

Policy	Proposed Solution
<p>a) <i>Install new chimneys, vents, skylights and mechanical or electrical equipment away from street view.</i></p>	<p>No new chimneys are proposed. Mechanical and ventilation equipment will be located on elevations not visible from the public realm.</p>
<p>b) <i>Avoid cuts into the roof; and where a cut is necessary, protect the cut with flashing.</i></p>	<p>Any necessary roof penetrations will be minimized and properly flashed to ensure long-term durability.</p>
<p>c) <i>Never replace brick chimneys with metal pipes. Redundant chimneys should be kept as a character feature.</i></p>	<p>The existing concrete block chimney on the rear elevation, which is no longer in use, will be removed to accommodate the new floor plan. It does not contribute to the heritage character. This approach conforms with the intent of the policy.</p>

**This design strategy fully conforms with this policy.**

### 8.3.10 Policy 5.2.10 Exterior painting

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Never paint masonry surfaces or roughcast plaster unless already painted.</i>	No masonry or plaster surfaces will be painted. The building has been clad entirely in aluminum siding.
b) <i>Choose paint colours for wood surfaces after conducting a paint analysis which determines the building's paint history, or by devising a scheme that is typical for the building's age.</i>	A colour palette for new wood and wood-composite finishes can be submitted for review by the Heritage Committee if requested. Otherwise, traditional and District-appropriate colours will be used.
c) <i>Never strip painted wood to the bare wood, leaving it unpainted and exposed to the weather.</i>	All new wood or wood-composite elements will be properly finished and maintained. Exposed bare wood will be avoided to prevent weathering.

**This design strategy fully conforms with this policy.**

### 8.3.11 Policy 5.2.11 Considerations for commercial uses in former residential properties

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Where residential heritage properties are converted to commercial uses, signs should not block architectural features such as windows and ornamentation, and should be attached so as to do the least amount of damage to the façade. Attachment to masonry surfaces should be made through mortar joints and not masonry units, as mortar joints are more easily repaired.</i>	Not applicable.
b) <i>Externally illuminated signs will be encouraged and are preferred .</i>	Not applicable.
c) <i>The following sign types may be permitted on a case by case basis, usually where they are replacements for existing similar signage: internally illuminated sign, neon sign, curved rigidly and fixed vinyl awning.</i>	Not applicable.

## 8.4 HDC Plan Policy 6.0 - Guidelines for Additions to Contributing Properties

Policy 6.0 – Additions on Contributing Properties of the Heritage Conservation District (HCD) Plan permits additions and renovations to buildings on contributing properties, provided they generally comply with the recommended design guidelines and policies outlined below. However, it is important to note that one specific material is explicitly prohibited in the Heritage District: the use of Exterior Insulation Finish Systems (EIFS). This restriction is reinforced through Mississauga’s Property Standards By-law 654-98.

When proposing additions to buildings on contributing properties, the HCD Plan asks property owners to consider the following recommendations:

- a) *The building’s historic materials and distinctive features;*
- b) *The property’s history as documented in **Appendix B**, fire insurance and other plans, historic photographs and other historical sources and as revealed on the building itself;*
- c) *The building’s structural support and its physical condition; and,*
- d) *Standards and Guidelines for the Conservation of Historic Places in Canada (produced by Parks Canada) provides a sound reference document for initial guidance (available at: <http://www.historicplaces.ca/en/pages/standards-normes.aspx>).*
- e) *Context sensitivity in regards to setbacks and adjacent properties.*<sup>44</sup>

In the following sub-section, the proposed additions to 18 John Street South will be described in detail, along with an assessment of their compliance with Policy 6.0 and the specific design guidance for additions to contributing properties within the Old Port Credit Village Heritage Conservation District.

### 8.4.1 Policy 6.1.4. Massing

Policy	Proposed Solution
<p>a) <i>An addition to a building on a contributing property will be lower in height and smaller in size than the existing building wherever possible; and in designing additions, property owners will have regard for the plan’s guiding principles and any impact the addition may have on adjacent properties in terms of scale, massing, height and setback.</i></p>	<p>The existing building is small by contemporary standards and does not meet the needs of a modern family. The proposed second floor doubles the floor area while maintaining the original footprint of the original 1950’s house and otherwise conforms to City of Mississauga Zoning By-law in terms of density and lot coverage. The</p>

<sup>44</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Page 41

	<p>design transforms the structure from a 1-storey bungalow to a 2-storey house with open front and rear porches. While the original 'Victory' bungalow form will no longer be visible, the new massing is inspired by CMHC Plan 47-20, a 2-storey variation from the same catalogue as the original design.</p>
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**This design strategy fully conforms with this policy.**



Figure 43 - Rendering of CMHC Plan No. 47-20  
(67 Homes for Canadians, CMHC, 1947, Libraries and Archives Canada)

There are numerous examples within the Heritage District of homes that are 1½ or 2 storeys in height. Properties that remain single-storey, such as 18 John Street South, are increasingly being redeveloped through the addition of second storeys. The Heritage Committee has recently approved several such additions, including at 24 John Street South, located just two houses south of the subject property.

Photographs of existing 1½ and 2-storey houses within the District are provided below (Figure 44 & 45) to illustrate the established precedent and compatibility of this building typology. As shown, wrap-around porches on two elevations are also a common feature in the area. These existing

buildings on contributing properties serve as the primary inspiration for the proposed additions at 18 John Street South.



Figure 44 - Houses in the District that are similar in massing and design as what is proposed at 18 John Street South.  
(Source: Google Streetview, accessed Jan. 06, 2025)



Figure 45 - Houses in the District that are similar in massing and design as what is proposed at 18 John Street South  
(Google Streetview, Accessed Jan. 06, 2025)

#### 8.4.1.1 *Impact on neighbours*

18 John Street South is located on a deep corner lot, which naturally limits its impact on adjacent properties. The only directly affected neighbouring dwelling is 20 John Street South, situated to the southeast of the subject property. This neighbouring residence is a single-storey bungalow, constructed circa 1960, and is similar in scale and massing to the existing structure at 18 John Street South.

The existing house at 18 John Street South sits unusually close to the shared property line with 20 John, with a setback of only 0.54 metres (21 inches). A zoning review has been initiated with the City of Mississauga Planning Department to determine whether the existing non-conforming setback may be vertically extended for the proposed second-storey addition. It is understood that, should this be permitted, a fire-rated wall will be required along that elevation in accordance with building code regulations.

**Should the zoning review determine that a minor variance is required to maintain the existing side yard setback for the proposed second storey, the Owner will either revise the design to meet the minimum setback requirements or pursue a minor variance application through the Committee of Adjustment. We respectfully request that the Heritage Advisory Committee take this into consideration when reviewing and approving the proposed alterations, as the outcome of the zoning review may influence minor design adjustments without affecting the overall heritage strategy.**

It is also important to note that the existing dwelling at 20 John Street South is set back approximately 3.39 metres from the shared lot line. This results in a combined separation of over 5.14 metres between the two homes, which provides adequate spatial buffering and helps mitigate potential impacts related to privacy or massing. Additionally, because 18 John Street South is north of 20 John, the proposed second-storey addition will have little to no effect on sunlight reaching the rear yard of the neighbouring property.



Figure 46 - Streetscape showing the existing houses at 20 and 18 John Street South.

(Google Streetview, accessed January 06, 2025)

Regarding the property located directly behind the subject lot—43 Port Street West—impacts are expected to be minimal, as there will be an approximate separation of 21.8 metres between the rear wall of the proposed addition and the rear wall of 43 Port Street West.

#### 8.4.2 Policy 6.1.5. Garages

Policy	Proposed Solution
a) <i>Garages of single-family dwellings shall be set back from the face of building a minimum of two (2) metres.</i>	Since this is a corner lot, a garage would be located on the flanking side yard. At this time, the owners have opted for two surface parking spaces only.

**This design strategy fully conforms with this policy.**

#### 8.4.3 Policy 6.2.2. Location

Policy	Proposed Solution
a) <i>Exterior additions are encouraged to be located at the rear or on an inconspicuous side of the building, set in from the side façade, limited in size and scale to complement the existing buildings and neighbouring properties. Second story additions may be acceptable if the design complies with the Plan’s design guidelines.</i>	The proposed addition consists of a second storey constructed directly above the existing ground floor footprint, maintaining the original building's overall form and minimizing expansion beyond the current envelope, in accordance with the design guidelines of the Heritage Conservation District (HCD) Plan.
b) <i>Multi-storey exterior additions are best set back as deeply as possible from the existing front wall plane in order to be unobtrusive in the streetscape and to differentiate the addition from the older structure.</i>	The second-storey addition is generally aligned with the utilitarian Victory bungalow ground floor—and not recessed. Retaining the original building footprint, while introducing new open porches at the front and rear, aligns with the intent of the HCD Plan to preserve the scale, rhythm, and open-space character of the neighbourhood, even as individual properties evolve to meet modern living needs.
c) <i>New garages are best designed as separate buildings, if possible, sited noticeably behind, a minimum of two (2) metres from the front facade,</i>	No new garage is proposed.

<i>or towards the back of, the house.</i>	
d) <i>Ensure the size of the addition will maintain ample open space around the house (front, side and rear yards) to help preserve the village's private open space character and protects neighbours' privacy.</i>	The open space surrounding both the original and proposed enlarged house remains largely unchanged from existing conditions and is more than sufficient when compared to other neighbouring lots in the Heritage District.

**This design strategy fully conforms with this policy.**

#### 8.4.4 Policy 6.2.3 Height

Policy	Proposed Solution
a) <i>The majority of buildings within the residential area are one and a half and two stories. To maintain this profile, the height of the roof ridge in new additions should not exceed the height of the ridge of the building on the contributing property.</i>	The original building is a single-storey bungalow with an existing ridge height of approximately 6.5 metres. Given the limitations of the existing structure, it is virtually impossible to add a full second storey without exceeding the original ridge height. Nevertheless, the proposed design complies with both the height restrictions set out in the City of Mississauga Zoning By-law and the guidelines of the Port Credit Heritage Conservation District, which support compatible massing and scale within the evolving character of the neighbourhood.

**This design strategy fully conforms with this policy.**

#### 8.4.5 Policy 6.2.4 Width

Policy	Proposed Solution
a) <i>New additions should be designed in a building mass that extends rearward in depth on the lot rather than along the horizontal width.</i>	The proposed second-storey addition is vertically aligned with the original ground floor footprint, rather than expanding the building's width, thereby maintaining the original massing pattern and reinforcing the intent of this guideline.

#### 8.4.6 Policy 6.2.5 Relation to street

Policy	Proposed Solution
<p>a) <i>Additions to heritage residential buildings are encouraged to be located at the rear or on an inconspicuous side of the building, limited in size and scale to complement the existing buildings and neighbouring properties.</i></p>	<p>This proposal includes a second-storey addition that is vertically aligned with the existing ground floor. The addition is complemented by open porches at the front and rear, along with an asymmetrical side gable roof, resulting in a form and style that is visually compatible with the surrounding context and aligned with the Port Credit Heritage District guidelines.</p>

**This design strategy fully conforms with this policy.**

#### 8.4.7 Policy 6.2.6 Roofs

Policy	Proposed Solution
<p>a) <i>The original roof configuration should be maintained and not obscured by any addition. Similarly, roofing materials and associated features, such as fascia, trim, and brackets should be retained and not obscured.</i></p>	<p>Since a second storey is proposed over the existing ground floor, the original 1950s roof form and its associated features will not be preserved. However, the proposed design introduces new heritage-compliant architectural elements in the massing and detailing of the two-storey structure, in keeping with the character of the District.</p>
<p>b) <i>Roof types encouraged in new construction are front gabled and side gabled.</i></p>	<p>The proposed design includes both side gables and a front-facing gable, aligning with this recommendation.</p>
<p>c) <i>Decorative roof features and original roofing materials such as slate, wood shingles, and copper on sloped roofs should be retained and conserved wherever possible.</i></p>	<p>he original roofing was asphalt shingles, and the new roof will be finished in asphalt shingles as well, consistent with the building's modest character and period.</p>
<p>d) <i>Ensure that vents, skylights and other new roof elements are sympathetic in type and material and that they are discretely placed out of general view from the street and public rights-of-way</i></p>	<p>No skylights are proposed. Roof vents will be placed on the rear-facing slope of the roof; however, given the corner lot condition, some visibility from the public realm may</p>

	remain.
e) <i>Roof drainage shall be maintained and directed away from building foundations</i>	Roof drainage will be designed in compliance with this policy, ensuring proper site management and protection of the foundation.

**This design strategy fully conforms with this policy.**

#### 8.4.8 Policy 6.2.7 Windows and entrances

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Protect and maintain original window openings as well as distinguishing features such as materials, surrounds, frame, shutters, sash and glazing.</i>	All existing window openings will be replaced with new openings that are appropriately sized and patterned in accordance with the HCD guidelines. Window sashes, trim, and sills will be designed to conform to heritage detailing. Where feasible, fixed shutters will be included—particularly on the John Street and Port Street elevations—to reinforce the building’s traditional character.
b) <i>Improvement in energy efficiency of single glazed units can be achieved with traditional exterior wood storm windows or contemporary interior magnetic storm glazing.</i>	All proposed windows will be high-efficiency modern units, consistent with energy performance expectations while respecting the building’s heritage character.
c) <i>Avoid removing or blocking up window openings that are important to the architectural character and symmetry of the building.</i>	The existing window openings, which reflect the 1950s Victory Housing style, will be replaced with more traditionally proportioned windows, enhancing the building’s overall symmetry and compatibility with the Heritage District.
d) <i>New windows that are compatible with the original in terms of material, proportions, rhythm and scale is encouraged.</i>	All proposed windows will be new units designed to align with the encouraged standards, reflecting traditional proportions, rhythm, and materiality.
e) <i>Ramps may be permitted for barrier free access in accordance with applicable legislation, but shall not be physically attached to heritage building fabric.</i>	No accessible ramp is proposed as part of this application.
f) <i>Where new entrances or exterior staircases are</i>	A new central entrance is proposed

<p><i>required, they should be installed on secondary elevations.</i></p>	<p>on the front elevation, consistent with traditional façade organization. Additionally, a new rear entrance will be introduced in approximately the same location as the existing rear entrance, maintaining historical access patterns while respecting the intent of the guideline.</p>
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**This design strategy fully conforms with this policy.**

#### 8.4.9 Policy 6.2.8 Exterior cladding

Policy	Proposed Solution
<p>a) <i>Buildings on contributing properties are clad in traditional materials such as brick, stucco or wood siding. These materials are encouraged for new additions</i></p>	<p>The existing building was clad in aluminum siding, soffits, and fascia. For the renovated dwelling, new James Hardie Plank Fiber Cement Lap Siding, 8” horiz. and 12” vert. (Rustic Road) and matching trim are proposed to reflect traditional material use in the District.</p>
<p>b) <i>Synthetic materials such as vinyl or aluminum siding are discouraged. Materials such as concrete fibre board and synthetic wood products will be considered on a case by case basis</i></p>	<p>The proposed design includes James Hardie Plank Fiber Cement Lap Siding and matching trim, selected specifically to align with the heritage character and material expectations outlined in the guidelines.</p>
<p>c) <i>Exterior cladding of addition should not clash with exterior cladding material of existing property.</i></p>	<p>All exterior cladding on the building will be replaced with James Hardie Plank Fiber Cement Lap Siding, providing visual consistency throughout. Soffits and fascia will be aluminum, in a neutral tone, to ensure they do not compete with or detract from the traditional siding materials.</p>

**This design strategy fully conforms with this policy.**

#### 8.4.10 Policy 6.2.9 Style

Policy	Proposed Solution
<p>a) <i>Additions to contributing properties should complement the appearance of the building in a</i></p>	<p>Because the original building is a post-war Victory house, no</p>

<p><i>way that is true to its own time. They should echo contemporary architectural ideas but evoke the original spirit and take inspiration from existing heritage attributes.</i></p>	<p>architectural features from that era are being retained. Instead, the original footprint will be preserved, and the new massing and exterior finishes will be designed to complement the guidelines of the Heritage Conservation District (HCD).</p>
<p><i>b) Consider modern or traditional styles, but avoid incorporating features that mimic historic features and pretend to be old.</i></p>	<p>The proposed design reinterprets traditional architectural forms in a contemporary manner, avoiding superficial imitation of historical detailing while remaining compatible with the surrounding context.</p>
<p><i>c) Ensure the addition does not overwhelm nearby properties.</i></p>	<p>The proposed second-storey addition will be larger than the adjacent bungalow at 20 John Street but is similar in scale and massing to the newly approved dwelling at 22 John Street South, providing a precedent for the area. It is anticipated that 20 John Street South will eventually undergo similar upgrades, in line with the evolving character and intent of the HCD Plan.</p>
<p><i>d) Consider the appropriateness of an existing historic addition, for example, a rear wing, in the design of a new addition.</i></p>	<p>In this case, a new second-storey addition is the most appropriate solution, as the existing post-war bungalow lacks architectural or historical detailing consistent with the heritage characteristics of the neighbourhood.</p>
<p><i>e) Build the addition to be as much structurally and mechanically independent from the contributing property's building as possible.</i></p>	<p>The proposed second storey will be constructed above the existing ground floor, and a structural engineer will evaluate the feasibility of reusing the existing foundation and wood-framed walls, ensuring structural integrity while minimizing unnecessary demolition.</p>

**This design strategy fully conforms with this policy.**



## 8.5 HDC Plan Policy 6.0 - Landscape Cons. Guidelines and Policies for Private Property

Section 11 of the Old Port Credit Heritage Conservation District Plan also provides guidelines for the preservation of landscape features. The Plan describes the district’s landscaping as:

*The District’s landscape character complements the generally small scale of District houses and greater scale of institutional buildings. There is a rich variety of vegetation on private property or within the public parkland. The District’s distinctive visual appearance is due to a varied collection of landscape details that has evolved slowly over time in contrast to the more uniform building and streetscape patterns found in neighbourhoods constructed all at once.*<sup>45</sup>

The HDC Plan recognizes that the District’s landscaping is both public and private. The following policies and guidelines have been provided to help property owners select the right landscaping features, both hard and soft, to ensure that the landscape characteristics of the HCD are maintained and improved over time.

### 8.5.1 Policy 11.1.1

Policy	Proposed Solution
<p>a) <i>Front yards will be kept mainly as landscaped space and not hard-surfaced.</i></p>	<p>The existing front yard includes two mature trees fully located on the lot, surrounded by a grass lawn. A narrow concrete sidewalk currently connects the public sidewalk to the front steps. Under the proposed plan, the front yard will remain predominantly unchanged, with the exception of replacing the existing sidewalk with a slightly wider path made of interlocking concrete pavers. This approach maintains the landscaped character of the front yard and complies with the intent of this policy.</p>

**This design strategy fully conforms with this policy.**

<sup>45</sup> Part II – Policies and guidelines for managing change, Old Port Credit Village Heritage Conservation District Plan 2018. George Robb Architect | MHBC | WSLA | HHI, Pg 25

### 8.5.2 Policy 11.1.2

Policy	Proposed Solution
<p>a) <i>A single-lane driveway located to one side of the lot will provide access to any new garage serving a single-detached house.</i></p>	<p>The current driveway is non-compliant, as it is not deep enough to accommodate two parked vehicles fully within the property boundaries. The existing driveway measures approximately 6.0 metres wide by 4.54 metres deep, whereas two side-by-side parking spaces require a minimum of 5.2 metres in both width and depth (Zoning By-law 3.1.1.4.1). The proposed design includes two new parking spaces located at the middle of the lot, accessible from Port Street West. These spaces will be visually defined with fencing and hedging, ensuring they remain discreet and compatible with the landscaped character of the Heritage Conservation District.</p>

**This design strategy fully conforms with this policy.**

### 8.5.3 Policy 11.1.3

Policy	Proposed Solution
<p>a) <i>For the owner of a single-detached house on and where that owner desires a fence along the frontage of the lot, a wood fence based on fences shown in historic photographs of the District will be encouraged.</i></p>	<p>The existing fencing along the southeast and northwest sides of the rear yard consists of a vertical wood shadowbox design. While no front yard fence is proposed, this corner-lot property requires a more opaque wood fence along the Port Street West frontage to ensure privacy and security for the rear yard, which is actively used by young children. The new fencing will be designed in a manner that is respectful of the District's character while fulfilling practical needs for safety and screening.</p>

**This design strategy fully conforms with this policy.**

#### 8.5.4 Policy 11.1.4

Policy	Proposed Solution
<p>a) <i>District property owners will be encouraged in the appropriate care of significant specimen trees and shrubs or groupings of them.</i></p>	<p>The property contains six large trees that fall under the protection of the Mississauga Tree Protection By-law. The two prominent specimen trees at the front of the property will be retained in place. One regulated tree located along the Port Street West side of the lot is proposed to be removed to accommodate the new development. The remaining three regulated trees in the rear yard will be preserved and protected throughout the construction process, in accordance with tree protection best practices.</p>

**This design strategy fully conforms with this policy.**

#### 8.5.5 Policy 11.1.5

Policy	Proposed Solution
<p>a) <i>Property owners will site additions and new buildings away from significant trees and shrubs where possible and protect them during construction projects in accordance with municipal standards</i></p>	<p>The design of the project complies with this policy, with new construction carefully sited to avoid impacting significant trees, and all regulated trees to be retained will be protected in accordance with municipal tree protection standards throughout the construction process.</p>

**This design strategy fully conforms with this policy.**

#### 8.5.6 Policy 11.1.6

Policy	Proposed Solution
<p>a) <i>The removal of trees is subject to the City of Mississauga Private Tree Protection By-law.</i></p>	<p>The property owner will submit a formal application for tree removal, supported by a certified arborist's report, in full compliance with the City of Mississauga's Private Tree Protection By-law.</p>

**This design strategy fully conforms with this policy.**

**8.5.7 Policy 11.2.2 Trees, shrubs, and fencing**

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Property owners are encouraged to retain and conserve existing trees, shrubs, foundation plantings, hedging, ornamental fencing and retaining walls along the side yards and frontages.</i>	The lot is currently extensively landscaped, and the majority of existing plantings and features will be retained, except in areas where new construction or zoning-compliant parking is proposed. A new concrete paver patio is planned at the rear of the property to provide a durable surface between the new parking area and the rear entrance.
b) <i>The addition of specimen trees within the front and side yards of corner properties enhances the pedestrian environment and complements the building.</i>	This guideline will be complied with should new trees or shrubs be proposed as part of the final landscaping plan.
c) <i>New trees and shrubs added to front yards should be selected from the species of trees already found in the neighbourhood (except ash, Norway maple and Manitoba maple, which are not suitable for replanting as they are susceptible to pests or are invasive in adjacent natural areas).</i>	This guideline will be complied with in the selection of new plantings, ensuring that all species used are appropriate to the neighbourhood's ecological context and consistent with District recommendations.
d) <i>Historic photographs should be used to guide the reestablishment of landscape features such as fences and arbours. Appropriate hedge species include yew, cedar, privet, alpine currant, and lilac.</i>	This guideline will be complied with if new hedges, fences, or landscape features are proposed, drawing inspiration from historic photographs and recommended plant species to reinforce the heritage character of the site.

**This design strategy fully conforms with this policy.**

**8.5.8 Policy 11.2.3 Garages and parking**

<i>Policy</i>	<i>Proposed Solution</i>
a) <i>Garages should be set back from the front line of houses a minimum of two (2) meters, and side yard parking should be retained and replicate.</i>	No new garage is proposed as part of this application.
b) <i>Driveways tend to be narrow, leading to detached single-car garages. Front walkways are generally direct from the sidewalk to the front entrance or porch.</i>	The proposed driveway is designed to accommodate two side-by-side parking spaces with the required cushion space. The front walkway

	remains direct and consistent with the guideline.
c) <i>Changes to driveway entrances, parking, and other hard-surface areas on private property should be carefully planned to ensure that compaction of the street tree root system does not occur. Generally, an area around the base of the tree equal in diameter to the crown of the tree should remain undisturbed to protect the long-term health and survival of the tree.</i>	An arborist will be engaged to ensure that all work complies with this guideline and that the health of the existing street trees is protected throughout construction.
d) <i>Front yard parking, excessive curb cuts and paving by adjacent private property owners should be avoided in order to retain the overall soft (green) landscape of the front yard.</i>	The front yard landscaping consists almost entirely of soft landscaping, which will be retained and maintained as part of the proposed design.
e) <i>Driveways should be narrowed at the curb and should ideally be separated from the adjacent lot driveway by a green space to reduce the visual impact of the hard surface crossing the boulevard.</i>	In this case, as the property is a corner lot, a double-width driveway is the only practical solution to meet zoning requirements and functional site access, while minimizing streetscape disruption.
f) <i>The use of permeable pavers instead of asphalt or concrete-paved driveways is preferred.</i>	Permeable pavers will be considered for the main driveway surface on private property. On the municipal boulevard, standard concrete paving will be used in accordance with City of Mississauga guidelines.

**This design strategy fully conforms with this policy.**

#### 8.5.9 Policy 11.2.4 Grading

<i>Policy</i>	<i>Proposed Solution</i>
a) Existing grades should be maintained so as not to alter drainage patterns.	Little to no changes are proposed to the existing site grading, aside from minor adjustments required to ensure positive drainage away from building foundations and walking surfaces, in accordance with best practices.

## 8.6 The Proposed Design

The following drawings provide a partial summary of the design development process. The initial concept proposed a second-storey addition, an expanded rear ground floor, and a full two-storey rear addition. However, after a series of detailed consultations with the Owners, Lapointe Architects recommended a more restrained approach that would retain the original building footprint, with modifications limited to the addition of an open front porch with a new central entrance and a two-storey open rear porch.

Subsequent discussions focused on building height, window placement and rhythm, parking location, and the selection of appropriate exterior materials. These conversations ultimately shaped the final design, which is presented in the following section.

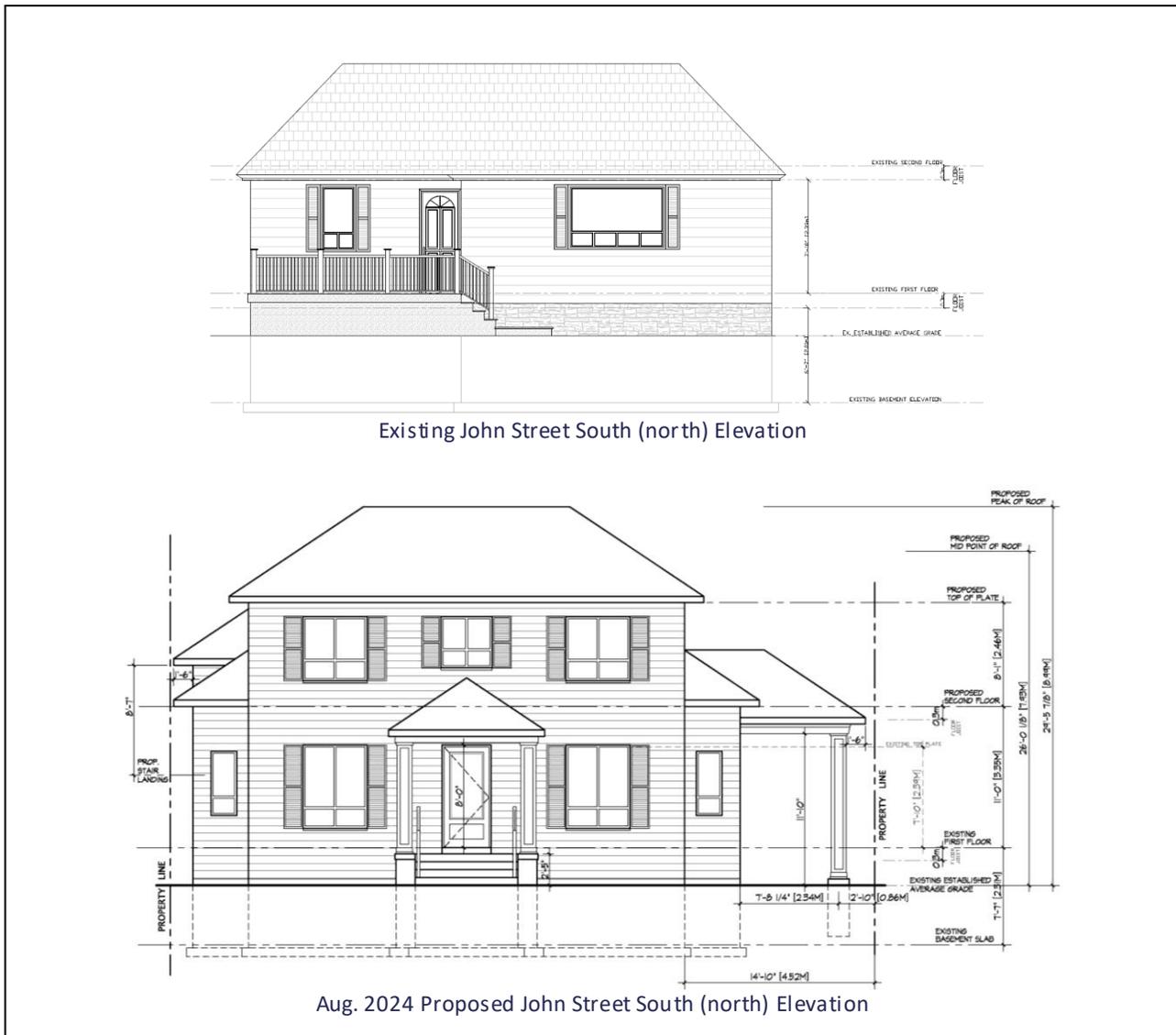


Figure 47 – Existing elevation and original design concept  
 (Blue Grove Engineering Group Inc., Aug. 2024)



Existing Port Street West Elevation



Aug. 2024 Proposed Port Street West Elevation

Figure 48 – Existing elevation and original design concept  
(Blue Grove Engineering Group Inc., Aug. 2024)

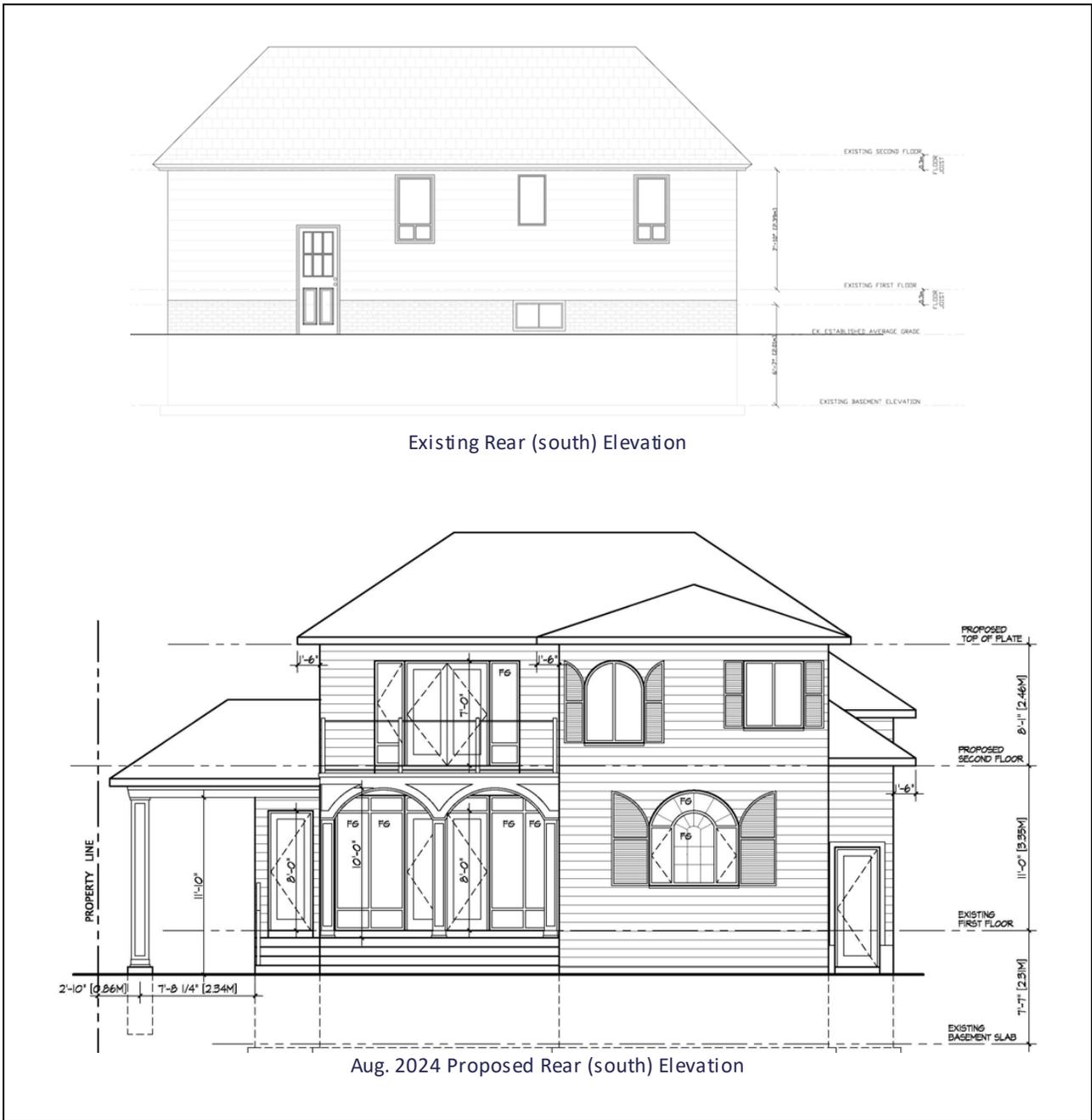


Figure 49 – Existing elevation and original design concept  
(Blue Grove Engineering Group Inc., Aug, 2024)

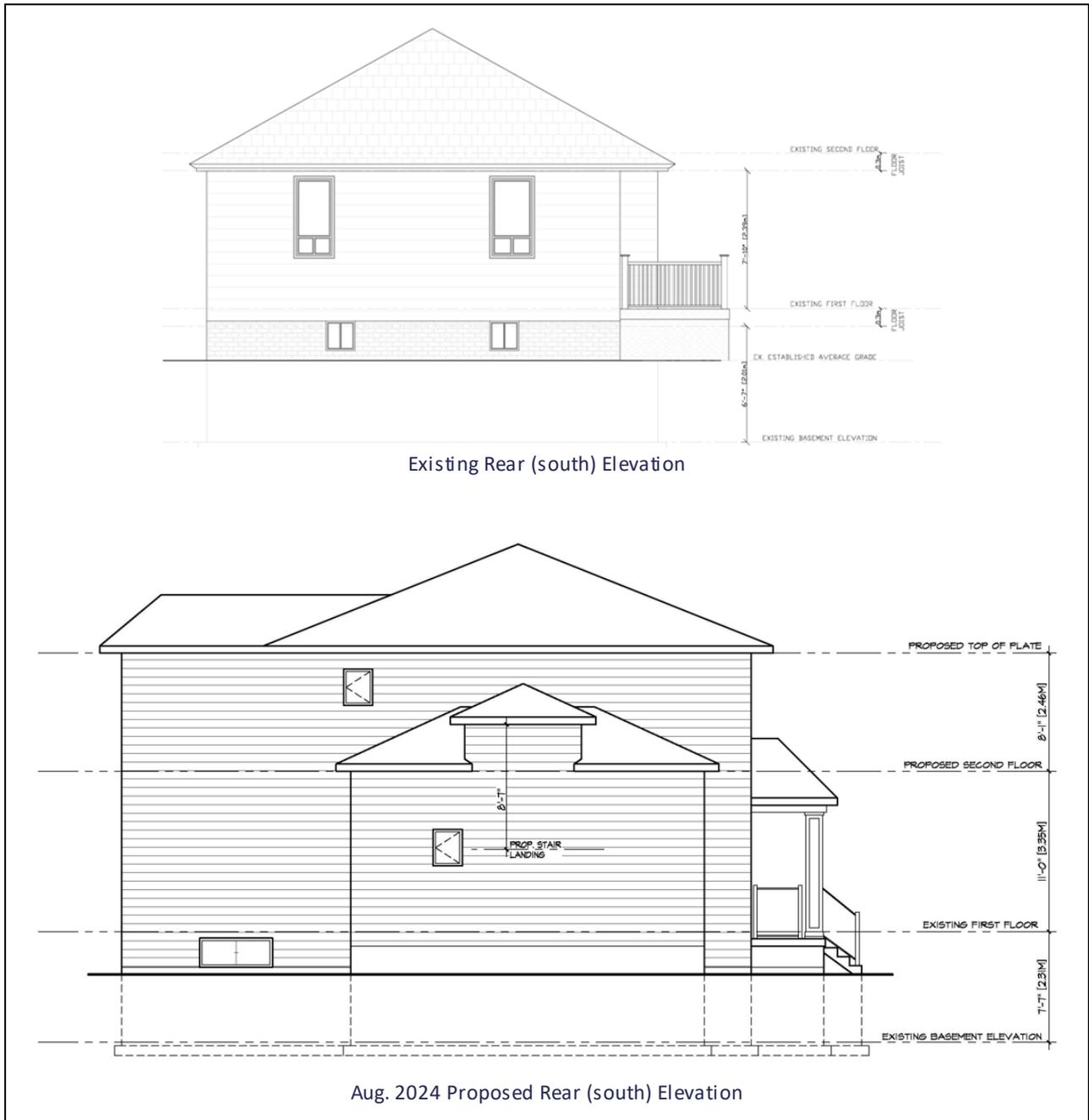
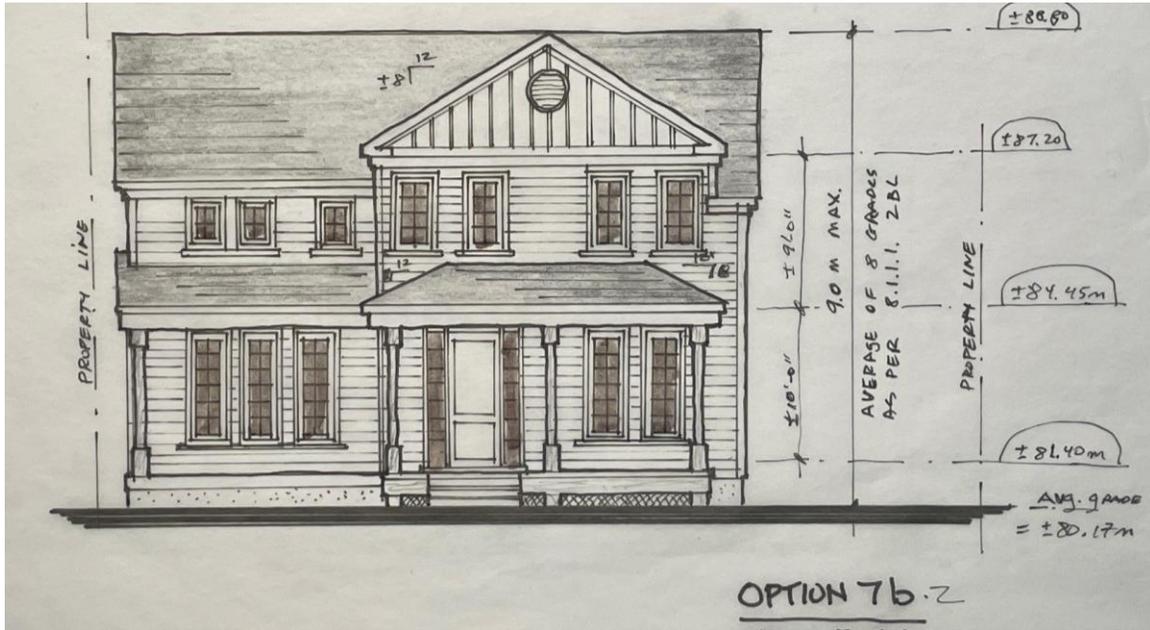
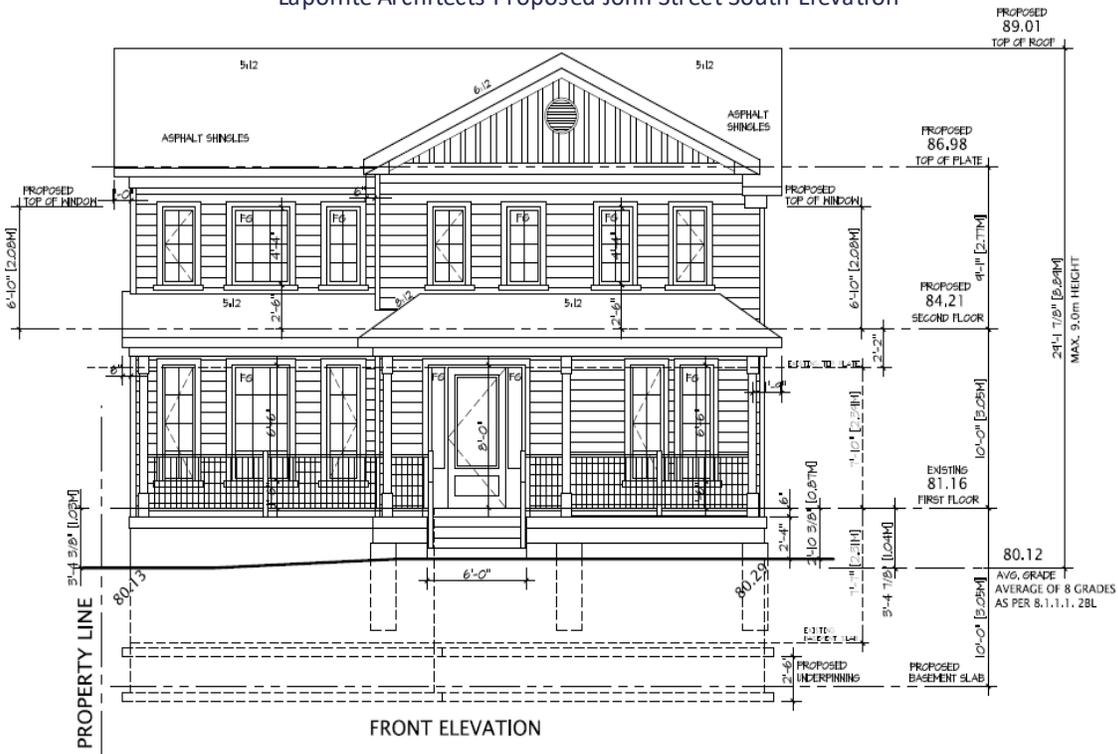


Figure 50 – Existing elevation and original design concept  
(Blue Grove Engineering Group Inc., Aug. 2024)



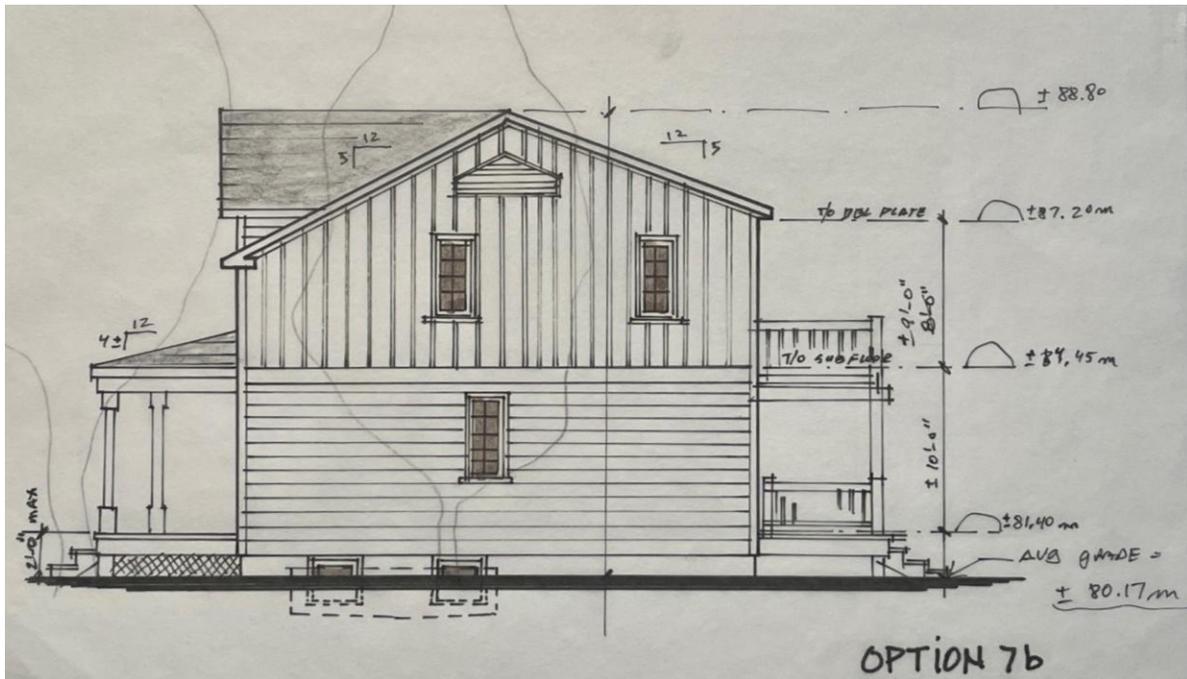
Lapointe Architects Proposed John Street South Elevation



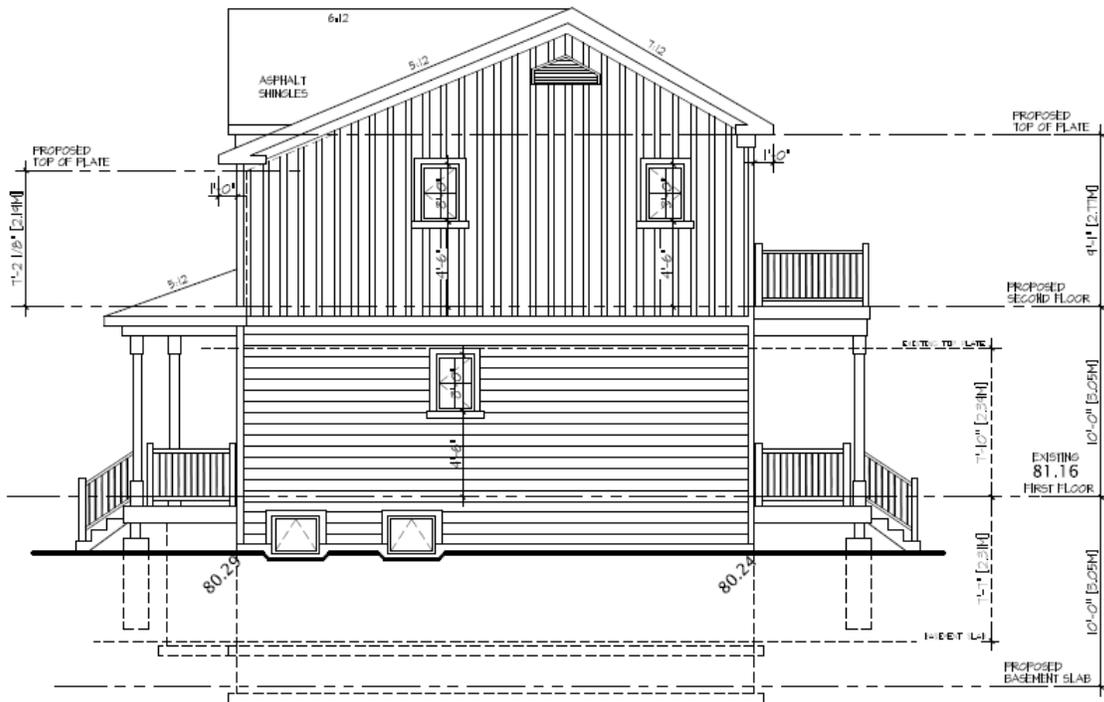
Proposed Final John Street South Elevation

Figure 51 – (top) Architectural drawing of Proposed LA front elevation.  
 (bot.) Architectural drawing of Final Front Elevation (BGEG)



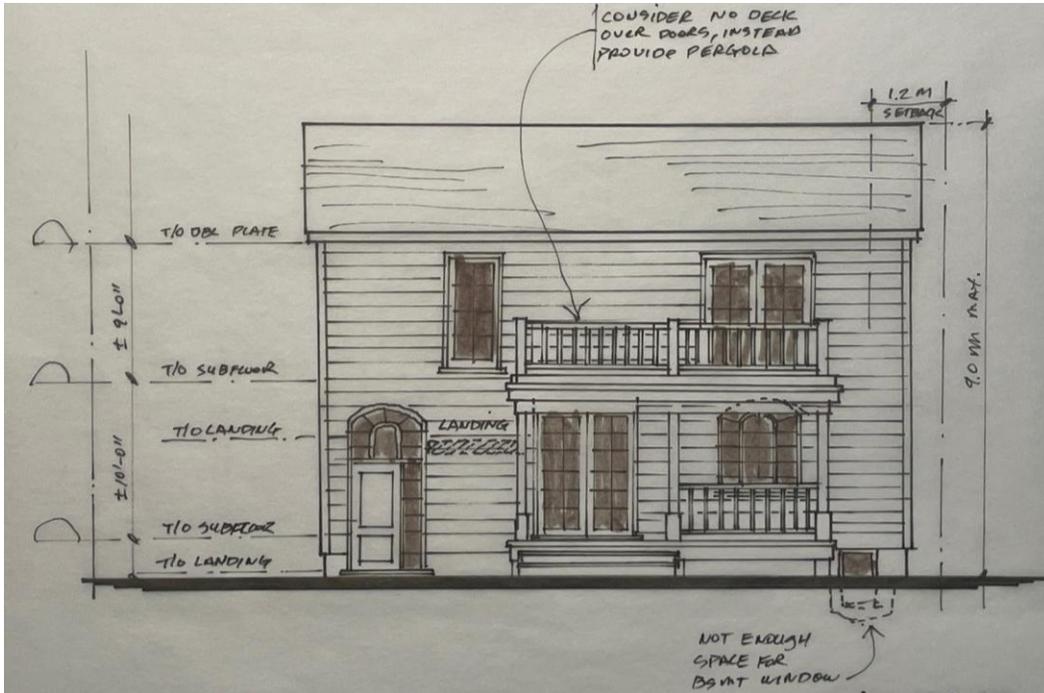


Lapointe Architects Proposed Port Street West Elevation

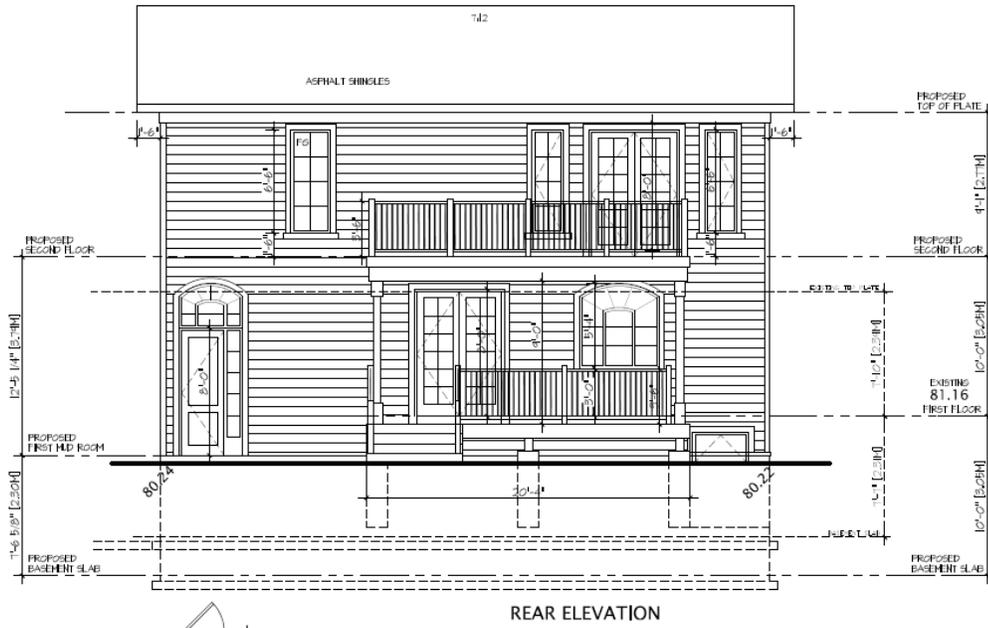


Proposed Final Port Street West Elevation

Figure 52 - (top) Architectural drawing of Proposed LA front elevation.  
 (bot.) Architectural drawing of Final Front Elevation (BGEI)

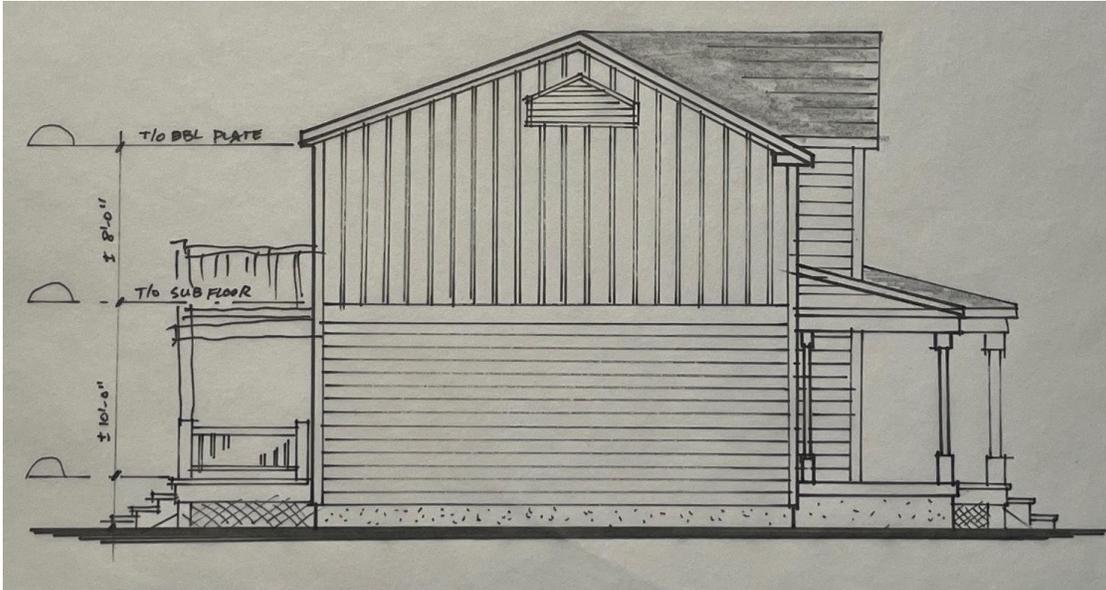


Lapointe Architects Proposed Rear (south) Elevation

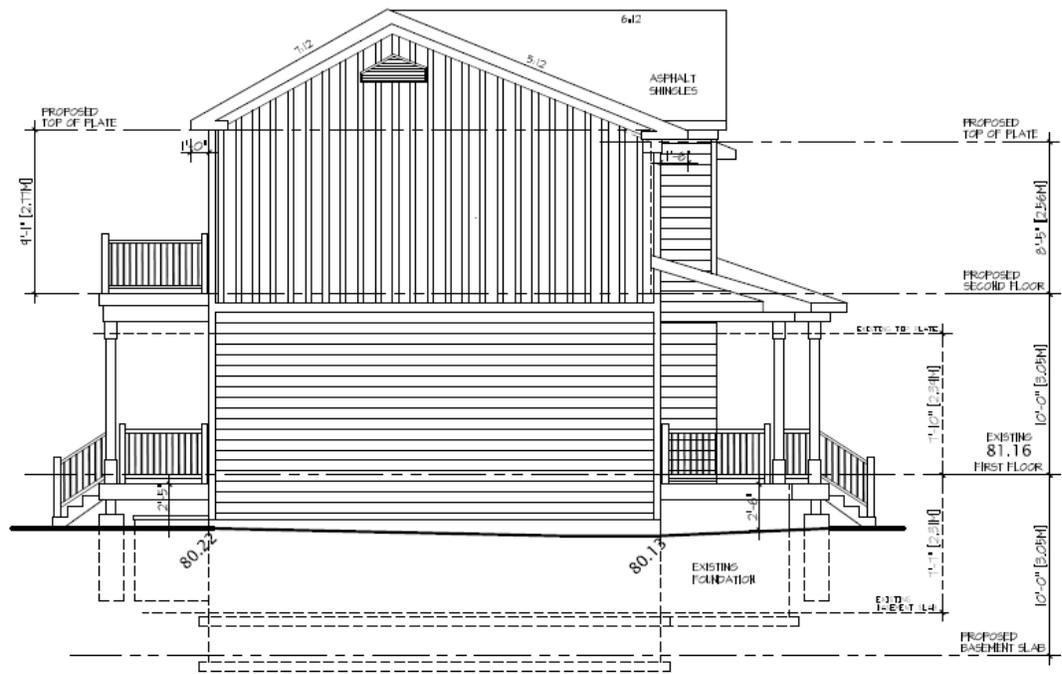


Proposed Final Rear (south) Elevation

Figure 53 - (top) Architectural drawing of Proposed LA front elevation.  
 (bot.) Architectural drawing of Final Front Elevation (BGEI)



Lapointe Architects Proposed East Side Elevation



LEFT SIDE ELEVATION  
Proposed Final East Side Elevation

Figure 54 – (top) Architectural drawing of Proposed LA front elevation.  
(bot.) Architectural drawing of Final Front Elevation (BGEG)

## 9 Conclusion

18 John Street South is a designated *contributing property* within the Old Port Credit Village Heritage Conservation District, protected under Part V of the Ontario Heritage Act. Constructed circa 1947–49 as a modest post-World War II “Victory House,” the dwelling holds contextual value as part of the district’s mid-20th-century housing stock. However, it retains little original heritage fabric or decorative features due to past alterations (e.g. replacement of original wood cladding with aluminum siding). This absence of significant original materials means that carefully considered changes can be made without eroding the property’s heritage character. The historical context of the house – as a practical, wartime-era design – provides a narrative backdrop for its proposed evolution, even though the building itself is not individually remarkable or a landmark in the community. Throughout this Heritage Impact Assessment, the emphasis has been on ensuring that any interventions respect the property’s contributing status and the heritage guidelines in place for Old Port Credit Village.

The proposed renovation and additions have been found to comply fully with the guidelines and policies of the Old Port Credit Village Heritage Conservation District Plan (2019). The design has undergone a thorough evolution and consultation process, resulting in a sensitive proposal that upholds the intent of the HCD Plan. Early design concepts were refined in collaboration with the owners, their designers and heritage professionals to better harmonize with the character of the existing building and streetscape. Notably, the final plan retains the original one-storey footprint and foundation of the house, rather than opting for demolition or an oversized expansion. Additions are focused on introducing a second storey above the existing bungalow, along with a new open front porch and a two-storey open rear porch. This scaled and restrained approach mirrors examples illustrated in the HCD Plan for adding height and space to historic bungalows in a compatible manner. The result is a design that respects the form and proportions of the original structure while providing needed functionality for modern family use.

From a site planning perspective, the project also demonstrates respect for existing natural and neighborhood features. All significant mature trees and landscaping elements on the property are to be retained and protected during construction. The plan avoids encroachment on tree root zones and will adhere to the City of Mississauga’s tree protection standards, thereby maintaining the green, soft-landscaped character of the front yard and streetscape. Any new plantings or landscape features will be selected in keeping with the traditional species and styles of the area, reinforcing the heritage character of the property’s surroundings. Additionally, the proposal has been carefully reviewed against the City of Mississauga’s Zoning By-law (R15-1) requirements for this lot. All relevant zoning standards – including building height, massing, setbacks, lot coverage, and parking provisions – are met or respected by the design. No variances are required, as the additions have been designed within the allowable envelope and performance standards of the property’s residential zoning. This compliance underscores the project’s feasibility and appropriateness from a planning standpoint, in addition to its heritage considerations.

Importantly, the scale, massing, and materials of the proposed additions have been calibrated to remain sensitive to the heritage context and adjacent properties. The new second storey will elevate

the house to two storeys total, which is in keeping with the Heritage Conservation District guideline limiting heights to two storeys. The addition's rooflines and overall massing are deliberately modest, ensuring the expanded home does not overwhelm the immediate neighbors – one of which remains a one-storey dwelling – or appear incongruous on the streetscape. In fact, the height and bulk are comparable to other recent contextually appropriate renovations in the vicinity, indicating that the change is in line with the area's evolving character under the HCD framework. The architectural design and detailing of the additions draw inspiration from traditional forms without resorting to historical mimicry. Exterior finishes such as James Hardie Plank Fiber Cement Lap Siding and matching trim are proposed in place of the current artificial cladding, bringing the house's appearance closer to the traditional material palette of the district. At the same time, the new construction will be distinguishable as contemporary work that complements rather than copies the old, satisfying the HCD Plan's guidelines for authentic yet compatible additions. Overall, the design's vocabulary, from window proportions and placement to porch configuration, has been developed to blend seamlessly with the existing building and the character of the Port Credit Heritage Conservation District.

In conclusion, this Heritage Impact Assessment finds that the proposed renovation and addition project at 18 John Street South will conserve and enhance the cultural heritage value of both the property and its broader district context. The project respects the property's status as a contributing element of Old Port Credit Village by preserving its original structure where possible and implementing changes that uphold the heritage conservation principles outlined in the HCD Plan. All identified heritage policies and guidelines have been satisfied: the building's historical character is maintained, the new work is appropriately scaled and designed, important site features (like mature trees) are protected, and regulatory requirements (heritage and zoning alike) are met. The proposed development is therefore considered compatible with and supportive of the heritage character of the Old Port Credit Village HCD. It will continue to positively contribute to the streetscape and community identity, ensuring that any impact is beneficial and in line with the City's heritage objectives. Given these findings, the conclusion of this assessment is that the project can proceed with heritage committee support, as it exemplifies a balanced approach to accommodating contemporary needs while honoring the spirit and intent of the Heritage Conservation District guidelines.

Sincerely,



Francis J. Lapointe  
Dip. Arch. Tech., B. Arch., M. Arch. OAA, LEED® AP, CET



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# 11 Curriculum Vitae of Francis Lapointe

B.Arch., M. Arch., OAA, MRAIC, LEED AP, CET

**Francis Lapointe** is the principal of **Lapointe Architects**, a firm he founded in 2001 with a focus on sustainable building technologies, materials, and construction methods. His portfolio spans residential, institutional, and cultural projects, with an emphasis on thoughtful spatial transformation, environmental responsiveness, and the preservation of heritage architecture. He has completed over a dozen heritage conservation projects and numerous sustainable developments, including a LEED Platinum-certified building and social housing initiatives for Indigenous communities across Canada. His passion for sustainable heritage preservation continues through the ongoing restoration of a designated Victorian home in Trenton, Ontario, where he is upgrading structural systems and energy performance while carefully restoring the building's heritage features.

Francis has presented his work at architectural and sustainability conferences nationwide and has guest lectured at **Toronto Metropolitan University (TMU)** and **OCAD University**. Since 2010, he has been a faculty member in the Architecture program at **Centennial College**, where he teaches heritage architecture and design studios. He has also been qualified as an expert witness at the OLT in the areas of heritage architecture and senior housing.

## Professional Experience (Heritage Projects)

Cultural Heritage Impact Assessment (CHIA), Conservation Management Plan (CMP), Cultural Heritage Evaluation Reports (CHER)

### Lapointe Architects, Toronto 2001 – present

- Des and Elsie Mackle House – Designated 2004 (CMP), Port Credit ON
- John and Betsy Smith House (CHIA), Markham ON
- Hastings-Vague House (CHER), Markham ON
- Fidler House – Designated 1985 (CHIA & CMP), Trenton ON
- Jubilee Pavilion and Banquet Hall (CMP), Oshawa, ON
- Manse Inn, Picton (CMP), Picton ON
- St-Phillip Neri Oratory (CMP), Toronto, ON
- Casa Loma - Designated 1973 (CMP) Toronto ON
- Edward Condominium (CMP with Brian Clark, Architect), Picton, ON
- 580 Spadina Circle – Designated 2010 (CHIA & CMP), Toronto ON
- Wheat Sheaf Tavern - Designated 1973 (CHIA & CMP), Toronto, ON
- St-Georges Ukrainian Seniors Housing (CMP), Oshawa, ON

### Taylor Hariri Pontarini Architects, Toronto – Arch. Project Manager from 2000 - 2002

- Flavelle House - Designated 1973 (restoration/ renovations building), Faculty of Law, University of Toronto, Toronto ON

### Jedd Jones Architects, Toronto - Architectural Technologist from 1989

- Rockwood Academy for Boys – Provincially Designated 1986 (restoration/ conversion), - Rockwood (Guelph) ON
- Napanee Train Station - Designated 1993 (Restoration/ Conversion), Napanee ON

### Annau Associates Architects, Toronto - Architectural Technologist from 1988

- 7<sup>th</sup> Street Public School (incorporate Heritage Elements), Etobicoke ON

## Education

### Technical University of Nova Scotia (Now Dalhousie University), Halifax NS

- Post-Professional Master of Architecture (M. Arch. II), 1993 - 1995

### Université Laval, Québec City

- Baccalauréat en Architecture (B. Arch.), 1989 - 1992

### Centennial College, Toronto ON

- Architectural Technologist Diploma, 1985 – 1988

## Teaching Experience

### Centennial College of Applied Arts and Technology, Scarborough 2007 to Present

- Currently teaching several Environment, Design and Building Code courses in the Sustainable Architecture program, including Design, Environment, Seniors' Housing and Heritage Architecture courses.
- Developed and/or participated in three Global Citizen Equity Learning Experiences (GCELE):
  - Biodiversity Expedition, Pacaya Samiria Reserve, Amazon Jungle, Peru - March 2012
  - Construction of a Community School in the mountains overlooking Cusco, Peru – March 2013
  - Wetland Restoration, Walpole Island First Nation (Ontario) - March 2015

## Professional Memberships and Accreditations

- (in-progress) Canadian Association of Heritage Professionals
- 2001 - Member, Ontario Association of Architects (OAA)
- 2001 - Member, Royal Architect Institute of Canada (MRAIC)
- 2005 - Accredited Professional, Leadership in Energy and Environmental Design (LEED® AP)
- 2011 - Member, Ontario Association of Certified Engineering Technicians and Technologist (CET)

## Committees / Boards

- 2006-2010, Centennial College Program Advisory Committee, for the Sustainable Architecture Program
- 2007, OAA ExAC Task Group (Phase 2) – was one of several architects who authored questions for the Canadian architectural registration exams (ExAC)

## Awards and Scholarships

- 2017 Learning-Centred Award, Centennial College
- 2016 President's Spirit Award, Centennial College
- 2015 Alumnus of Distinction, Centennial College
- 2008 LEED Platinum Certification - Fifth Town Cheese Factory
- 2008 Elizabeth Murray Green Building Award, Prince Edward County Construction Association
- 2008 Ontario Concrete Association – Architectural Merit Award for Fifth Town Cheese
- 2008 WoodWORKS Green Building Wood Design Award for Fifth Town Cheese
- 2008 Canadian Business Design Exchange Staff Choice Award for Fifth Town Cheese
- 2008 Canadian GeoExchange Coalition – Prize of Excellence for Fifth Town Cheese
- 1995 - Ontario Premier's Award
- 1994 & 1995 - TUNS Research Grant
- 1993-95 - CMHC Graduate Scholarship

## Exhibitions / Publications

- Author/ Course Developer, FNSDS Modules for Learning 1 and 6, - March 2017
- Author, First Nation Sustainable Development Standards - Published December 2016
- (re)source Pavilion - Building for the Economy, Exhibition at the Harbourfront Centre, Summer 2009
- Twenty + Change - exhibition series dedicated to profiling emerging designers working in architecture, landscape and urban design, Gladstone Hotel, June – Aug 2009
- Factory Design, Braun Publication, Spring 2009
- Eco Design, Braun Publications, Summer 2009
- Green Cheese, Canadian Architect magazine, January 2009
- Co-authored Reduce Car Wash Consumption – Gain LEED Points, Octane Magazine, March 2008

## Speaking Engagements

- First Nation Sustainable Development Standards, presented at:
  - Ontario First Nation Technical Services Corporation, September 2014, Sault-Ste-Marie
  - Aboriginal Financial Officer's Association, February 2014, Halifax
  - Assembly of First Nation, National FN Infrastructure Conference, February 2014, Toronto
  - Assembly of First Nation, Special Chiefs Assembly, December 2013, Ottawa
  - Aboriginal Financial Officer's Association, February 2013, Toronto
- Fifth Town Cheese Factory: LEED Platinum Case Study, CaGBC Conference, Montreal, June 2009
- Small Diameter Timber, WoodWORKS Luncheon, Sudbury and Winnipeg, Feb. 2009
- Building a 'Green' Cheese Factory - presentation to the 6th Annual Eastern Lake Ontario Regional Innovation Network Conference, Aug 2008
- So You Want To Build A Cheese Factory? Presentation to Ontario Cheese Society, 2007 Annual General Meeting and Conference, May 2007

## 12 Appendix A - CMHC Plan No. 47-15



# PLAN No 47-15

*Suitable for construction in locations where a moderate climate exists.*

*Area—950 sq. ft. Cubic contents—16,620 cu. ft.*

*Required lot frontage, without driveway—47'-6"  
with driveway—51'-0"*

*5½ Rooms, including Vestibule,  
Living-Dining Room, Kitchen,  
3 Bedrooms and Bathroom. Full Basement.*

THIS modern design is particularly adaptable to locations such as the West Coast and Vancouver Island, and is designed to have the front face the South so as to take advantage of solar heat.

The entrance vestibule is protected by a wide overhang which forms a porch. The living-dining room is of generous proportions, with a sloping ceiling and high windows which attract the sun in winter time and a roof overhang which provides shade in the summer time.

Three moderate sized bedrooms and the bathroom plus four clothes closets complete the bedroom part of the house.

The kitchen is of ample size and efficient layout with steps down to a grade entrance and on down to the basement.

The design of this house would appear to be most suitable for frame construction.

