

HERITAGE CONSERVATION FEASIBILITY STUDY  
OF OLD PORT CREDIT VILLAGE  
STAGE 1 REPORT

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for the City of Mississauga

November 28, 2003  
(Updated February 09, 2018)

## CONTENTS

	Page
Background	1
Introduction to the Study Area	1
An Overview of the Study Area's Historical Development	3
Archaeological Inventory	31
Landscape Inventory and Assessment	39
Building Inventory	50
Statement Defining the Study Area's General Historical Character	53
Effects of Public Policies and Private Activity on the Study Area's Character	55
Public Participation	61
Recommendations on a Heritage Planning Framework	62

## ACKNOWLEDGEMENTS

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## HERITAGE CONSERVATION FEASIBILITY STUDY OF OLD PORT CREDIT VILLAGE

### Background

In 1988, the City of Mississauga defined by by-law old Port Credit village south of Lakeshore Road West on the west side of the Credit River as an area to be examined for possible future designation as a heritage conservation district. Section 40 of the *Ontario Heritage Act* enables municipal councils to study areas whose special historical or architectural qualities are worthy of preservation.

The Port Credit District policies in the official plan, which superseded the Port Credit District Plan approved in 1986, first came into effect in July, 1997, and were reaffirmed in Mississauga Plan (approved by the Region of Peel in May, 2003). They refer to a "character area" called the Historical Village of Port Credit, which approximates the study area delineated in 1988. In the Historical Village, preservation of the street pattern, residential character, natural features and historic housing stock is supported. These policies also reiterate the City's intention to investigate the old town site of Port Credit as an area for future designation as a heritage conservation district.

In May, 2003, the City authorized the feasibility study and passed an interim control by-law under the *Planning Act*. The by-law provides development control for one year while study of old Port Credit village is underway.

George Robb Architect was chosen in mid-July to undertake the study. The aims of the study were twofold: 1) to determine the merit in conserving the old Port Credit village study area; and, 2) to consider the feasibility of conserving old Port Credit village through designation as a heritage conservation district under the *Ontario Heritage Act* and/or by other means under the *Planning Act*.

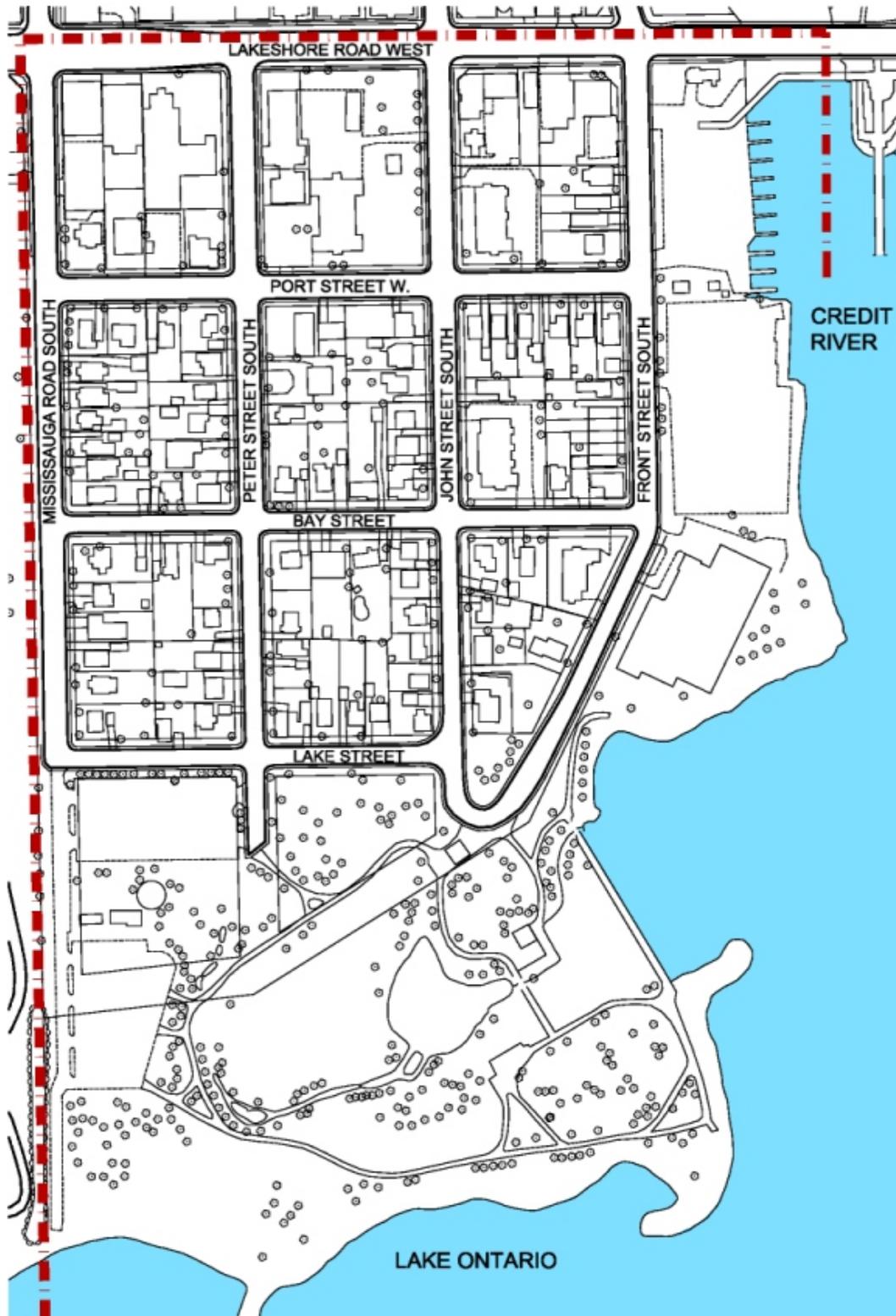
The consultant team organized by George Robb Architect met several times with a Staff Steering Committee, Volunteer Advisory Committee and the public. The report is the result of the consultant team's discussions among all the interested parties and its own observations, research and analysis.

### Introduction to the Study Area

The study area is bounded by Lakeshore Road West, the Credit River, Lake Ontario and Mississauga Road South (see map next page). The study area covers the southern part of the 1835 village plot. There are few historic features north of Lakeshore Road West, the study area's northern boundary, where extensive redevelopment has taken place.

Mississauga Plan calls the Credit River a heritage corridor. The river's mouth at Lake Ontario has been the key geographic factor in the study area's long history. Mississauga Road South, originally called Joseph Street in old Port Credit village, separates the village

from the former oil refinery lands.



The Study Area

### An Overview of the Study Area's Historical Development

For a small place, there are three published histories about Port Credit. Betty Clarkson wrote a 230-page book in 1967, she wrote a condensed monograph with a new chapter by Lorne Joyce in 1977, and Verna Mae Weeks wrote a 194-page book in 1995.

In an essay published in the 1967 history of Peel County, Hilda Kirkwood said, "Port Credit is not very big, but has a most interesting history and a very real present identity for those who know more than its surface." <sup>1</sup>

The long and layered history of the west bank of the mouth of the Credit River is presented chronologically in nine broad periods of human use and activity. Almost all the dates beginning or ending the period are milestones in Port Credit's historical development. Some periods overlap in time, and gaps in time between periods are explained in the text which follows. One or more representative map or photograph illustrates each period. The periods are:

1. First Nations History, to late 1600s;
2. The Mississaugas of the Credit First Nation Settlement, early 1700s to 1826;
3. The Credit Harbour Company and the Port Credit Village Survey, 1834-1847;
4. A Busy Port, 1848-1856;
5. A Port in Decline, 1857-1883;
6. A Brickyard Next Door, 1889-1927;
7. Twentieth-century Infrastructure and Improvements, 1909-1928;
8. An Oil Refinery as Neighbour, 1932-1978;
9. Modern Development, 1961-1973.

## 1. First Nations History, to late 1600s

The Credit River valley was formed during the melting of the glaciers at the end of the last ice age. The retreat of the ice left behind 30 to 60 metres of glacial deposits over the Ordovician bedrock. In the vicinity of Port Credit along the north shore of Lake Ontario the soils are glaciolacustrine sands and gravels that formed the near-shore deposits of Lake Iroquois, a larger version of Lake Ontario, which existed about 12,000 years ago. Its former shore bluff can still be seen just south of Dundas Street. Soon afterward, the lake was reduced in size and the water level dropped to about 60 metres lower than at present.<sup>2</sup> About this time (approximately 10,000 to 11,000 years ago) people were able to travel into the land that became Ontario. These first people (Paleo-Indian) were hunter gatherers who made use of large territories in order to exist in the harsh post-glacial landscape. The campsites they made were small and widely scattered and the few artifacts preserved consist mainly of chipped stone tools. Many of their habitation sites on the former north shore of the lake are now underwater, far out into the lake bed.

By about 10,000 years ago, environmental warming allowed indigenous populations to expand. Woodworking tools (ground stone axes), and manos with metates for grinding seeds and nuts, start to appear in the archaeological record. Boreal forest gave way to hemlock, then maple-beech forests. The people of the Archaic period exploited resources by migrating seasonally around the land, with spring and fall gatherings at fish spawning areas, and winters further inland for upland hunting. They also participated in long distance trade networks, bringing exotic materials into Ontario. Dozens of Archaic sites have been found in the Credit River watershed.<sup>3</sup>

The Archaic period lasted for about 8,000 years. By about 2,600 years ago, the Early Woodland Indigenous cultures began to produce pottery. Lifestyles of the Early and Middle Woodland peoples did not change dramatically at first though there was a growing influence from peoples outside Ontario. After the introduction of maize (corn) horticulture by about A.D. 500, the Late Woodland cultures shifted from seasonal camping to semi-permanent villages associated with the cultivation of domestic plants, including beans, squash and tobacco. Pottery and smoking pipe designs become more elaborate and better executed. Late Woodland archaeological sites are well-represented in the Credit River drainage, many of them dating after about A.D. 1000, inhabited by people of the Ontario Iroquoian traditions, particularly the Huron. Some sites, such as the Scott-O'Brien site about two kilometres upriver from the study area, indicate that strategic locations were reoccupied over thousands of years.<sup>4</sup> The mouth of the Credit is also such a location.

The Credit River slows and flattens as it approaches Lake Ontario. The 1806 survey of Toronto Township noted that the mouth consisted largely of marsh with a forest behind on higher ground.<sup>5</sup> As part of the northern limit of the Deciduous Forest Province or Carolinian zone, the Port Credit area is able to support vegetation and wildlife normally found in more southern climes. An 1820 visitor remarked that the Credit was “a fine clear stream with a strong bottom ... a great resort of salmon, trout etc. in the spring or fall.”<sup>6</sup> Many other fish, including bass, bullheads, pike and redhorse, were also noted.

Mississauga has a strong archaeological heritage of sites from all the periods of Ontario Indigenous people's history, and many may yet be discovered. There is, as yet, very little formal archaeological evidence of their habitation in old Port Credit. There are currently only two archaeological sites registered with MTCS within the study area, and unfortunately, no details have been recorded as to the nature of the Indigenous artifacts found, although one of these sites is thought to have been associated with the historic Mississauga First Nation

settlement (see next page). A lack of registered sites is not a reflection of the actual presence of site evidence. Oral history records that Indigenous artifacts (pottery and projectile points) and graves have been found in the Port Credit area.



Pre-contact Indigenous artifacts from upper Credit River sites: Woodland Period pottery and a variety of projectile points. Courtesy of Ontario Ministry of Transportation

## 2. The Mississaugas of the Credit First Nation Settlement, early 1700s to 1826

The Mississauga moved down into Southern Ontario from their original homeland north of Lake Superior and Lake Huron, after driving the Iroquois from the north shore of Lake Ontario during the fur trade wars of the late 1600s. The origin of their name may be related to the Mississagi River on the north shore of Huron.<sup>7</sup> It may also relate to the eagle clan, Ma-se-sau-gee, of which many are members. The people referred to themselves as Anishinabeg, which means “people.” The English also called them Ojibway, or Chippewa.

Like many earlier First Nations groups, the Mississauga practiced a subsistence strategy which involved seasonal movements around the landscape to take advantage of particular resources. Each spring and fall, they gathered near the mouths of rivers to take advantage of the spawning runs of salmon, trout and other fish. At other times of the year small family groups moved inland to hunt and trap game, harvest wild plants, and trade. The mouth of the Credit River was an important location for seasonal fishing and a semi-permanent settlement was established here by the 1700s.

In the early 18<sup>th</sup> century, they established settlements and fishing and hunting territories along the north shore of the lower Great Lakes from the Rouge River on Lake Ontario to Long Point on Lake Erie.<sup>8</sup> The Credit River, called Missinnihe by the Mississaugas, was a favourite location, used for resource access and spiritual purposes. Surveyor Augustus Jones noted that the name meant ‘Trusting Creek’<sup>8,1</sup> By the mid-1700s, French maps of Lake Ontario began to document the Credit River as “Rivière aux Credie”<sup>9</sup> or “R. au Credit”, referring to the seasonal trade credit extended to the Mississauga at the post there. Both terms suggest that the mouth of the Credit had already become an important location for annual fur trade rendezvous.

The European fur trade, which depended on the First Nations to hunt and trap animals for their furs or hides, had altered the traditional way of Indigenous peoples’ lives by introducing new technology such as guns, iron axes, brass kettles and woven fabrics, upon which they came to depend. Inter-marriage between First Nations women and European fur traders who lived with their wives and children in Indigenous settlements cemented bonds between the two cultures.

In 1781, the Mississaugas of the Credit began to cede to the British Crown, lands around the west end of Lake Ontario and the north shore of Lake Erie. The 1806 Head of the Lake Treaty (No. 14) was the first to surrender lands near the Credit River, extending inland for six miles along the lake shoreline from Etobicoke Creek to Burlington Bay, but reserving lands for one mile on either side of three streams (Credit River, Twelve Mile Creek and Sixteen Mile Creek). By 1820, most of these lands were also ceded in Treaties 22 and 23, reserving only 200 acres upriver from the mouth. As a result, the first survey of Toronto Township kept the reserve lands separate from the regular lot and concession patterns. In 1818 the territory inland from the 1806 treaty had been ceded in Treaty No. 19.<sup>10</sup>

In 1829, problems with European raiding of the fishery led the Mississaugas of the Credit to petition the government to once again secure the fishing rights to them; and this was granted under law, but not enforced.<sup>11</sup>

The loss of important hunting and fishing grounds, decimation by European diseases and encroachment of European settlers all took heavy tolls on the Mississauga people. In the early 1820s, Methodist Episcopal missionaries, including Reverend Peter Jones (Kahkewaquonaby) and John Jones (sons of surveyor Augustus Jones and Tuhbenahneequay, a daughter of a Mississauga of the Credit chief) converted many to Christianity and encouraged adaptation to a more European way of life with agriculture and trades. In 1826, more than 200 Mississaugas of the Credit finally moved their settlement from the Credit River flats to the small agricultural village reserve lands upriver that had been built for them near where the Queen Elizabeth Way now crosses the Credit.<sup>12</sup> They did, however, retain some involvement with the lands that were about to become the village of Port Credit.



Elizabeth P. Simcoe, View of the River Credit (showing Mississauga people fishing in canoes), 1796, National Archives of Canada, C-13917 (NAC 23204), published in Frank A. Dieterman, Ed. *Mississauga: The First 10,000 Years* (Toronto: Mississauga Heritage Foundation and East End books, 2002), p. 20.



D.W. Smyth, *A Map of the Province of Upper Canada* (detail) (London: W. Faden, 1813), National Map Collection # 15294. Note the lands belonging to the "Mississaugues."

### 3. The Credit Harbour Company and the Port Credit Village Survey, 1834-1847

In 1834, eight years after the resettlement of the Mississaugas of the Credit upriver, the government chartered the Credit Harbour Company, a joint stock company established to construct a harbour at the mouth of the Credit River. The Mississauga invested heavily in the project, acquiring two-thirds of the shares; and three of their chiefs, Joseph Sawyer, Peter Jones and John Jones, were directors. A government loan in 1837 supported the works underway by contractor, E.W. Thomson. To recoup the shareholders' investment, tolls were placed on the passage of boats and vessels and the shipment of potash and pearl ash, pork, whiskey, salt, beef and lard, flour, merchandise, butter and lard, West India staves, pipe staves, wheat and other grain, lumber, pine timber, oak timber and firewood.<sup>13</sup>

To complement the harbour project, the government in 1835 planned a village on the west bank of the river. The village plot, bounded by Lake Ontario, the Credit River and Joseph Street (today's Mississauga Road South), was laid out as a grid, somewhat modified by the curvature of the Credit River bank and Lake Ontario shore. The rectangular blocks typically contained eight lots of one-quarter acre each. In the area south of Toronto Street (now Lakeshore Road West), there were thirteen blocks. Front Street was closest to the Credit River, and extended along the original shoreline of Lake Ontario. John, Peter and Joseph Streets were named for the Mississauga chiefs who were directors on the Credit Harbour Company. Lots were reserved for the company's use, and a market square where the Mississauga store and warehouse had stood since 1832 occupied lots on the east side of Front Street, at Bay Street. Robert Lynn's 1837 plan shows the market square and Indian store as well as the 1832 timber truss bridge on Toronto Street (now Lakeshore Road West) crossing the river and the 1798 government inn.<sup>14</sup> The bridge replaced a ferry in about 1820.<sup>14.1</sup>

Lynn's patent plan displays the names of the first owners of each lot, recorded as the parcels were sold. The first lots were sold in 1835 at the Courthouse in Toronto.

By 1846, there were about 150 people living in the new Port Credit village. From the port were shipped quantities of lumber, square oak and pine timber, wheat and flour.<sup>15</sup>

The formative years of Port Credit, when the Mississaugas were active partners in its development, came to an end in 1847 when they left their mission village and agricultural reserve upriver from Port Credit. They had been denied security of tenure. On invitation from the Six Nations Iroquois of the Grand River, the Mississaugas of the Credit moved to the southwestern corner of the Tuscarora reserve near present-day Hagersville, and named their new settlement the New Credit Reserve.<sup>16</sup>



Robert Lynn, "Plan of the Survey of Port Credit, A Village Plot at the mouth of the River Credit, on the Indian Reserve, laid out by order from the Surveyor General, dated 20 June 1835," surveyed 11 November 1837, Archives of Ontario, Patent Plan, RG 1-100 C-42.

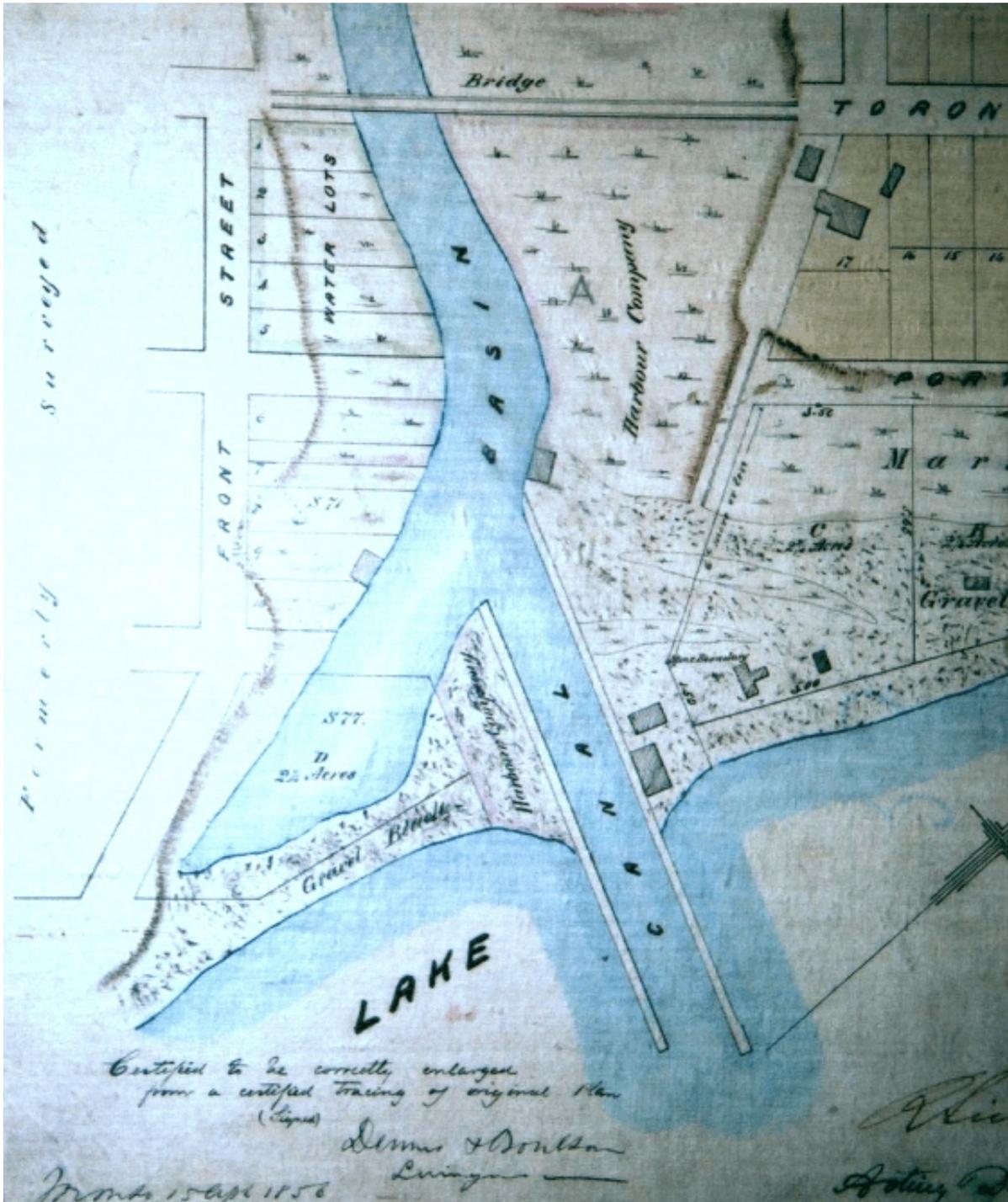
#### 4. A Busy Port, 1848-1856

By 1851, the village on both sides of the river had grown to a population of 250 and the port had experienced large increases in lumber, wheat and flour shipments.<sup>17</sup>

The harbour at Port Credit was the only harbour besides the port of Toronto to rate an inset map on John Ellis and Company's 1853 map of Ontario, York and Peel Counties, extending along the Lake Ontario shoreline from Whitby Township in the east to Toronto Township in the west.<sup>18</sup>

Two factors caused a reversal in the village's fortunes. In 1855, fire destroyed the buildings along the west bank of the river. In 1856, the Grand Trunk Railway connected the grain-growing region around Brampton to Toronto's harbour, bypassing Port Credit.<sup>19</sup>

Dennis & Boulton's 1856 plan shows the harbour after the devastating fire. One building stood on the river's west bank. Much of the ground east of Front Street was marsh. A gravel beach, usually called Lot D of the Shingle Beach, lined Lake Ontario.



Dennis & Boulton, "Tracing of a Portion of the Plan of the Extension of the Town Plot of Port Credit," 15 April 1856, Port Credit Registered Plan 4, Peel Region Land Registry.

## 5. A Port in Decline, 1857 to 1883

The boom years had boosted the village's population to about 400 in 1857; after declining, the population rose merely to about 450 in 1877.<sup>20</sup>

When the trade in lumber and grain languished, stonehooking continued. From Lake Ontario's shoals, stonehookers removed shale and lifted granite boulders. They shipped the stone to Toronto where it was used in the building industry.<sup>21</sup> Fishing also kept the port active. The 1857 Canada-wide directory and the 1866, 1866 & 1867 and 1873-74 county directories list the following occupations: harbour master, collector of customs, shipyard owner, wharf and storehouse owner, ship owner, ship builder, boat builder, wharfinger, steam boat agent, manager of the Port Credit Harbour Company and sailor (of which there were 15 listed in 1873-74).<sup>22</sup>

The 1866 & 1867 directory also includes the Port Credit Rock Oil Refinery. It was located at the northeast corner of Front and Port Streets, and its storage tanks were on the northwest corner.<sup>23</sup>

A year before the government closed the outport of Port Credit (under the Port of Oakville) in 1883<sup>24</sup>, it erected a wooden lighthouse at the outer end of the breakwater pier. The lighthouse served the local port trade until 1919 when it was abandoned; in 1936, it burned down.<sup>25</sup>

During this period, another landmark was erected – St. Mary's Star of the Sea Roman Catholic Church – its cornerstone laid in 1880. When the brick church was opened, the first place of worship – a frame house – was moved to the corner of Bay and Peter Streets where it became a private residence. Although the brick church has since been replaced, tombstones survive in the adjacent cemetery, which was blessed in 1875.<sup>26</sup> By the late nineteenth century, there were two landmark churches – the Methodist and Catholic – side by side, on Toronto Street (Lakeshore Road West).



Methodist Episcopal Church, Harold Hare Collection, Mississauga Central Library



St. Mary's Church, Harold Hare Collection, Mississauga Central Library

## 6. A Brickyard Next Door, 1889-1927

St. Mary's Church was made of brick brought in from Belleville<sup>27</sup>; but by the end of the same decade as the church's construction, Port Credit had its own supply of brick. In 1889, Thomas Nightingale established the Nightingale Pressed Brick Company on land immediately west of Joseph Street (Mississauga Road South) and south of Toronto Street (Lakeshore Road West).<sup>28</sup>

The brickyard continued after Nightingale's death, expanded under a succession of owners, and finally ceased operations in 1927 when it was known as the Port Credit Brick Company Limited. At the end, the yard contained a two-storey brick office, a frame workshop, six rectangular brick kilns, a five-storey frame pressed brick plant, a large brick and frame dryer and machine house, a two-and-a-half-storey brick house, a two-storey bunk house, outhouses and a water slip leading to Lake Ontario.<sup>29</sup>

The yard employed 15 men in the beginning. In 1909, it employed 250 full-time. At least one employee, William Chandler, the chief brick burner, erected a house in which to live on Joseph Street in the study area.<sup>30</sup>

A landmark constructed of locally manufactured brick was the new Methodist Church on the site of the old frame church. The 1894 edifice was laid on foundations of stone hauled out of Lake Ontario by stonehookers John Miller, Abram Block and Walter Hare.<sup>31</sup>



Port Credit brickyard, c. 1907 in Ida Lynd Bradley, "Some Early Families of Port Credit," 1966, Mississauga Central Library.



Methodist Church, Lakeshore Road West, Mississauga South Historical Society,  
Mississauga Central Library



J.E. Maybee, Abram Block's house on the lake, foot of Front Street, c. 1908, published in  
Verna Mae Weeks, p. 44.

## 7. Twentieth-century Infrastructure and Improvements, 1909-1928

In 1909, the newly formed police village of Port Credit, an unincorporated entity, resolved to pay any ratepayer twenty-five cents for every maple tree planted on the street ten feet from the street line in front of his property and living a year. The council also decided to replace boardwalks with concrete sidewalks.<sup>32</sup>

In the spirit of the times, Charles Elliott in 1912 organized an improvement society with the purpose of removing rubbish and unsightly fences, planting trees and gardens and painting buildings.<sup>33</sup> The same year, hydro poles and lines were installed on village streets.<sup>34</sup> A photograph taken after the installation of hydroelectric power shows West Main Street (Toronto Street or Lakeshore Road West), the poles placed in ample grass verges.

The Lakeshore Highway, the first big highway paving job in Ontario, opened in 1915, changing the configuration of the study area's main east-west street. In 1919, a concrete bowstring bridge replaced the earlier narrow iron bridge over the main channel of the Credit. A 1919 aerial photograph shows the bridge under construction, lumber piled at the corner of Lakeshore and Front. The flats remained undeveloped. These road improvements spurred on the flow of summer visitors who remodelled old houses in the village.<sup>35</sup>

In 1922, Mary Louise Clarke of Lorne Park erected Alfred Russell Clarke Memorial Hall beside the Methodist Church. The community hall memorialized her husband who survived the 1915 sinking of the Lusitania only to die later of pneumonia from exposure to the cold Atlantic.<sup>36</sup>

Yet another addition to the village's infrastructure was the waterworks that opened at the foot of Joseph Street (Mississauga Road South) in 1923.<sup>37</sup> The waterworks, as shown on a 1928 fire insurance plan, consisted of two small brick buildings and a steel water tower, at 85 feet high the tallest structure in the study area.<sup>38</sup>

The tallest buildings were the churches at 30 feet tall. Other buildings ranged in height from one to two-and-a-half storeys. Although the waterworks pumping station, Clarke Memorial Hall, First United (formerly, Methodist) Church, St. Mary's Church and three houses were made of brick, the building stock was mostly frame. Some of the frame houses were finished in brick veneer or roughcast plaster. There were frame drive sheds behind First United and St. Mary's and several frame, detached automobile garages. Outhouses outnumbered the garages. In 1928, the lots varied in size and did not necessarily conform to the original village plan. Several were large, and a number were vacant (unbuilt). This made for a relatively high degree of open space and low population density. A creek ran from near the southwest corner of Bay and Joseph Streets, flowed down the Joseph Street road allowance, crossed Joseph Street under a concrete bridge, and ended on the south side of Lake Street halfway to Peter Street.

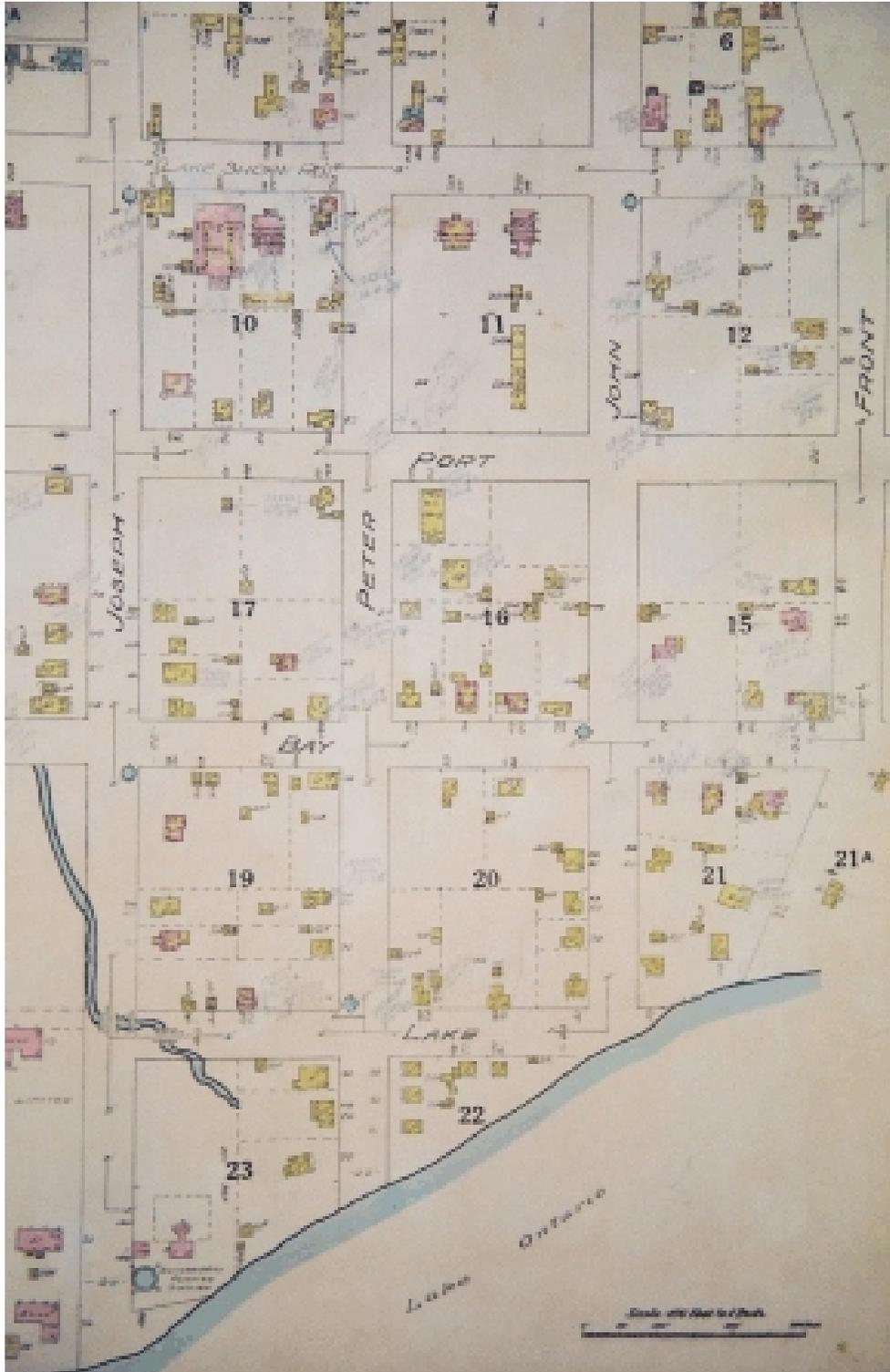
Another creek, depicted on a 1910 fire insurance plan<sup>39</sup>, had disappeared by 1928. It used to run across Lakeshore Road West and over the lots between John and Front Streets in a southeasterly direction to the river. Also by this time, the Lake Ontario shoreline had eroded, submerging Front Street and parts of lakefront lots.



Lakeshore Road West, looking west from the river, Harold Hare Collection, Mississauga Central Library.



McCarthy Aero Services, "Port Credit", July 1919, Archives of Ontario C 285-1-0-0-834.



Underwriters Survey Bureau, "Port Credit, Ont.," (Toronto and Montreal: Underwriters Survey Bureau, Dec. 1928), Plate 7, The Thomas Fisher Rare Book Library, University of Toronto, # 3524 P637 G475 1928 U53. Copied with permission from Insurers' Advisory Organization Inc./CGI.

## 8. An Oil Refinery as Neighbour, 1932-1978

On the brickyard site, L.B. Lloyd of Lloyd's Tankers started Lloyd's Refineries Limited in 1932.<sup>40</sup> Initially, 300 barrels of crude oil brought in by tanker to the water slip were processed each day; by 1935, output had increased to 3,000 barrels. After the Good Rich Refining Company purchased the refinery in 1937, production climbed to 4,000 barrels. Besides 17 grey steel storage tanks, a thermal cracking unit and boilers, the Good Rich refinery boasted an administration building in a converted mansion, rose gardens and lawns and 15 acres of woodlands.

Trinidad Leaseholds acquired the refinery in 1946, adding a steam plant in 1947, a platforming unit in 1954 and a new crude stilling unit in 1955. Under McColl Frontenac, the Canadian subsidiary of Texaco, a fluid catalytic cracking unit producing 7,500 barrels per day was put into operation in 1957. In the 1950s, brush and orchards were cleared out, more ground levelled for tanks, and the mansion left for larger offices (the mansion and its grounds were removed in 1961). A photograph taken in 1950 (see next page) shows the impact of the refinery on the east side of Mississauga Road South.

When Texaco Canada Limited, the new name for McColl Frontenac, built a new steam plant with four smokestacks close to Mississauga Road South in 1959-62, the refinery's presence loomed larger on the study area. The refinery also had an effect on traffic patterns in the study area: the shunting of tank cars in and out of the plant along the rail spur held up traffic on the Lakeshore Highway. In 1965, during a period of expansion, the refinery employed 250.

The plant reached its peak in the mid-1970s, processing 50,000 barrels a day. Hemmed in by surrounding residential and commercial development, Texaco decided to build a new facility at Nanticoke on Lake Erie. When the Nanticoke plant opened in 1978, the Port Credit refinery closed, leaving the petrochemical unit to function alone until 1985. Dismantling of the process units, tanks, buildings and pipelines took place in 1987.<sup>41</sup>

Meanwhile, after years of neglect, the harbour revived for use by pleasure boats. In 1938, the *Port Credit Weekly* described the launches and other boats moored at the Port Credit Yacht Club.<sup>42</sup> The harbour also supported a commercial lake fishery that supplied the American and local markets principally with herring and whitefish. The fishery, based on the east side of the river, lasted until the mid-1950s when oil discharges from the Clarkson refinery up the lake contaminated the spawning grounds. Furthermore, in the 1930s and '40s, the west bank of the river below the Lakeshore Highway was the favorite spot for swimming.<sup>43</sup>

Changes were occurring to two study area landmarks at this time. In 1950-51 at First United Church, the 1894 Methodist church was converted to a chapel and faced in stone to match the new church attached to it. Beside First United, St. Mary's Roman Catholic

Church was demolished and replaced by a new brick church in 1952. Another landmark – St. Mary’s Separate School – was built in 1953; and the fire hall and police station on Port Street was erected in 1955.<sup>44</sup>



A winter view of Mississauga Road South in 1950 taken from the village water tower on the lake and looking north, showing the refinery on the left and the study area on the right, in Al Yarnell, [“A History of Texaco in Port Credit”], [1965], Mississauga Central Library, Can. Ref. 338.4 7665 538 Yar.



A winter view of the harbour – west side – in 1949 in A.E. LePage, n.t., [1973], Local Archives – Port Credit, Mississauga Central Library.

## 9. Modern Development, 1961-1973

Town planning was a major preoccupation of Modernists, and for them modern development meant changes that suited a “machine-oriented civilization.”<sup>45</sup> The effects of Modernist ideas are clearly evident in the study area.

In 1959, village council decided to encourage an increase in population density. Existing zoning at the most permitted duplexes. With the assistance of the Metropolitan Toronto Planning Board, a new zoning by-law allowing high-rise apartments was passed. The Ontario Municipal Board approved the new zoning by-law in 1961, the year Port Credit became a town.<sup>46</sup>

A comparison between the 1949 and 1973 views of the harbour – deliberately presented together to showcase improved recreational facilities “for thousands where previously only hundreds were served” –<sup>47</sup> demonstrates the municipality’s success in increasing population density. Within a decade, apartment buildings had been built in the study area; and most noticeably, an apartment tower was erected on Lot D of the Shingle Beach, which had been enhanced by landfill. This 1971 landmark remains the tallest building in the study area.<sup>48</sup>

By 1973, the river flats below the Lakeshore Highway had been levelled for a parking lot and marina where smaller power boats could berth. Between the parking lot/marina and the apartment tower rested a boat yard as before. The two-lane concrete bowstring bridge had been demolished in favour of a four-lane bridge, opened in 1960, to connect the widened Lakeshore Highway. Lake fill had been deposited in Lake Ontario south of Lake Street for a park. In 1970, the Town of Port Credit engaged Rumble Contracting Limited to deposit the fill. In 1971, Crysler & Lathem, consulting engineers, and Lombard North Planning Limited, landscape architects, prepared a plan for the lakefront park encompassing 14 acres of landfill and 3.6 acres of contiguous land and buildings south of Lake Street, including the waterworks. J.C. Saddington Park, named after a village reeve and later town mayor, was the result.<sup>49</sup>



A summer view of the harbour – west side – in 1973 in A.E. LePage, n.t., [1973], Local Archives – Port Credit, Mississauga Central Library.

## 10. Conclusions

The formative years of old Port Credit, from 1834 to 1847, were influenced by two groups of people – the Native Mississauga who had lived at the mouth of the Credit River for over a century and the white Europeans. The Mississauga people owned two-thirds of the shares in the Credit Harbour Company, a joint stock company established in 1834 to construct a harbour at the river's mouth. Three of their chiefs – Joseph Sawyer, Peter Jones and John Jones – were directors. Peter and John Streets are named after the Joneses, and Mississauga Road South was originally called Joseph Street.

The village did not spring up around a mill or at a crossroads like other communities. Instead, the village was planned by the government. To complement the harbour project, the government in 1835 planned a village on the west bank of the river. The original grid of streets, somewhat modified by the curvature of the Credit River bank and Lake Ontario shore, still exists.

Water-based activities have affected the use of land. The oldest surviving building in the study area is a hotel, the Wilcox Inn, that catered to port traffic. Another Front Street building stands on Credit Harbour Company lands. Marina Park with its boat slips has a long record of human use – from Native fishing in canoes, to wharves and warehouses before the 1855 fire, and later to a favorite spot for swimming in the 1930s and 40s.

Methodism had an important influence in old Port Credit. The conversion of the Mississauga people to the Methodist branch of Christianity and their removal to an agricultural village upriver paved the way for the laying out of Port Credit village and the Mississauga people's co-operation in the harbour development. The first church in old Port Credit was the Wesleyan Methodist Church of 1849, originally on Lakeshore Road West but now encased in the walls of the Mississauga Masonic Temple of 1926. A minister at Port Credit Methodist Church encouraged Mary Louise Clarke to build Clarke Memorial Hall. First United Church, which descends from the Methodist Church, and Clarke Memorial Hall create the institutional character of this block along Lakeshore Road West. The decision of the Roman Catholic Church to locate in the next block over in 1870 has led to the institutional development of that block.

Oil refining was carried out in the study area as early as 1866. The Port Credit Rock Oil Refinery was located at the corner of Front and Port Streets. In 1932, another refinery started up just outside the study area on Mississauga Road South. By 1962, the refinery's presence loomed large on the study area.

A supply of lumber was available since the village's early days. Many of the study area's historic houses are timber framed. Some are brick veneer, and these date from the time after Thomas Nightingale established the Nightingale Pressed Brick Company in 1889. After the brickyard ceased operations in 1927, L.B. Lloyd made use of the water slip the brickyard had built to bring in crude oil by tanker.

Large lots were typical for many years in the village. Homeowners had gardens, raised livestock, and disposed of rubbish on their lots. The large lots made for a very low population density in the village and a landscape of few buildings and much open space. When infilling occurred it was slow and gradual. Density only increased dramatically after Port Credit council in 1961 passed a zoning by-law that allowed, and encouraged, highrise apartments.

The mouth of the river and the Lake Ontario shore have changed since the government laid out old Port Credit village. Both the mouth and shoreline eroded, submerging the lakeside extension of Front Street and parts of lakefront lots. In 1970, the Town of Port Credit contracted to deposit fill in Lake Ontario south of Lake Street for a park and on Lot D of the Shingle Beach. The result was J.C. Saddington Park and the Rivergate Apartments.

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## Archaeological Inventory

### 1. Background Research

In conducting the archaeological background study, a review of information related to identifying any known or potential archaeological heritage resources in the study area was required. This information included past and current environments, topography, drainage and the history of both Aboriginal and European settlement in the area. A check of the National Archaeological Site Registration Database was carried out to determine the presence of registered archaeological sites in or near the study area. An overview of the land use history was prepared to determine the course and timing of urban development. Relevant archaeological reports, historic maps, air photos, land records, artifact collections and other documentary evidence were reviewed. Local museums and archives were contacted for additional information.

### 2. Archaeological Site Potential

Potential models for finding archaeological sites, particularly those associated with Native cultural occupation, are generally based on established geographic criteria of site distribution. These models take into consideration factors such as distance to bodies of water (streams and lakes), topography and soils.

The Port Credit village study area is located at the mouth of a major river system, emptying into Lake Ontario, entirely in a zone with a distance to water of 0 to approximately 300 metres. Within standard potential models, the 300 metre distance is considered to contain a large proportion of the nearby archaeological sites. When plotted in relation to the original nineteenth century shoreline, this zone covers most of the original Port Credit village site.

Visual examination of the study area found that the general inland topography was not substantially altered from the original landscape in many parts of the village, and many older buildings remain *in situ*. The original water line, however, was found to have been profoundly altered, having been paved, terraced, shored up or filled in along the entire length, from Lakeshore Road West down the Credit River and west along a short portion of the Lake Ontario shore. In those areas which have been filled rather than shored, particularly in J.C. Saddington Park, it is possible that the original shoreline and beach deposits lie buried and relatively undisturbed.

Although much of the study area is infilled with houses and apartments, some open spaces remain and may retain some site integrity for buried archaeological remnants. Spaces between buildings that have been simply paved or grassed over (lawns, driveways, parking lots) may remain relatively undisturbed below. Areas of site integrity where archaeological remnants remain relatively intact below grade may be found where deep soil excavation has not previously occurred. Deep excavation would be defined as the

disturbance created by digging more than 25 centimetres below original grade to install or remove building footings or to bury utility lines. The stripping of topsoil layers for pavement installation, generally does not remove all buried archaeological features, particularly graves.

### 3. Registered Sites

Within the study area, there are two site areas registered with the National Archaeological Site Database at the Ontario Ministry of Culture. Both sites were registered in 1972 by V. A. Konrad, on speaking with local informants who related brief descriptions of artifacts found in the vicinity. Although Konrad suggests in the registration forms that both sites have been destroyed by development, more recent approaches to archaeological assessment for urban locations that were developed prior to the mid-twentieth century indicate that some sites retain pockets of undisturbed potential and should not be written off without archaeological assessment. Both registered sites fall within 300 metres to water, and have been included on the map of archaeological potential. No known formal archaeological investigations have as yet been carried out in the study area.

#### (a) Port Street Site (AjGv-11)

Located near Port Street West and Mississauga Road South, this site was reported in the 1970s by Elsa Craemer of Clarkson, who knew of Native artifacts found in the garden of one of the house lots. The site is indicated as being one to three acres in size. Of note is the fact that one of the responses to the questionnaire distributed to neighbourhood residents in August, 2003, states that Native artifacts were found on at least one property nearby.

#### (b) Fort Toronto (AjGv-13)

Located at the present-day public marina site, this site is erroneously named, as Fort Toronto was located near the mouth of the Humber River. Historic Mississauga artifacts were presumably observed in the field but are not described in the registration form.

### 4. Unregistered Sites

A number of site locations are inferred or partially described in several local and oral history sources. These are mentioned here as unregistered sites for the purposes of identifying historic site potential.

#### (a) Original Credit River Banks

Ida Lynd Bradley's 1966 scrapbook, "Some Early Families of Port Credit," provides a transcript of an unidentified newspaper clipping. The article reported on events at a 1945

meeting of the Forrest Avenue Home and School Association. At the meeting, Mrs. C. Hook exhibited "a collection of arrowheads gathered on the banks of the river."

(b) Original Lake Ontario Shore

It is not known if any Native or contact period European artifacts were ever found on the original shoreline prior to the 1970s construction of J.C. Saddington Park. Although the infill landscaping of the park has buried the original shore line, the construction may not have included a stripping out of soils; so the earlier deposits may remain intact.

(c) Lake Street

A photo of a house on Lake Street is identified in the Harold Hare Photo Collection as the "Old Fort," supposedly identified by older village residents as the site of the original trading post at the mouth of the Credit. The post was presumed to have been in operation before the mid-eighteenth century. This is the only reference to a location for a former trading post that was found during our research and no corroborating primary documentation has been found. An article by E.J. Hathaway in *Ontario History* (V. 26, 1930) suggests that a French post at the mouth of the Credit may pre-date the post at Fort Rouille, Toronto (1750). Presumably, the site was identified by local occupants because of artifacts found near it. This assumption has recently been confirmed by Martin Franchetto, who grew up in this house, and states that he found Native artifacts in the yard, as did many of the other local children.

This street had several buildings by the time of the 1843 village plan.

(d) Indian Store

The site of the 1832 "Indian Store" built by the Mississauga on Lot 9 east side of Front Street now appears to be located in the southern extension of Marina Park. It was associated with a "Market Lot" now also under the parking lot which encompassed Lots 8, 9 and 10 east of Front Street. The site of the store itself may remain partially intact if the terracing for the current parking lot has buried it rather than stripped out the foundation and any associated sub-grade features.

(e) Other Store/Wharf Complexes

Along the east side of Front Street, south of the Lakeshore Road West and north of Port Street, several store/wharf complexes were constructed prior to the 1843 village plan. Warehouses mentioned in the various local histories and maps include Mr. Charles' warehouse and store (1842) and later, MacDonald's Dock. Although most of these enterprises were abandoned after the 1855 fire devastated the wharf area, archaeological remnants may remain below the current marina parking lot.

The original lands of the Credit Harbour Company, Lots 6 and 7 east of Front Street, and Lots 1 and 2 south of Port Street West, may retain archaeological deposits associated with shipping activity and storage. The house at 24 Front Street South, thought to have been constructed about 1855, may have been associated with these lands and the operation of the Harbour Company.

(f) Wilcox Inn, 32 Front Street South

As the oldest standing structure in the study area and a designated building, the Wilcox Inn with its surrounding property is considered to be archaeologically significant. The 1843 village plan shows a structure in this location on lots owned by James Wilcox. The archaeological zone would comprise about a half acre, covering the original extent of the property, Lots 1 and 2 on the north side of Bay Street. Very few of Ontario's nineteenth century inns have been archaeologically investigated.

(g) Methodist Church

The First United Church property is on the site of the first church in the village, built in 1849 on Lot 10. Much of the property (now Lots 9 and 10 south of Lakeshore Road West and part of Lots 9 and 10 north of Port Street West) is now covered by buildings with deep footings, but it is possible that the lawns retain archaeological potential. A building appears on the road frontage of Lot 9 on the 1843 village plan. The Perkins Bull Collection file on the Methodist church mentions that: "Arrowheads, axeheads, bits of pottery, etc., are still found in the neighbourhood, and Indian graves yield their dead, both in the former cemetery and elsewhere, the bodies in one place being buried sitting up and painted red." The reference to a former cemetery is puzzling as no other reference to a Methodist cemetery in association with the church has been found to date.

(h) Industry

Port Credit is important for its industrial sites, several of which may retain significance for the industrial archaeology. Although the former brickyard/oil refinery is just west of the study area, the site of the first oil refinery in Port Credit was located on Front Street at the northwest corner of Port Street West (Numbers 14 and 16, and possibly 10 and 12 Front Street South), and the northeast corner (Lot 5 of the village plan). The site of the Port Credit Rock Oil Refinery, which may have processed product from the Petrolia district, may provide significant information about early refinery operations in Ontario. It appears to have operated from the 1850s to about 1867. A 1933 newspaper clipping in the Perkins Bull Collection mentions that the refinery was torn down "over half a century ago" and that the buried wooden tanks, built into a small rise, were revealed during grading of Port Street West in the 1920s. Of note is the fact that the property was not redeveloped until after the 1930s, perhaps due to the presence of refinery waste products in the ground.

The site of the Nightingale Pressed Brick Company brickyard, though located just outside the western boundary of the study area, may retain some remnant of the building footings and processing areas. It is noted for future development of the refinery lands.

The site of the 1922-23 waterworks at the foot of Mississauga Road South retains some buildings. Parking lots and lawns associated with J.C. Saddington Park surround it. A structure shows in this area as early as the 1843 village plan and its proximity to a small stream raises the potential for Native site location. Several paved urban sites have been shown in recent decades to have protected archaeological sites by sealing them in, relatively intact.

A shop for the construction and repair of boats was located across from Abram Block's house in the Front Street Road allowance. It is shown on the 1910 fire insurance plan. A building in the general location of Block's house appears on the 1843 village plan. 42 Front Street South is Block's 1880s house which is near or on the footing of a structure that appears on this lot in the 1843 village plan.

(i) St. Mary's Star of the Sea Roman Catholic Church and Cemetery

The only known cemetery in the study area is the burial ground associated with St. Mary's Star of the Sea Roman Catholic Church, in use between 1875 and 1917. Its current configuration, on Lots 5 and 6, south side of Lakeshore Road West, is smaller than the original extent of the grounds. The Halton-Peel Branch of the Ontario Genealogical Society (OGS) report on the site (St. Mary Star of the Sea Roman Catholic Cemetery, Toronto Township Cemetery No. 20, 1998) indicates that the graveyard originally covered  $\frac{3}{4}$  acre of the two-acre church lot. The 1910 fire insurance plan shows the area with only the church building, but does not label the cemetery. The 1952 plan labels the cemetery on Lots 5 and 6, north side of Port Street West.

The OGS report notes that after the old church was remodelled as a school around 1952, lands were needed for school grounds and parking, and a large portion of the original cemetery was taken up for these purposes. It is not known what happened to the monuments and the graves. Some of them, but not likely all, were removed to the new cemetery on Lot 3, Concession III, SDS. A local resident has commented that he remembers the cemetery being moved when the nearby Catholic school grounds and parking lots were built. Air photos show that the lots at the northwest corner of Port and John Streets were grassy playing fields as late as the 1970s. An enquiry to the Ontario Cemeteries Registrar found that their files are also incomplete for this cemetery and they have no records for either of the St. Mary's cemeteries that pre-date the 1960s. It must be recommended that development of any of the four village lots which originally were associated with this church, will require archaeological assessment to determine the presence of unmarked graves.

On the 1843 village plan, two buildings appear at the road frontages of Lots 6 and 8,

along the south side of Lakeshore Road West. Remnants of these structures may remain under the front lawn of the church and cemetery.

## 5. Summary of Criteria for Archaeological Potential and Significance

The following criteria are recommended for determining archaeological potential and significance in Port Credit village:

- area is within 300 metres to the original bank of the Credit River or Lake Ontario shoreline;
- area is within 100 metres of an archaeological site location registered with the National Archaeological Site Registration database;
- area contains or has contained a building that predates the middle decades of the nineteenth century;
- area has been reported by documentary evidence, oral history or modern informant to have produced artifacts – this includes all artifacts of aboriginal origin from any time period, and artifacts and structural remnants of Euro-Canadian origin predating the middle decades of the nineteenth century;
- area contains or has contained a special purpose building or buildings that predates the twentieth century – this includes institutional sites (churches, schools), commercial sites (inns, stores) and small industrial sites (refineries, brickworks, boat works);
- area contains or has contained a known cemetery;
- area has been reported by incidental documentary evidence, oral history or modern informant to have contained human remains from any time or cultural origin;
- area has not been deeply disturbed (more than 25 centimetres) by excavation for building footings, deep utility trenching or deep soil grading.

## 6. Conclusions

The geographic location of the old village of Port Credit at the mouth of the Credit River puts it in a high potential zone for Native archaeological sites going back perhaps as much as 10,000 years. Lands around the mouth would have been used for camping during fishing season and for other resource exploitation, over many centuries. The conjunction of transportation routes would have created a logical stopping place for breaking travel and for trade, especially after the European fur traders arrived. Both the

naming of the river by French traders and the fact that numerous Native sites have been found in the Credit River watershed establish support for these assumptions.

The entire study area can be encompassed within a distance to water zone of 0-300 metres from the original shoreline, and is thus of high archaeological potential in all areas that have not been disturbed by deep structural footings, utility trenching or soil grading deeper than 25 centimetres.

Two archaeological site locations are registered with the National Archaeological Site Database at the Ontario Ministry of Culture. These locations lie within the 300 metres to water, high potential zone.

A number of locations of existing or former historic structures and activity areas may retain significant archaeological remnants. Most of these locations are listed and discussed above.

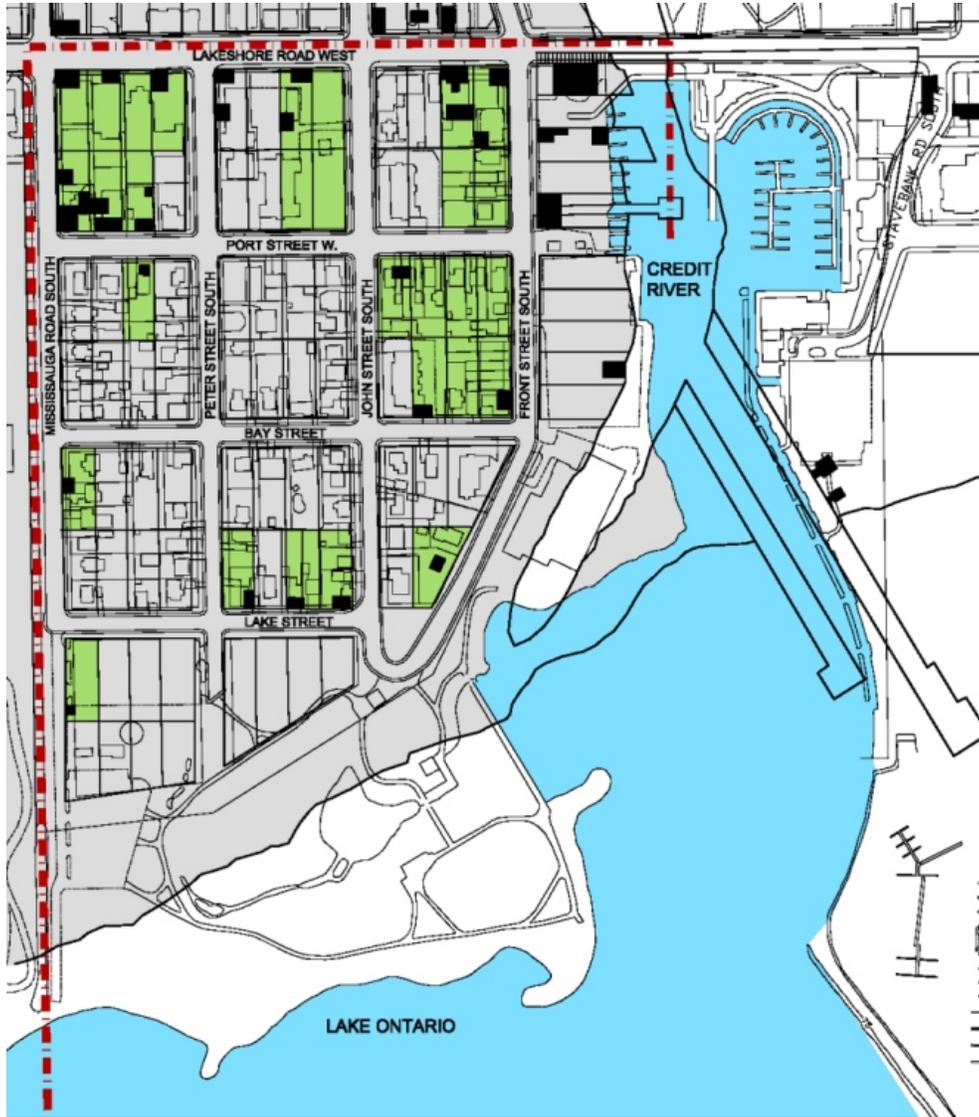
Several reports based on oral history and observation by local informants establish the fact that Native artifacts have been found throughout the study area over the last two centuries. Although the early development of the village of Port Credit has obscured the archaeological view of the past at the mouth of the Credit river, it is assumed that all undeveloped lands in the study area have the potential to retain archaeological remnants.

Lands originally associated with St. Mary's Roman Catholic Cemetery, but now under lawns and pavement, will require archaeological assessment to identify any remaining human burials if any portion of the four original village lots are to be developed.

Lands associated with the original Methodist Church lot have been reported to contain aboriginal artifacts and possibly burials. Although most of the original lot is now covered by the First United Church buildings, the possibility that small undisturbed parcels under lawns and pavement retain some site integrity cannot be ruled out. This potential would also be extended to the adjacent lots.

Areas with site integrity, that may retain archaeological potential, would include all open space areas now occupied by parking lots, lawns, driveways and perhaps roadbeds, that have not undergone deep soil disturbance.

Most of J.C. Saddington Park is 1970s landfill and does not have archaeological potential. However, if any portion of the landscaped area that overlies part of the original shoreline and southern village lots is developed, archaeological assessment should be carried out to determine the presence of buried original topsoil deposits.



-  Unregistered sites:  
original property boundaries
-  Original shoreline &  
archaeological potential zone
-  1843 Village Plan structures

### Archaeological Potential

## Landscape Inventory and Assessment

### 1. Introduction

The landscape assessment of the old Port Credit neighbourhood is based on an inventory and analysis of the landscape features both historic and existing. The landscape assessment was begun in the summer of 2003 when the landscape features were inventoried and streetscaping and open space photos were taken. Base information was provided by the City and historical research undertaken on the evolution of the neighbourhood streets and public spaces.

The landscape inventory identified several individual features which collectively contribute to the overall landscape character. These features include pedestrian and vehicular circulation, vegetation, open spaces, views, topography and the overall visual composition of the streetscape. The inventory of landscape elements was undertaken to:

- clearly identify defining landscape features;
- document and evaluate the interaction of these features; and,
- determine how they contribute to a significant neighbourhood character.

The study area is characterized by predominantly low density, single detached residential development with a few multi-unit apartment buildings and townhouses located primarily in the northeast section. There are also a number of institutional and commercial buildings located on the north boundary. Marina Park is located on the Credit River, and J.C. Saddington Park is located on the Lake Ontario waterfront.

### 2. Historic Landscape Pattern

While the village of Port Credit was planned and established in the nineteenth century, the conditions we see today grew out of public works and private initiatives primarily in the mid-twentieth century when the current urban form for streets and open space was constructed.

The street grid was established in 1835, and construction of buildings occurred incrementally to the present time. The original village was primarily residential with narrow roads and grass boulevards lined by informal gravel shoulders used for parking. Residences were located within their lots with a variety of setbacks. The lots ranged in size and were typically landscaped with lawns and gardens. Accessory buildings such as sheds and garages were built in the backyards. A variety of trees were added in the front and side yards for shade and property line definition. Many residences had decorative fences and hedges or shrub borders defining the edges of their properties. Wooden utility poles have been a part of the historic streetscape since the early 1900s.

Since the 1960s with road widening and construction of curb-faced sidewalks, the

front yard setbacks have narrowed visually. The front yard trees on the property line and on private property have taken on increased importance as they are the main contributors to the streetscape, providing shade and scale to the pedestrian environment.

### 3. Streetscape

The streetscape contains a wide variety of landscape features, building setbacks and a rich collection of plant materials in terms of trees, planting beds, shrub borders and hedging on private property. The streets in the district are examples of an effective pedestrian scale created by the canopied mature street trees that shade and overhang the street particularly in the south.

Generally, the streets are wide with two-way driving lanes and parking on both sides. Several have parking on one side only. Sidewalks are narrow, usually located on both sides of the street with little or no grass boulevard except where the street abuts the park or the vacant refinery lands.

Single-car driveways, which regularly cross the curb and sidewalks, are typically asphalt, gravel or concrete. There are also a limited number of wider driveways of interlocking pavers, particularly at infill properties.

The front yards contain a wide variety of shrubs, trees and perennials as well as a common architectural feature, a front porch. Many lots also contain manicured and naturalized hedges along side property lines. A wide variety of fences, chain link, wood and iron and low stone walls are also placed perpendicular to the street along the side property lines. The typical front yard pattern is one where there is more green space than hard paving surface and garages are typically beside or behind the front facade of the residence. The overall visual impact of these details is one of enriching the pedestrian environment.

### 4. Vegetation

Throughout the study area, there is a wide variety of vegetation which makes a significant contribution to the unique character of old Port Credit. There are over 28 different species of trees typically found within the road allowance along the curb-faced sidewalk or within the front yards. In contrast, newer subdivisions are planted with a smaller number of species; and each block in the subdivision has a monoculture growing there.

Tree species in old Port Credit include:

- London plane tree;
- white birch;
- sugar maple;

- silver maple;
- amur maple;
- crimson king maple;
- black maple;
- Norway maple;
- Manitoba maple;
- green ash;
- mountain ash;
- horse chestnut;
- catalpa;
- linden;
- honey locust;
- weeping willow;
- poplar;
- crabapple;
- cherry;
- rock elm;
- oak;
- gingko;
- Norway spruce;
- blue spruce;
- white spruce;
- Austrian pine;
- cedar;
- fir.

There are no grass boulevards along the residential streets for the planting of street trees as is the usual pattern in contemporary neighbourhood design. Road improvements in the 1960s resulted in the widening of the roadways, providing on most streets on-street parking and curb-faced sidewalks.

The mature silver, sugar and Norway maples, which dominate the streetscapes particularly in the southern section of the study area, have been planted along the street, behind the sidewalk. Some trees have been trimmed severely to accommodate overhead wires.

The front yards of the residential properties also exhibit a typical landscape pattern. In addition to large deciduous and coniferous trees, there are frequently planted beds of shrubs and perennials located either along the foundations of the residences or in planting beds along the front property line.

Typical shrubs found in the district include:

- lilac;

- hydrangea;
- spirea;
- viburnum;
- forsythia;
- privet;
- buddleia;
- juniper;
- yew;
- euonymus.

Most of the shrub species growing in old Port Credit have been an important part of the residential landscape in Ontario since the nineteenth century.

There are a large number and assortment of trees that have been planted in J.C. Saddington Park. These trees date from the construction of the park in the 1970s, and contain a collection of trees such as Austrian pine, honey locust and crabapple popular at that time. The tree planting in the park generally relates to the undulating topography and the linear circulation system throughout the park.

The unique character of old Port Credit is based on a variety of pedestrian scales, the balance of public and private open space and the traditional layout of front yards which contains a majority of soft landscaping, trees, lawn and planting beds. In summary, there is a great variation in the landscape setting within the study area, from the intimate scale of the residential areas, to the variety of institutional and commercial properties which have large parking areas and open space, to the spacious undulating parkland of J.C. Saddington Park and the busy Marina Park.

## 5. Views

The views from the area toward the north are open on Mississauga Road South, John Street South and Front Street South. The view from Peter Street terminates in the tall apartment building located outside the study area.

Toward the east on both Port and Bay Streets, large street trees, naturalized areas and a high-rise apartment obstruct the views to the harbour.

Looking toward the west from the study area are views of the former refinery lands which have been buffered by vegetation growing along the fence line.

The view south on Mississauga Road South to Lake Ontario has become overgrown with the maturing of the trees at the end of the road allowance. Views south on Peter Street South and John Street South terminate at J.C. Saddington Park.

## 6. Topography

East along Bay Street and Port Street West, there is a gentle downward slope toward the river and the marina. This is the remnant of a former ridge with is evident on the historic maps.

An obvious high point of the area is the cemetery, located on the corner of Lakeshore Road West and John Street South. The original grade of the cemetery has been preserved, using a concrete retaining wall.

The residential areas are relatively flat with the open space of J.C. Saddington Park exhibiting the most variation in elevation. The park was created in the 1970s using landfill to form an undulating landscape with inward looking views and a variety of trees and walkways providing passive recreational opportunities for the neighbourhood.

## 7. Parking and Traffic Patterns

The northwest corner of J.C. Saddington Park contains two large public parking lots. Marina Park also contains large public parking lots.

There are many private parking areas in the north and east parts of the area. Many of these are open to the street with very little landscape screening. This differs from the pedestrian environment that is found in the rest of the Port Credit neighbourhood.

Wide curb cuts reduce on-street parking opportunities in areas of newer development.

There is a hierarchy of traffic within the area with Lakeshore Road West carrying the highest volume of traffic. The marina tourism activities and the multi-unit residential buildings are also generators of traffic along John Street South. The remainder of the area contains a modest level of primarily local residential traffic.

## 8. Public Open Space

J.C. Saddington Park was initiated by the Credit Valley Conservation Authority at a time when the conservation authorities of Ontario were promoting tree planting and watershed improvements for recreation in addition to their original mandate of flood control.

A firm of engineers from Thornhill, Chrysler and Latham, were hired to undertake the plan for a large park on landfill placed at the bottom of John Street South. They in turn hired the firm of Lombard North Planning Ltd., a landscape architecture firm based in Winnipeg, for their expertise in park design. In order to establish design criteria, the consultants organized a series of meetings with a committee from the Port Credit Town Council and representatives of the Conservation Authority. Subsequently, after a series of

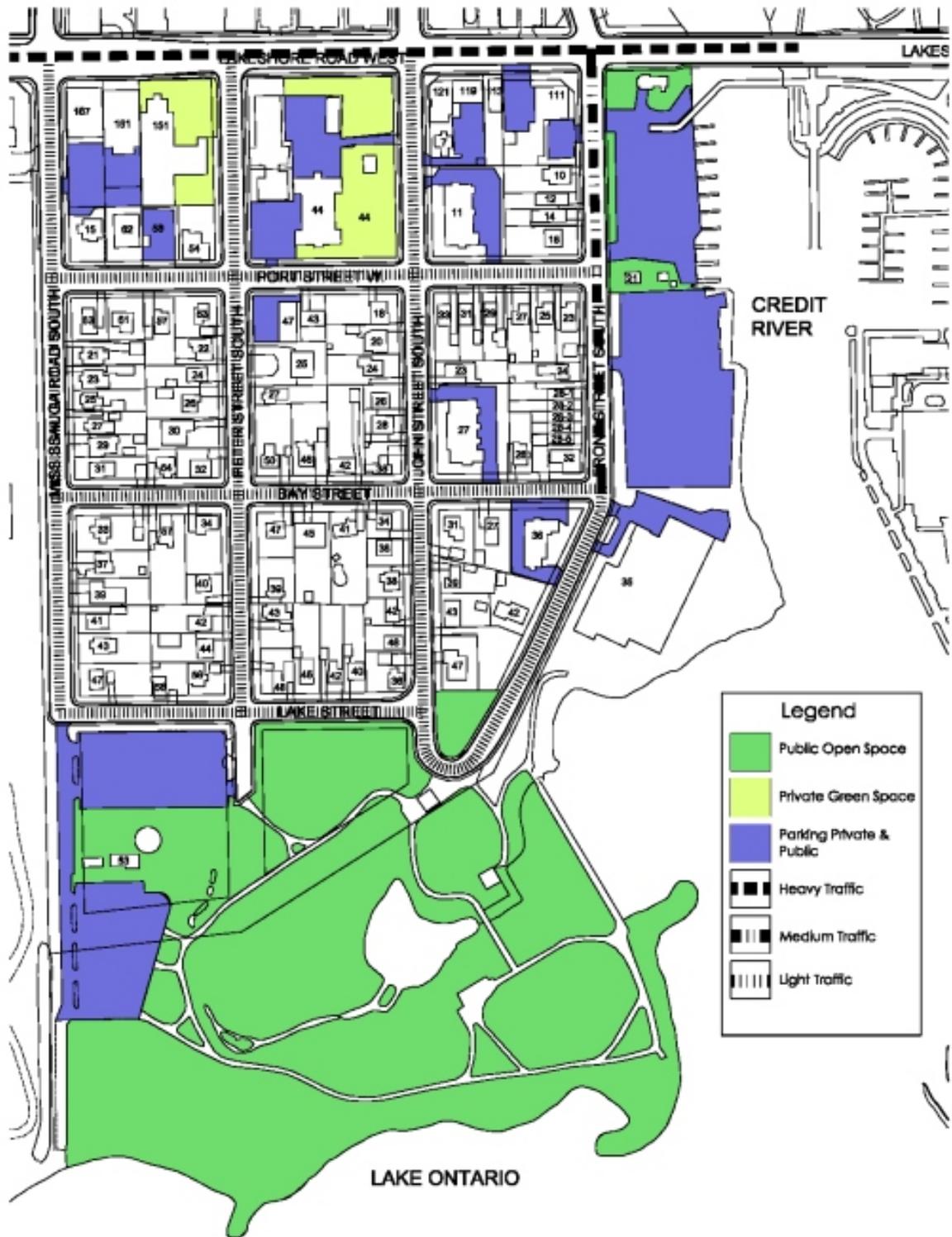
conceptual plans were presented, a final plan was agreed upon that reflected a consensus regarding the role and form of the future park.

Today, J.C. Saddington Park remains a key element within the Port Credit area, allowing for public access to open green space, offering exceptional views to Lake Ontario, and providing passive recreational opportunities. Although the park layout differs slightly from the proposed master plan of 1971, the original intent remains intact and the park is an excellent example of a large urban park which provides a range of activities for residents and visitors.

## 9. Landscape Character Summary

The landscape character of old Port Credit is an aggregate of several individual landscape features. The intimate scale and close setback of the majority of residences set in well-landscaped yards create a rich pedestrian environment. There is a wide diversity of tree species, and a single-car driveway is generally situated to one side of the lot. The neighbourhood contains significant public open space and a close connection to both the river and the lake. The street grid encourages long views within the area.

In summary, the landscape creates a cohesive visual effect for pedestrians.



Landscape Character – Map 1



Landscape Character – Map 2



Mature tree canopy, hedging and front porches in close proximity to the sidewalks contribute to the pedestrian scale of the streetscape.



The area contains several specimen coniferous trees which add variety to the streetscape.



Parking in J.C. Saddington Park is defined by a row of deciduous trees planted within a grassy, slightly bermed boulevard.



The mature tree canopy along the road allowance encroaches on the view of Lake Ontario.



Private open space associated with institutional buildings is a valued landscape feature along Lakeshore Road West.



The open green space and undulating parkland of J.C. Saddington Park is a significant addition to the neighbourhood, providing passive recreational opportunities.

## Building Inventory

The study area's 103 main buildings are described in three categories: 1) buildings of historic interest; 2) buildings that in terms of height and size complement the buildings of historic interest; and, 3) other buildings. Forty-two buildings are of historic interest, 48 complement, and another 13 are also present.

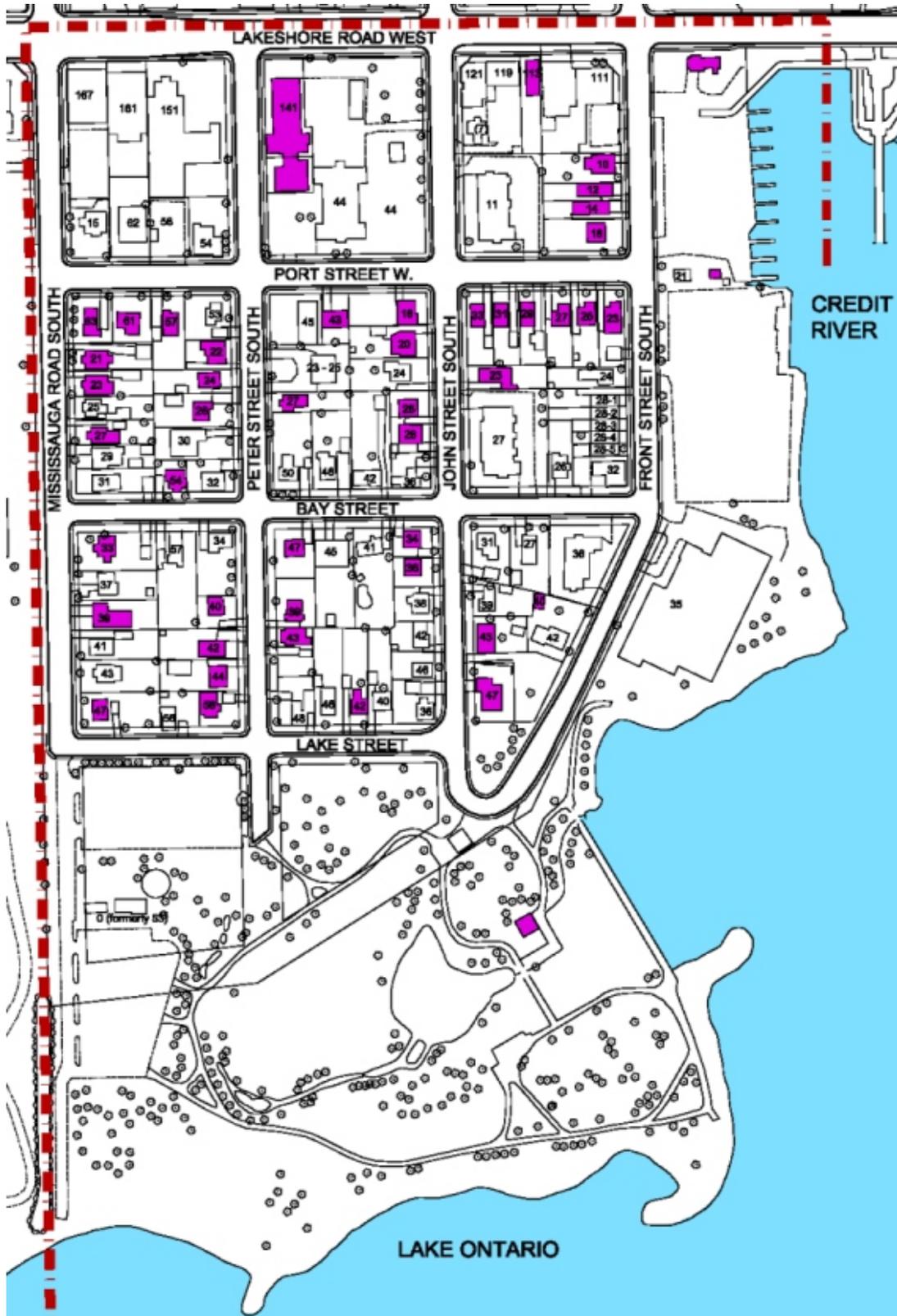
To determine which buildings are of historic interest, detailed historical research was conducted on the five properties designated under Part IV of the *Ontario Heritage Act*, the 39 properties listed in the City's heritage inventory and on other properties identified by the consultant. Of tremendous use in the study of individual properties were the 1843 "Plan of the Town Plot of Port Credit" showing buildings, the 1910 fire insurance plan illustrating the footprints, height and materials of buildings, the 1928 fire insurance plan and the 1952 fire insurance plan. Unfortunately, no map showing buildings exists for the time period between 1843 and 1910. Title searches of the individual properties were also conducted using the records of the Peel Region Archives and Peel Land Registry Office. Assessment rolls, which could support conclusions made by analyzing land titles abstract books and instruments, are unavailable for Port Credit. Secondary sources and visual estimates of dates of construction were also useful in drawing conclusions about the history of individual buildings. In a few cases, detailed historical research established that the "listed" building was in fact not historic but a successful complementary building. In addition to the inventory, notes on each building of historic interest have been assembled in a binder and given to the City.

It should be noted that the buildings of historic interest cover a wide range of construction dates - from the oldest surviving building in the study area to village landmarks of the 1950s.

Maps showing buildings of historic interest and complementary buildings follow. In a separate volume are the inventory of buildings of historic interest, the inventory of complementary buildings and the inventory of other buildings.



Buildings of Historic Interest (shown toned)



Complementary Buildings (shown toned)

### Statement Defining the Study Area's General Historical Character

The following statement is informed by the historical overview, archaeological inventory, landscape inventory and building inventory presented before.

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

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

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

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

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

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

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

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

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

The front yards of houses are predominately green, contain a diversity of deciduous and some conifer tree species, and usually provide access to the street in the traditional way – a single driveway situated to one side of the lot.

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

## Effects of Public Policies and Private Activity on the Study Area's Character

Relevant plans and by-laws adopted by the City of Mississauga were reviewed to evaluate their effects on the study area's general historical character. As well, development trends over the last ten years were noted for their effects.

### 1. Mississauga Plan

Policy Sections 3 (General Policies) and 4.27 (Port Credit District Policies) of Mississauga Plan were reviewed, and the following observations made.

The City's official plan, approved by the Region of Peel in May 2003, contains general policies that support heritage conservation in old Port Credit. These policies include:

- making heritage planning an integral part of the planning process;
- regulating use through zoning for heritage preservation;
- requiring archaeological survey and rescue excavation in areas of high archaeological potential and allowing for assessment and mitigation on sites of lesser archaeological value;
- providing for the establishment of heritage conservation districts;
- requiring heritage impact statements;
- acknowledging surrounding context when designing new buildings;
- varying the design of roads to suit local conditions such as a distinctive built environment;
- retaining established patterns of development and heritage resources in road and lotting design;
- recognizing heritage resources in cemeteries;
- integrating heritage resources in development proposals;
- recognizing the Credit River as a heritage corridor;
- preserving heritage buildings and placing institutions and open spaces prominently to enhance the distinct place character of individual communities.

Mississauga Plan's specific policies concerning the Port Credit community are supportive of preserving the study area's character in the following ways:

- by delineating a "character area" called the Historical Village of Port Credit, where preservation of the street pattern, residential character, natural features and historic housing stock is supported; and sensitive infill and adaptive reuse are promoted;
- by encouraging the investigation of the old town site of Port Credit as an area to be examined as a heritage conservation district;
- by discouraging further widening of Lakeshore Road West;
- by specifying that development on the former oil refinery lands recognize the study area's scale and enhance its character;
- by envisioning an interconnected open space network involving the Credit River and Lake Ontario shoreline, key features in the community's identity, and by designating Marina Park and J.C. Saddington Park as city parks;
- by designating most of the study area as "Residential – Low Density1" which permits detached dwellings to a maximum density of twelve units per net residential hectare.

However, the designation of "Mainstreet Commercial" use along Lakeshore Road West and Front Street South to Bay Street and extending to mid-block on each of Lakeshore and Front, does not reflect the study area's existing built form. Two of the three blocks along Lakeshore Road West have an institutional character while the third block has commercial buildings that in some respects echo a traditional main street. Along Front Street South in the Mainstreet Commercial designation, there are a few houses which have been converted to commercial use, several single-family houses, the Wilcox Inn and a recent townhouse development.

In addition to the Mainstreet Commercial designation applying to properties on or near Front Street South, a special policy area (Site 3) is superimposed by Mississauga Plan over Front Street lands, north of the Wilcox Inn to 10 Front Street South. In Site 3, street-related townhouses, to a certain scale and density, as well as Mainstreet Commercial uses, are permitted.

Furthermore, all of the Mainstreet Commercial lands are located in the Port Credit Node, described as an area in transition, with potential for infill, intensification and redevelopment.

The combined effects of the Mainstreet Commercial, Site 3 and Port Credit Node

policies put development pressure on properties along Lakeshore Road West and Front Street South.

## 2. Zoning By-law No. 1227

The Port Credit zoning by-law, approved by the Ontario Municipal Board in 1961, was designed to encourage an increase in population density. In 1974, a holding provision was placed over lands in the “Residential, Fourth Density” zone – covering most of the study area – to ensure that municipal services would be adequate for the higher density projects. The intent of both the 1961 by-law and 1974 amendment was opposite to the goal of preserving the study area’s predominately low-density residential character.

Zoning By-law No. 1227 does not conform to the general direction of Mississauga Plan, which is toward preservation in the Historical Village. The by-law:

- permits the potential rezoning of most of the study area to the fourth-highest residential density (low- and high-rise apartment buildings plus a myriad of other uses);
- permits inappropriate uses in the “C4 Commercial” zone – a printing plant, car salesroom, car wash, public garage and service station;
- does not permit the possibility of single-family detached use of the Wilcox Inn or the Ida and Benjamin Lynd House;
- provides few development standards in residential zones and nearly none in commercial zones;
- never caps the specific building height except in the “Residential, Fifth Density – Special” zone where it allows a maximum height of 15 metres, a bad precedent for the lands specified for townhouse development in Mississauga Plan.

The zoning by-law is antiquated in concept, obsolete (parts of J.C. Saddington Park are zoned Residential, Fourth Density – Holding), and an impediment to conservation in the study area.

## 3. Interim Control By-law No. 0219–2003

An interim control by-law applying to the study area was passed in May 2003 to control development for one year while the study is underway. In effect, the by-law restricts new development to modest single-family detached dwellings (no greater than 120 square metres or 1,291.7 square feet) and to small additions to single-family detached dwellings (no greater than 25 per cent of the existing gross floor area). This is a temporary measure with no long-term impact on the study area’s character.

#### 4. Properties Designated under the *Ontario Heritage Act*, With a Conservation Easement or Listed in the City's Heritage Inventory

Over the course of 26 years, five properties in the study area have been designated by by-law under Part IV of the *Ontario Heritage Act* and another 39 have been listed in the City's heritage inventory. For one of the five designated properties, there is also a conservation easement registered on the title. As well, the entire study area has been a heritage conservation district study area since 1988.

The highest level of architectural regulation is on the Wilcox Inn, protected by both a conservation easement and Part IV designation. Applications for building alteration, construction, demolition or removal on the other four designated properties – Mississauga Masonic Temple, Clarke Memorial Hall, Emma Peer House and the Parkinson House – must be reviewed and approved by City Council. The 39 listed properties are flagged by the City; and when building permits are requested, the City's heritage committee may comment before the permit is issued.

While the City's heritage co-ordinator can provide technical advice to any owner of one of the 44 properties described above, the City does not have financial incentive programs for building conservation. Municipal loans and grants and tax relief are not available to private property owners, nor is there a program to foster special investment in City-owned heritage properties.

#### 5. Private Tree By-law No. 0624– 2001

The by-law regulating the removal of trees 20 centimetres (eight inches) in diameter or larger on private property, passed in 2001, applies only to removals of more than four trees in the calendar year. In any year, a property owner can cut down four trees of 20-centimetre size without making application to the City. In effect, private property owners in the study area can remove mature trees easily.

#### 6. Port Credit Harbour Transition Master Plan

The master plan, prepared in 1991, envisages continued use of the river's west bank (Marina Park and its southern extension) as a parking lot serving boat launching facilities. Marina Park would be reorganized as one large parking lot (the park is now split in two) and landscaped. The log house would be relocated closer to Front Street South. A boardwalk along the river would connect Memorial Park north of Lakeshore Road West to J.C. Saddington Park. The plan's authors also suggest display boards or stations to illustrate harbour history and benches, light standards and other furniture that evoke a heritage or marine theme.

Interpretation of the history and heritage of the harbour, of the west bank in particular and for the entire study area would enrich the experience of living in, and visiting, old Port Credit village if researched and executed well. The relocation of the log house poses no threat to the building as the building's current setting is not its original context.

However, this concept for Marina Park and its southern extension should be reviewed and a planning framework developed in light of the findings contained in this report.

## 7. City of Mississauga Waterfront Plan

Both the Port Credit Harbour Transition Master Plan and Mississauga Waterfront Plan are referenced in Mississauga Plan, and their concepts and principles acknowledged.

The waterfront plan, prepared in 1993, incorporates Marina Park and its southern extension into a concept called Harbour Square located on both sides of the river. A building named The Sport Fishing and Great Lakes Ecology Centre would occupy the southern extension of Marina Park. Parking for the proposed centre – at first in a lot and eventually in a multi-level parking structure – would cover much of Marina Park. Ultimately, Marina Park's boat slips could be removed to another site in Port Credit.

Again, this concept for Marina Park and its southern extension should be reviewed and a planning framework developed in light of the findings contained in this report.

## 8. Mississauga Road Scenic Route Study

The 1997 study stops at Lakeshore Road West and does not extend into the study area.

Although the historic value of Mississauga Road South in the study area would be the paramount consideration in any future design treatment for the road, it would also be appropriate to acknowledge its scenic value and use as a buffer to the former refinery lands.

## 9. Trends in Private Development Activity

The construction of the five-unit terrace of row houses at 28 Front Street South has had the most dramatic effect on the study area's character in the last ten years. The three-and-a-half-storey building introduced a land use and building type that never before existed in the study area. Its construction caused the demolition of an early twentieth century house and the removal of two mature trees. Its construction also closed in the remaining open space of the original Wilcox Inn property. Because it is located close to the landmark Wilcox Inn and is bigger and taller, the terrace competes visually with the Wilcox Inn. It dwarfs the neighbouring mid-nineteenth century building at 24 Front Street South on the former Credit Harbour Company lands. It has altered the view of the river's

west bank and Front Street South.

In addition to the house demolished for 28 Front Street South, there have been four other houses demolished in the study area in the last ten years. Three of the houses have been replaced with houses of a size atypical in the study area.

Elsewhere, homeowners have upgraded their houses and yards, complementing the study area's architectural patterns with varying degrees of success. Clearly, information about conservation principles and practice and practical advice could assist those homeowners with an interest in making sensitive improvements and enhancing the study area's character.

## Public Participation

In addition to five meetings with a Staff Steering Committee, the consultants met four times with a Volunteer Advisory Committee – on September 16, October 15, October 28 and November 18 – and with the public three times – on September 23, October 21 and November 18. The Volunteer Advisory Committee consisted of the Ward 1 Councillor, residential property owners, a representative from First United Church, a representative from the City's Heritage Advisory Committee and a representative from the Port Credit Business Improvement Area. The BIA representative resigned from the committee.

A walking tour of the study area preceded the formal presentation at the September 23 public information session held at Clarke Memorial Hall. At the public information session held at St. Luke's School on October 21, small-group workshops for the purpose of identifying valued features in the neighbourhood and exploring the kind of characteristics any new house and garage in the study area should have, complemented formal presentations to the entire assembly. At the end of the October 21 session, an exit survey was given to those in attendance to gauge the level of interest in protecting the study area's character and to ascertain the degree of understanding for each of the possible protection measures. On November 18, the public information session at Clarke Memorial Hall focused on the consultants' preliminary recommendations for a heritage planning framework. At all three sessions, ample time was provided for the public's questions and comments.

Literature distributed to residents and land owners in the study area included: 1) a July 30 letter introducing residents to the study process and study team; 2) a newsletter in August announcing the September 23 public information session, providing background information, and containing a questionnaire to assist in identifying Native artifacts, historic buildings and open spaces, and interesting views; 3) notices for the October 21 and November 18 public information sessions; and, 4) a November 14 newsletter providing, among other information, the consultants' preliminary recommendations for a heritage planning framework.

As the study progressed and the public participation process developed, it was observed that a number of individuals who had been categorically opposed to the aims of the study came to appreciate the need for measures to conserve old Port Credit village. A conciliatory tone prevailed at the final Stage 1 public information session on November 18. It is fair to conclude that the overwhelming majority of the 94 residents and members of the public who attended on November 18 felt there was merit in conserving old Port Credit village and that additional measures under the *Planning Act* and/or the *Ontario Heritage Act* warrant examination in detail.

## Recommendations on a Heritage Planning Framework

A heritage planning framework that would give protection to the study area's historical character and fair and predictable rules for property owners needed to be developed. The views and comments of members of the Volunteer Advisory Committee, the public and the Staff Steering Committee were carefully considered. In addition, the heritage planning framework adopted for Meadowvale Village in Mississauga (Ontario's first heritage conservation district) and for a number of other historic communities – in Markham, Vaughan, Oakville and St. Catharines – was studied.

The study area is the appropriate area in which to apply a heritage planning framework. It contains the southern part of the 1835 village plot – the area south of Lakeshore Road West where the village's historical character is still evident. The boundaries of the area are easily justified – the natural boundary of the Credit River defining the eastern limit of the 1835 village, the southern boundary of Lake Ontario, the western boundary of Mississauga Road West defining the western edge of the 1835 village and the northern boundary of Lakeshore Road West, the village's main east-west street.

A new zoning by-law, the designation of a heritage conservation district, the establishment of site plan approval and improvements to Mississauga Plan would create a heritage planning framework suitable for the conservation and enhancement of old Port Credit village. It is intended that in Stage 2 of the study the Volunteer Advisory Committee, Staff Steering Committee and the public consider the details of each of the four measures discussed below.

### 1. Zoning By-law

The current zoning by-law, originating in 1961, does not conform to the general direction of Mississauga Plan, which is toward preservation in the Historical Village character area.

The City is undertaking a comprehensive review of zoning throughout the City. Recommendations from the heritage conservation feasibility study will inform the review. A proposal for a new comprehensive zoning by-law is expected by mid-2004. But Interim Control By-law No. 0219-2003 will expire before the new comprehensive zoning by-law is released in draft form, leaving the study area to function under the antiquated Village of Port Credit zoning by-law.

In the meantime, the challenge is to create a zoning by-law amendment for the study area that:

→ reflects the official plan policies for the Historical Village character area; and,

- respects the existing built form in the study area.

It is recommended that a zoning by-law amendment for the study area be developed:

- recognizing existing land uses and permitting land uses that reflect those in Mississauga Plan; and,
- containing development standards for new construction in each zone that reflect the height, bulk, size, floor area, location, spacing and general character of existing buildings, but that allow for appropriate growth.

## 2. Heritage Conservation District

While zoning can be used to regulate new construction in terms of building height, gross floor area, setbacks, proportion of landscaped open space and ancillary buildings, it has no effect over the conservation of existing buildings.

Forty-two buildings in the study area have been identified as having historic interest, but only five of these have been designated under Part IV of the *Ontario Heritage Act*. Designation under either Part IV or Part V of the *Ontario Heritage Act* enables City Council to review proposals for the alteration, demolition or removal (moving) of existing buildings.

While Part IV designation provides review of proposals affecting individual buildings, Part V designation confers formal recognition on an entire area's historic value and customarily leads to the preparation on a non-statutory heritage conservation district plan that can address the preservation of historic buildings, the design of new complementary buildings, and the conservation and enhancement of streets, parks, cemeteries, archaeological sites and other open spaces.

A heritage conservation district plan's policies and guidelines can be worded to be more permissive than restrictive for property owners in the district. It appears that the property owners in old Port Credit village may today feel more comfortable with a heritage review process that encourages wise choices rather than imposes strict expectations.

As for the five properties already designated under Part IV, the *Ontario Heritage Act* allows the inclusion of Part IV designated properties in a heritage conservation district.

It is recommended that:

- City Council designate the study area as a heritage conservation district under Part V of the *Ontario Heritage Act*;

- the five properties designated under Part IV of the *Ontario Heritage Act* be included in the heritage conservation district;
- a heritage conservation district plan be prepared with full community involvement;
- the tone of the plan's policies and guidelines be more permissive rather than restrictive;
- a distinction be made between policies and guidelines for buildings of historic interest and policies and guidelines for other buildings;
- a review procedure be formulated in Stage 2 of the study.

### 3. Site Plan Approval

Site plan approval, which considers the layout of new development on its site, can address matters such as grading, tree preservation and landscaping, and vehicular access – all of which can affect historical character.

In Mississauga, site plan approval is required for commercial, institutional and multiple residential developments. It also applies to some residential neighbourhoods with special character – Lorne Park, Mineola and Meadowvale Village heritage conservation district.

Taking a more lenient approach in old Port Credit village, it would be reasonable to exempt minor additions and alterations to detached dwellings from site plan approval.

It is recommended that site plan approval:

- extend to include any new residential building, either an infill or demolition and replacement of an existing building;
- not apply to minor additions and alterations to detached dwellings.

### 4. Mississauga Plan

There is a group of character-defining institutional landmarks along Lakeshore Road West – Clarke Memorial Hall, First United Church and the Roman Catholic block – that receives no special recognition within the Mainstreet Commercial land use area. Similarly, there is a lack of special consideration for the existing three low-rise apartment buildings in the Residential – Low Density 1 land use area.

Mississauga Plan is structured to admit special policies for specific sites within general land use areas. One special policy area – Site 3 along Front Street South, north of the

Wilcox Inn to 10 Front Street South – permits street-related residential townhouses in the Mainstreet Commercial area. Site 3 recognizes the existence of the townhouses at 28 Front Street South and permits further townhouse development at a certain scale and density.

It is recommended that:

- site-specific policies be developed to recognize the existing multi-unit residential buildings within the Residential – Low Density I land use area;
- site-specific policies be developed, within the Mainstreet Commercial land use designation, to encourage the retention of the existing institutional landmark buildings and cemetery along Lakeshore Road West;
- site-specific policies be developed to lessen the visual impact of any future development along Front Street South and to encourage the retention of buildings of historic interest.