



Conserving Heritage Landscapes

Cultural Heritage Landscape Project – Volume 3

Prepared for the City of Mississauga
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Final Report



Providing Archaeological &
Cultural Heritage Services

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Cover Image: Aerial view of Mississauga (Hunting Survey Corporation Limited 1954a)



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1.0 Introduction

This Volume of the Conserving Heritage Landscapes: Cultural Heritage Landscape Project presents the landscapes recommended to move forward as Significant Cultural Heritage Landscapes in the City of Mississauga. This Volume should be read in conjunction with Volume 2, Appendix B: Thematic History of the City of Mississauga to provide a fulsome historical background and context for the historical summaries contained within each Significant Cultural Heritage Landscape section.

All of the previously inventoried cultural landscapes and cultural features protected under Part IV or Part V of the O.H.A. are recognized as Significant Cultural Heritage Landscapes as part of this study. Eighteen of the cultural landscapes and/or cultural features are protected in whole or include features protected under Part IV or Part V of the *O.H.A.* (Table 1-1). Two cultural landscapes, Old Port Credit Village and Meadowvale Village, are designated under Part V of the *O.H.A.* and were deemed to be appropriately evaluated and protected. Where indicated a review of the By-law is recommended to update the Statement of Significance with the goal of defining or refining the list of Heritage Attributes. It was determined that while University of Toronto Mississauga (U.T.M.) includes two buildings which are designated, the campus should be researched and evaluated as a whole.

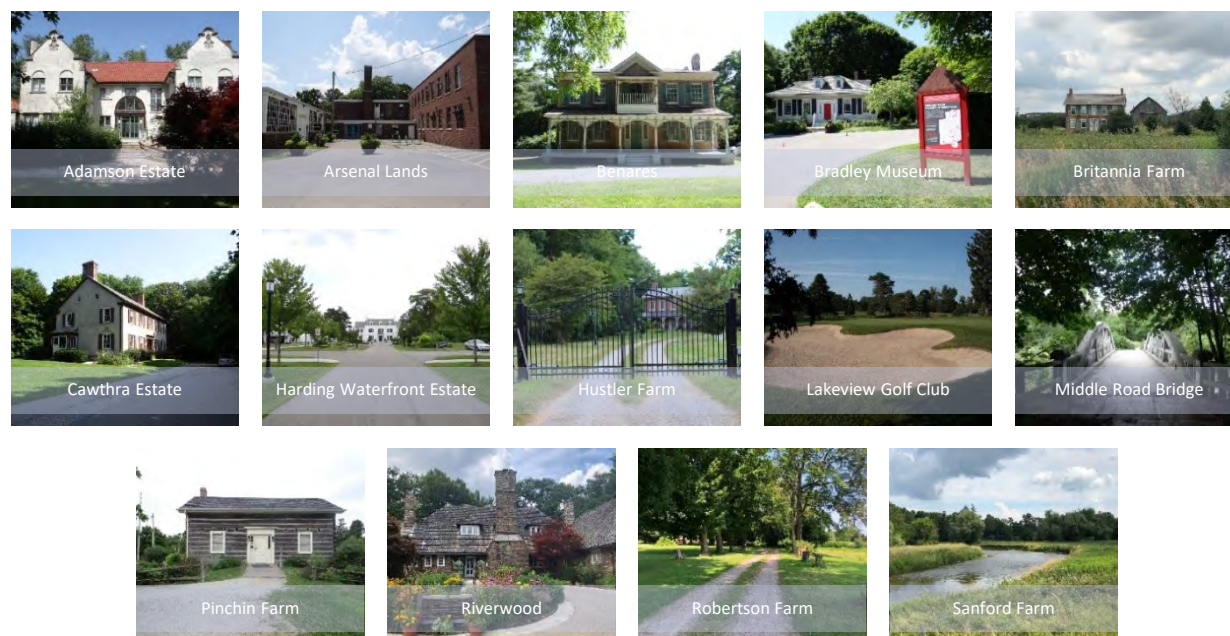


Figure 1-1: Significant Cultural Heritage Landscapes Protected under Part IV of the *Ontario Heritage Act*.

Table 1-1: Significant Cultural Heritage Landscapes Protected under Part IV or Part V of the *O.H.A.*

Cultural Landscape	Existing Protection	Designation	Address Associated with Designation By-law	By-Law Review Recommended
Adamson Estate	Part IV	By-law Number 461-78 By-law Number 569-93	875 Enola Avenue	Yes
Arsenal Lands including Water Tower	Part IV	By-law number 0258-2009	1352 Lakeshore Road East	No
Benares	Part IV	By-law Number 493-77; also has heritage easement	1503 Clarkson Road North	Yes
Bradley Museum	Part IV	By-law Number 477-77 By-law Number 661-83	1620 Orr Road	Yes
Britannia Farm	Part IV	By-law number 0442-2001 By-law number 166-92 By-law number 634-78	5520 Hurontario Street	Yes
Cawthra Estate	Part IV	By-law Number 549-92	1507 Cawthra Road	Yes
Harding Waterfront Estate (Gairdner Estate)	Part IV	By-law Number 0101-2009	2700 Lakeshore Road	No
Hustler Farm	Part IV	By-law number 857-79	7564 Tenth Line West	Yes
Lakeview Golf Course	Part IV	By-law Number 0008-2010	1190 Dixie Road	No
Middle Road Bridge (Bowstring Bridge over Etobicoke Creek)	Part IV	By-law Number 1101-86	1700 Sherway Drive over Etobicoke Creek	Yes
Pinchin Farm	Part IV (Leslie Log House)	By-law number 330-94	4415 Mississauga Road	Yes

Cultural Landscape	Existing Protection	Designation	Address Associated with Designation By-law	By-Law Review Recommended
Riverwood (Mississauga Garden Park / Chappell Estate)	Part IV	By-law Number 0505-2004	1447 Burnhamthorpe Road West	Yes
Meadowvale Valley Ridge	Part of Part V	By-law Number 453-80	Located primarily along Second Line West and Old Derry Road which intersect each other.	No
Meadowvale Village H.C.D.	Part V	By-law Number 453-80	Located primarily along Second Line West and Old Derry Road which intersect each other.	No
Old Port Credit Village H.C.D.	Part V	By-law Number 0272-2004	Located on Lake Ontario, generally conforms on its east, south, and west sides to the boundaries of the government-planned village plot of 1835.	No
Robertson Farm	Part IV	By-law number 0547-2001	381 Winston Churchill Boulevard	Yes
Sanford Farm	Part IV	By-law number 833-83	1200 Old Derry Road	Yes
University of Toronto Mississauga (U.T.M.)	Part IV (select buildings)	By-law number 879-85 By-law number 662-83	3359 Mississauga Road	N/A (Evaluate property as a whole)

2.0 City Centre Precinct

City Centre Precinct is listed on the 2005 Cultural Landscape Inventory. Located at 300 City Centre Drive, the Civic Centre (interchangeably called City Hall) is the geographic centre of City Centre Precinct and is the administrative headquarters for the City of Mississauga. Located at the same address, Celebration Square is a large public open space used for a variety of cultural events. The Central Library at 301 Burnhamthorpe Road West is the largest public library in Mississauga. Last, the Living Arts Centre at 4141 Living Arts Drive is an important arts and culture facility.

The City Centre Precinct Cultural Landscape was identified in the 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment, historical or archaeological interest, outstanding features or interest, and landmark value (The Landplan Collaborative Ltd. et al. 2005). The site description for the City Centre Precinct Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that City Hall development put Mississauga on the international cultural map. The City Hall building is one of the more important "Post Modernist" monuments in the world and set a new standard for design for Mississauga.

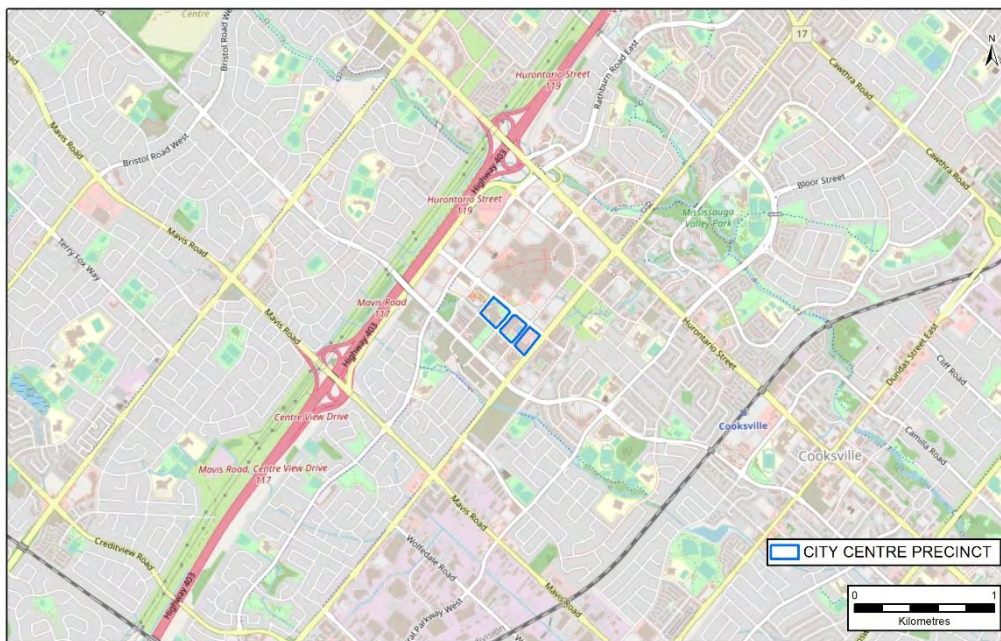


Figure 2-1: Location of the City Centre Precinct study area. The Living Arts Centre is within the northeast block, the Civic Centre (City Hall) is at the centre, and Celebration Square and the Central Library are within the southwest block (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

2.1 Historical Summary

The site that is now City Centre Precinct was agricultural land for generations, and farms were still evident into the 1970s. After a 1969 fire destroyed the municipal offices then located at Confederation Square in Cooksville, the new administrative centre was relocated to a parcel given by developer Bruce McLaughlin where it functioned until 1986 (Clay 2014).

The design of the new City Hall, the first building erected of what is now the City Centre Precinct, was chosen by architectural competition. The winning submission was put forth by Edward Jones and Michael Kirkland. They beat out 255 competitors in one of Canada's most important architectural events, akin to the 1958 competition for Toronto's new City Hall (Chin 2012). Kirkland and Jones' design was meant to pay homage to Mississauga's agricultural history, with a farmhouse symbolized in the main building, a grain silo symbolized in the Council Chamber, and a windmill symbolized in the clock tower. It is one of Canada's best-known examples of post-modern architecture and won various prizes, including the 1990 Governor General's Award of Merit (Chin 2012; Osbaldeston 2008; Murphy 1987; Canadian Competitions Catalogue 2020; Arnell and Bickford 1984).

The construction of the Civic Centre played a crucial role in the development of Mississauga (Filion 2007). It allowed for the other components to come to fruition in the area that would become the city's downtown core.

Among these developments were other buildings that now make up the City Centre Precinct. This includes the Central Library, which was designed by the well-known and award-winning architectural firm of Shore, Tilbe, Henschel, Irwin and Peters. It opened to the public in 1991 (Frias 2019). The Living Arts Centre, designed by Zeidler Roberts Partnership Architects, added a resource for arts and culture within the community when it opened in 1997 (Zeidler Architecture 2019). Finally, Celebration Square, a singular replacement for two separate earlier squares that were part of the original design at this location, opened in 2011 and was designed by CS&P Architects. It has a large public open space with gardens, fountains, a war memorial, and other amenities (CS&P Architects 2020).

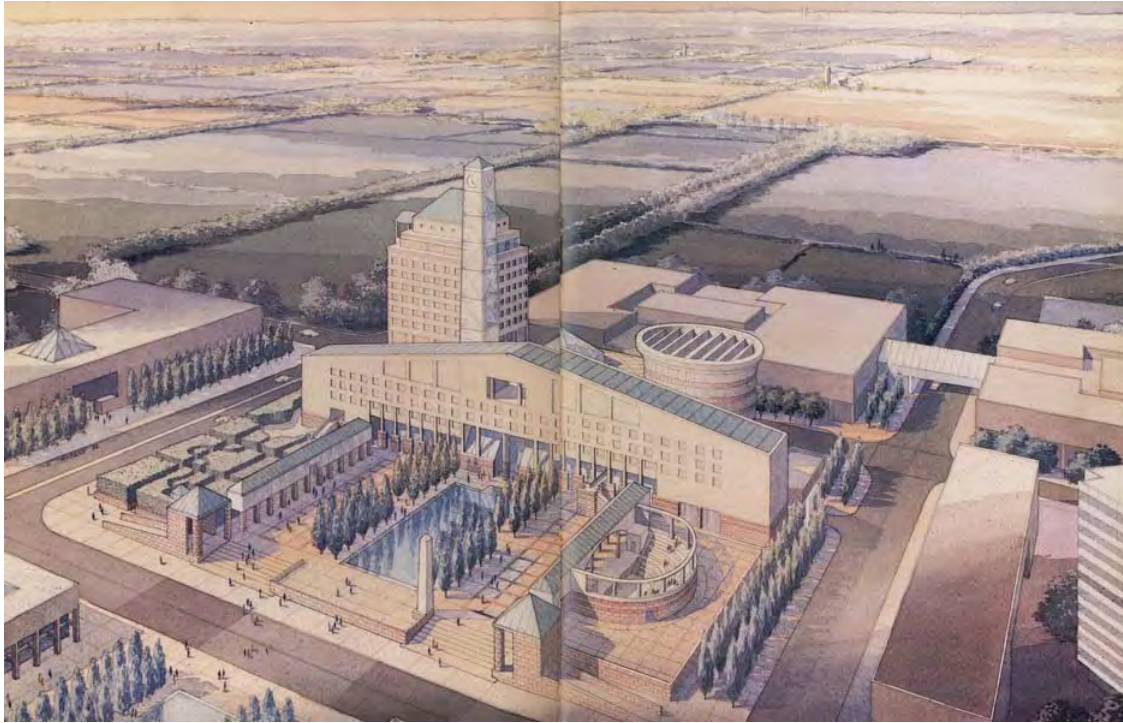


Figure 2-2: Perspective Drawing #1, Jones & Kirkland Architects (Canadian Competitions Catalogue 2020)

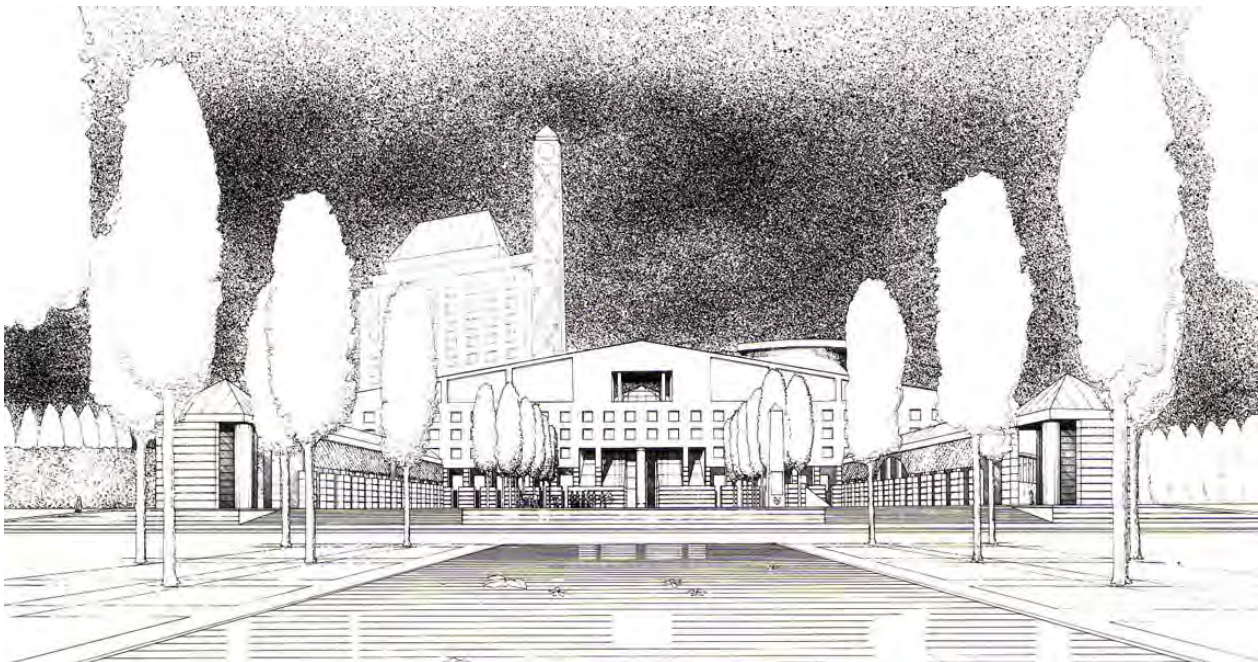


Figure 2-3: Perspective Drawing #2, Jones & Kirkland Architects (Canadian Competitions Catalogue 2020)



Figure 2-4: 1877 Illustrated Historical Atlas of the County of Peel (Walker and Miles 1877)



Figure 2-5: 1954 aerial photograph (Hunting Survey Corporation Limited 1954a)

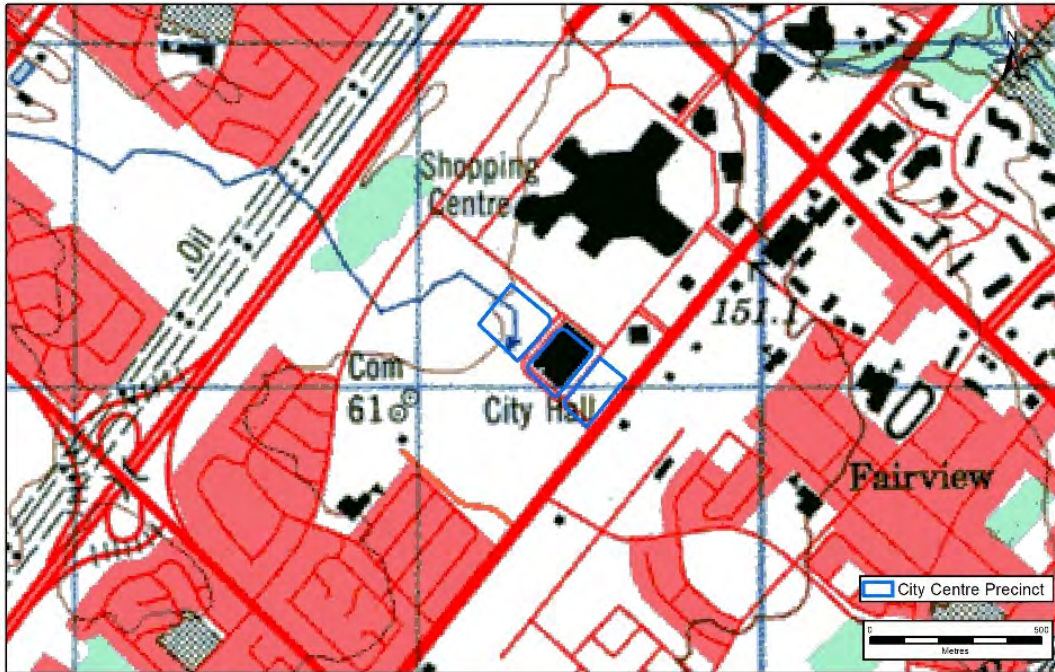


Figure 2-6: 1994 N.T.S. map, Brampton Sheet (Department of Energy, Mines and Resources 1994)

2.2 Existing Conditions

Inventory of Existing Resources

Table 2-1: Inventory of existing resources found within and adjacent to the City Centre Precinct

Address	Recognition
City Hall Clock Tower	2005 Cultural Landscape Inventory – cultural feature
300 City Centre Dr	Listed on the City of Mississauga Heritage Register prior to 2005

City Centre Precinct

Fieldwork Photos



Figure 2-7: Living Arts Centre (A.S.I. 2019)



Figure 2-8: City Hall, facing southwest (A.S.I. 2019)



Figure 2-9: City Hall, facing northwest (A.S.I. 2019)



Figure 2-10: City Hall, facing north (A.S.I. 2019)



Figure 2-11: Mississauga Central Library (A.S.I. 2019)

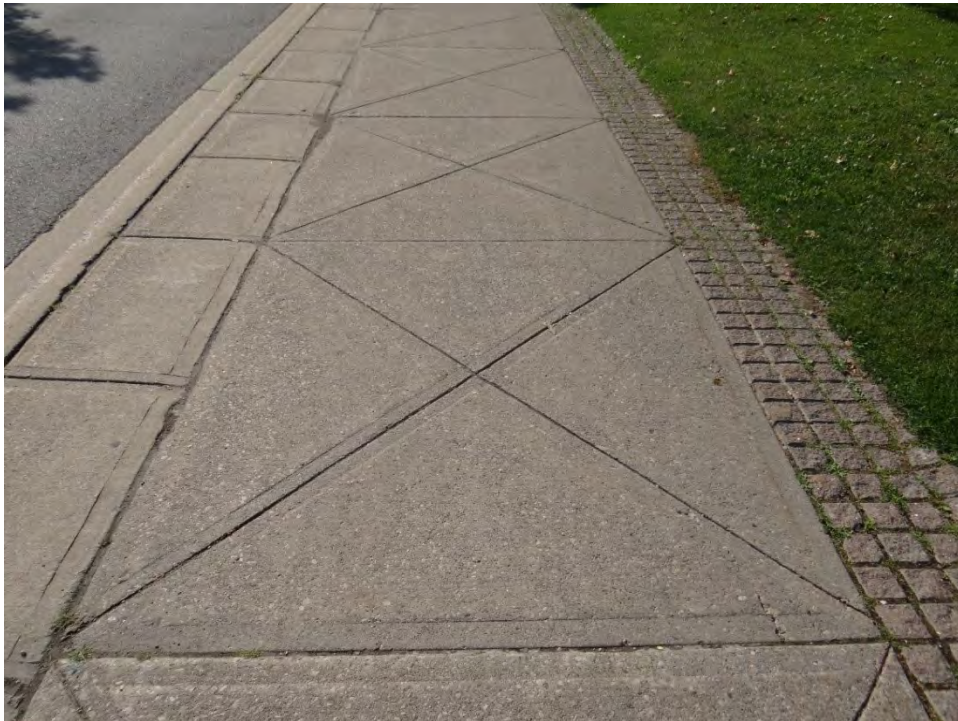


Figure 2-12: X design in the concrete sidewalks (A.S.I. 2019)

2.3 Evaluation

Table 2-2: Summary of cultural heritage value for City Centre Precinct

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	Yes
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 2-3: Summary of community value for City Centre Precinct

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	Yes
Quality of Life	Yes
Local History	Yes
Visual Depiction	Yes
Genius Loci	Yes
Community Image	Yes
Tourism	Yes
Planning	Yes

Table 2-4: Summary of historical integrity for City Centre Precinct

Criteria	Meets criteria?
Land Use	Yes
Ownership	Yes
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	No
Natural Relationships	No
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

2.4 Statement of Significance

Cultural Heritage Value

City Centre Precinct has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.

City Centre Precinct has design and physical value as a representative example of a civic complex which includes City Hall, the Central Library, and the Living Arts Centre as well as Celebration Square, fountains, and a Clock Tower. These buildings and properties provide valued municipal government functions, community gathering space, access to knowledge, and public entertainment. Each property and building added to the precinct has been designed to be considerate of previously constructed properties and have a high degree of design and aesthetic appeal. The establishment of this area at the very centre of the newly formed City of Mississauga provided the community with a distinctive identity and its unique architecture distinguished the City from other municipalities and from the former communities of Toronto Township. Each property has direct associations with prominent architecture and landscape architecture firms, and these are significant works within their portfolios. The distinct buildings, in part and in combination, give the area a landmark quality.

Community Value

City Centre Precinct is valued as a cultural heritage landscape due to its community value. The precinct is promoted as a destination within the City of Mississauga and appears on self-guided tours and public art tours of the downtown area. Each component of the precinct has been intended to celebrate and boost civic pride and identity within Mississauga and is the location of many cultural events.



City Centre Precinct

Historical Integrity

City Centre Precinct is valued as a cultural heritage landscape due to its historical integrity. Since its establishment as the city centre, the precinct has been intentionally added to in order to increase this function. Due to its more recent construction and the stability of the area the built elements remain intact and the relationships between features have been carefully considered.

Cultural Heritage Attributes

- The scale, form, massing, and architectural details of the civic buildings throughout the precinct.
- City Hall:
 - All components of the building;
 - Clock tower; and
 - Fountain feature to the south of the main building.
- Living Arts Centre:
 - Siting and set-back to allow view to the north side of City Hall looking south along Duke of York Boulevard from Prince of Wales Drive.
- Central Library
- Celebration Square
- Landscaping throughout including:
 - Undulating shaping of land;
 - X-patterned sidewalk repeating X design throughout City Hall; and
 - Paired line of trees along the west side of the fountain and east side of the Central Library.

2.5 Boundary

The boundary corresponds to the study area boundary as shown in Figure 2-1.



3.0 Credit River Corridor

The Credit River Corridor Cultural Landscape study boundary includes the Credit River from Port Credit to the north boundary of Mississauga. This landscape is a core of greenspace through the heart of Mississauga and its topography varies from sharply sloping valley walls to wide floodplains. The Credit River is the most significant natural landscape and wildlife habitat in the city and has had a huge impact on the history and development of Mississauga.

The Credit River Corridor Cultural Landscape was identified in the 2005 Cultural Landscape Inventory for its landscape environment, historical associations, historical or archaeological interest, outstanding features or interest, and significant ecological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Credit River Corridor Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that the Credit River Valley is the most significant natural feature remaining in the City of Mississauga. The landscape is noted for its scenic quality, varied topography, historical associations, and community value.

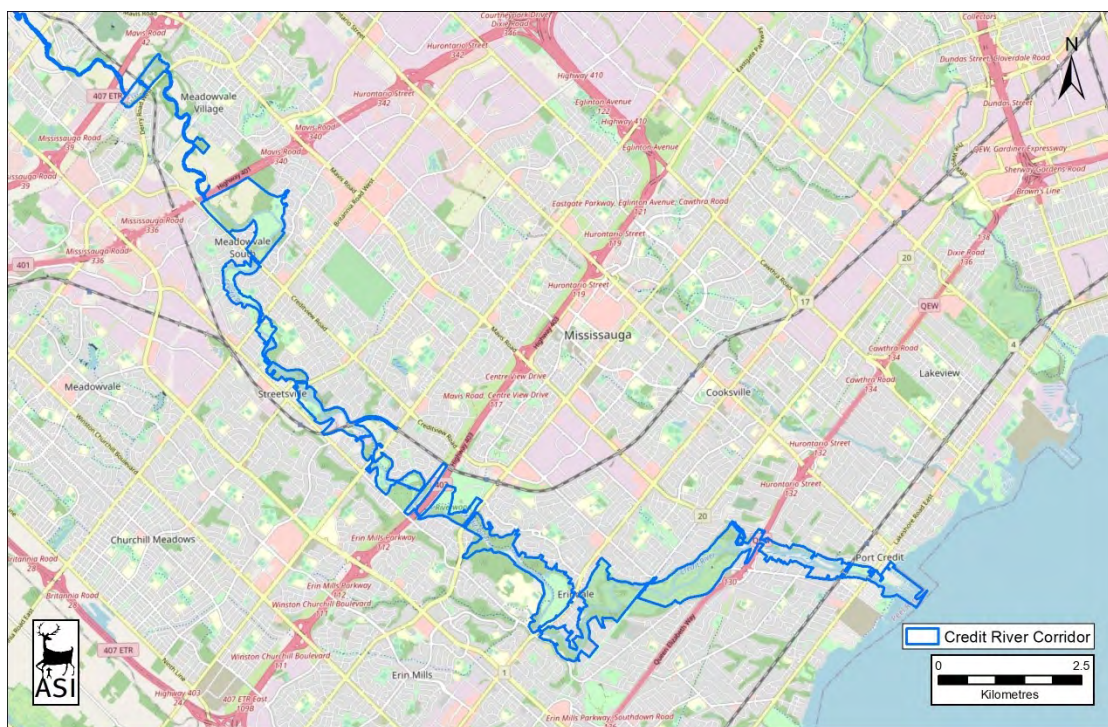


Figure 3-1: Location of the Credit River Corridor Cultural Landscape (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

3.1 Historical Summary

The Credit River is almost 90 km long, beginning in Orangeville, Mono, and Erin, flowing through nine municipalities before draining into Lake Ontario at Port Credit (Credit Valley Conservation 2018a). Within the City of Mississauga itself the Credit River runs for approximately 24 km and has shaped the land, both physically and culturally, contributing largely to the region today.

Approximately 12,000 years ago, as the glaciers retreated, a body of water known as Lake Iroquois existed for about 200 years where the Credit River valley extends through today. As the ice receded and the lake disappeared the river carved its way through the beach sands and glacial deposits of the former shoreline towards what would become Lake Ontario. As lake waters continued to rise, the mouth of the original river flooded and resulted in the wide, flat floodplain and expansive areas of marsh wetland found upstream from Port Credit today (Puddister 2002).

The Credit River itself was named “Mis.sin.ni.he” or “Mazinigae-zeebi” by the Mississaugas. See Appendix D: Mississauga: A Thematic History for a detailed description of Indigenous Land Use and Settlement. The surveyor Augustus Jones, translated by Basil Johnson, said that this signified “the trusting creek,” although another translation is “to write or give and make credit” (Smith 2013). This is said to refer to the fur-trading period, when the French or British would meet with the First Nations here “extending credit for supplies until the following spring if the Indians did not have sufficient furs to pay in full.” It is said that the French military engineer, Chaussegros de Lery, suggested that a trading post be established at the Credit in 1749. The French name for this place, when the river was first mapped in 1757, was “Riviere au Credit” (Jameson 1923; Rayburn 1997; Scott 1997; Gibson 2002; Robb et al. 2003; Smith 2013).

Lieutenant Governor Simcoe and his wife, Elizabeth, stopped at the mouth of the Credit River on June 16, 1796. The Simcoes walked along the Credit and explored the river by canoe about as far upstream as Streetsville. Mrs. Simcoe provided one of the earliest descriptions of the Credit River, noting that “the banks were high one side covered with pines & pretty piece of open rocky country on the other.” She also wrote that the river provided a multitude of salmon. Mrs. Simcoe sketched and painted the first known view of the Credit at this time (Robertson 1911; Gibson 2002). Surveyors notes from this time make it clear that they were working through a region of dense “primeval” forest (Puddister 2002).





Figure 3-2: 'River Credit, Near York', painted on birch bark by Mrs. Elizabeth Simcoe, 1796 (Historic Images Gallery, <http://www.mississauga.ca/>)

As Indigenous inhabitants relied on the bounty of fish the Credit River provided as a key component of their diet, fishing is arguably the earliest and most longstanding of the Credit River's legacies. When European settlers arrived, the abundance was such that it earned notations in early written histories, various visitors noted the abundance of salmon and trout, as well as other fish, in the spring or fall (Puddister 2002). The diversity of fish provided both a food source and recreation. The wide and abundant variety of fish attracted fishing enthusiasts from far and wide. The diversity of species is praised in the 1866 guide the "Sportsman and Naturalist in Canada" (Puddister 2002). Fishing remains a popular recreational activity on the river today.



Figure 3-3: Fishing on the Credit River, 1959 (Historic Images Gallery, <http://www.mississauga.ca/>)

The early timber industry arose in part due to the dense forest in the valley, but also because the river provided a valuable transportation and energy source. Harvested logs were either rafted downstream, to Port Credit, where they were then floated to York, or they were processed at one of the many sawmills along the way. As the land was cleared and cultivated sawmills decreased in number and were slowly replaced with flour or grist mills (Puddister 2002; Heritage Mississauga 2009a). During these early years of settlement, the high flow rate of the river also made it ideal for use as a shipping canal. Allegedly, lake boats travelled as far upstream as the present-day Credit Valley Golf and Country Club, north of the Queen Elizabeth Way.



Figure 3-4: Powerhouse and Dam on the Credit River at Erindale (Historic Images Gallery, <http://www.mississauga.ca/>)

Settlement of the land and early industry eventually began to take its toll on the river system. The Credit River provided an efficient source of energy and transport and, as a result, took on the appearance of an early industrial corridor. In 1846, concern for the state of the river grew as residents noted a decrease in the number of fish, suspecting dams and sawdust to be the reason. Waste disposal of various nineteenth-century activities impacted the quality of the rivers as sewage from privies, sawdust from lumber mills, mash from breweries, washings from woolen mills, and whey from cheese factories discharged into nearby streams and tributaries and were carried downstream. Water ponding behind mill dams impacted plant life in the area, and the environmental shields that maintained the volume of flow of the river were slowly eliminated. The leafy cover that prevented evaporation was slowly cut back as land was cleared, and swamps that slowly released stored waters back into the river system were destroyed (Puddister 2002).

By 1859, the Credit River flowed through several historical settlements, including Port Credit, Springfield (later Erindale), and Streetsville. A total of seven mills of varying types are labelled along the river valley, within and between the historical settlements (Tremaine 1859).

The 1880 Historical Atlas shows development within the settlements through which the Credit River flows and identifies eight mills along the cultural landscape.

The onset of electrical power at the turn of the century fueled a new phase of growth. The Credit River was used to deliver this power in the form of steam and hydroelectric projects. By 1923, the burden was lifted slightly when Niagara Falls was able to supply the ever-growing need for electricity to the villages of Toronto Township and beyond.



In the first half of the twentieth century, the course of the Credit River varied slightly from its present course. All major road and railway crossings had either wood or metal bridges, and development within the historical settlements of Port Credit, Erindale, Streetsville, and Meadowvale had increased. Vegetation was found along the banks of the river, suggesting that much of the valley remained naturalized at that point in time.

A more permanent alteration of the landscape occurred after mid century as agricultural land gave way to residential subdivisions, and more commercial and industrial forms of development arose. The lands along the lakeshore began to be divided into subdivisions and development started creeping north. The Credit River generally followed its current alignment and was lined with vegetation. The expensive restoration of the nearby Don River in the 1950s granted residents an opportunity to learn the cost of rehabilitating a river system from the experiences of Toronto. This restoration, in addition to changes in provincial legislation allowing for the creation of conservation authorities, led to the development of a community group. On May 13, 1954 the Credit Valley Conservation Authority (now Credit Valley Conservation) was established, allowing personal and community responsibility in conservation after several years of work by local service clubs concerned about marshes, pollution, and flooding. While the Authority developed programs encouraging proper resource management during the 1960s and 1970s, growth within the watershed continued at an incredible pace. By the 1970s, only three percent of forest cover remained in the city (Puddister 2002). The 1973/74 topographic map shows the further expansion of development, particularly around the shore of Lake Ontario, Erindale, the Forest Wood Community, and Streetsville.

During the mid-1970s, the City of Mississauga's new *Official Plan* recognized the significance of the Credit River Valley. Additionally, a 1979 Project Planning study investigated the Credit River Valley's recreational potential, illustrating the contribution the Valley made to the city. This study highlighted the Valley as the most significant natural landscape and wildlife habitat in the City of Mississauga. Recommendations followed suggesting extensive set-backs from the Credit River Valley to ensure long-term slope protection and to maintain existing scenic views of towering slopes from the valley floor. Mississauga City Council adopted many of these recommendations the following year (Puddister 2002).

In 1992, the Conservation Authority completed the "Credit River Water Management Strategy". This document considers the land, water, and human features of the watershed together working towards a self-sustainable environment. Changes in the watershed that had already occurred were outlined and more intensive efforts at protection and management were promoted. This strategy developed an ecosystem approach to water management, which emphasized environmental conditions before developing sub-watershed plans (Puddister 2002; Credit Valley Conservation 2007). This was updated in 2007 to integrate several initiatives that had occurred in the intervening years. Since then, Credit Valley Conservation has developed a number of additional guiding documents, including: "Conservation Areas: Master Strategy 2018-2028," "Our Future Taking Shape: Strategic Plan 2020-2022," and "A Strategy for the



Credit River Trail 2017”(Credit Valley Conservation 2018b; Credit Valley Conservation n.d.; Credit Valley Conservation 2017). As part of the Credit River Trail initiative, Credit Valley Conservation in collaboration with their Indigenous partners, developed a “Credit Valley Trail Indigenous Experience Implementation Plan”(Neegan Burnside Ltd. 2020). Many studies have been undertaken involving the Credit River, including, but not limited to, work involving Environmental Assessments, Master Plans, Management Studies, Demographic Profiles, Terrestrial Monitoring, Low Impact Development, Water Resources, Stewardship, Conservation Areas, and Flora and Fauna.

The 1994 topographic map shows the rapid spread of development in the latter-half of the twentieth century. Most of the land adjacent to the Credit River corridor is occupied by subdivisions or industrial or commercial complexes. The area north of Highway 401 is the only land that remains free of dense settlement.

The 2017 aerial photograph shows dense settlement spanning the entire length of the cultural landscape corridor.

The Credit River flows into Lake Ontario via the Port Credit Harbour. This mouth of the Credit River is an international border entry point into Canada by water and attracts residents and tourists to its shores. The Port Credit Lighthouse is a working lighthouse, built in 1991 to replace one destroyed in 1936 (City of Mississauga 2019a). J.C. Saddington Park and J.J. Plaus Park offer trails and picnic areas with views of the water (City of Mississauga 2019b). The Port Credit Harbour and Credit Village Marina was designed by Gordon Cheney. In 1997 the design was praised as a model for urban waterfront development which “will increasingly be seen as a representative icon of the city image” (Mississauga Planning and Building 1997:4). The Port Credit Harbour and Credit Village Marina won the Award of Excellence by the City of Mississauga for creating a strong sense of place.



Figure 3-5: Winter skating on the Credit River, 1938 (Historic Images Gallery, <http://www.mississauga.ca/>)

The Credit River valley remains a core of greenspace through the heart of Mississauga, though the diversity of ecosystems that once characterized the area are now found in only a few remaining natural patches. A study carried out for the City of Mississauga in 1979 noted that the valley of the Credit River is the most significant natural landscape and wildlife habitat within the city. The public consensus reported on in this 1979 Planning Project report, on the importance of protecting the integrity and function of this valley system, underscores the role this ecosystem plays in the community.

The Credit River has had tremendous impact on the development of the City of Mississauga, from shaping the landscape as glaciers retreated to providing a lifeline for Indigenous people, European settlers, and modern communities. The cultural importance of this landscape has “shifted from accommodating some of the earliest settlement and commerce in the region to the present-day passive recreational pursuits by the 600,000 residents” (Puddister 2002:19).



Figure 3-6: Credit River, 1932 (Archives of Ontario)



Figure 3-7: Credit River, Meadowvale, c1910 (Heritage Mississauga)



Figure 3-8: Derry Road Bridge over the Credit River, Meadowvale, photo is labelled c1920 however the photo likely postdates 1930 as this is the date of construction of the bridge (Heritage Mississauga)



Figure 3-9: Mouth of the Credit River, Port Credit postcard, 1942 (Historical Images Gallery, Mississauga Central Library)

Credit River Corridor

Credit River Bridges

Five heritage bridges cross the Credit River in the City of Mississauga, including two road bridges, two pedestrian bridges, and one rail bridge.

The Q.E.W. Credit River Bridge was originally constructed in 1934 as a four-lane bridge. In 1960, the bridge was widened to six lanes with new structures on either side and now carries the Q.E.W. over the Credit River between Mississauga Road and Hurontario Street. In September 2009, the Ministry of Transportation Ontario (M.T.O.) determined that the Q.E.W. Credit River Bridge is of cultural heritage value of provincial significance, and therefore identified it as a Provincial Heritage Property of Provincial Significance (P.H.P.P.S.) under the *Ontario Heritage Act* (O.H.A.) (ASI 2018). The Q.E.W. Credit River Bridge is currently listed on the City of Mississauga's Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005).

The bridge carrying Old Derry Road over the Credit River was constructed in 1930 by an unknown engineer and builder. It is an Ontario Heritage Bridge and is a fixed metal 8 panel rivet-connected polygonal warren pony truss bridge. It spans 40 m and is noted for its extremely long span length (Historic Bridges 2018a; Historic Bridges 2018b).

The Barbertown Road Bridge is a pedestrian bridge constructed in 1898, with later alterations to the layout and railings of the deck. The bridge is a short through truss with pinned connections, the only known pin-connected through truss in the area. The bridge and road once served the Barberton community that developed around a textile mill, however the community has since disappeared (Historic Bridges 2018c).

A pedestrian bridge spans the Credit River located south of Highway 401 and is accessed via trails that intersect with Creditview Road. This bridge is a fixed metal, five panel, rivet-connected, warren pony truss bridge. The trusses are composed of only rolled beams, rather than riveted built-up beams, and the original pipe railings are still in place. The date of construction and builder are unknown (Historic Bridges 2018d; Historic Bridges 2018a).

The Port Credit Railway Bridge was constructed in 1903 to the designs and specifications of the Grand Trunk Railway Company, and it was constructed by the Canadian Bridge Company Limited of Walkerville, Ontario. The bridge was widened in 2008, with the addition of a three-span bridge to the north side of the existing 1903 bridge, to accommodate a third railway track. It carries three tracks of rail traffic in an east and west direction across the Credit River, between Stavebank Road and Mississauga Road (ASI 2016). The Port Credit Railway Bridge is listed on the City of Mississauga's Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005).



Credit River Corridor

Mapping



Figure 3-10: Location of the Credit River Corridor Cultural Landscape overlaid on the 1877 Illustrated Historical Atlas of the County of Peel (Walker and Miles 1877)

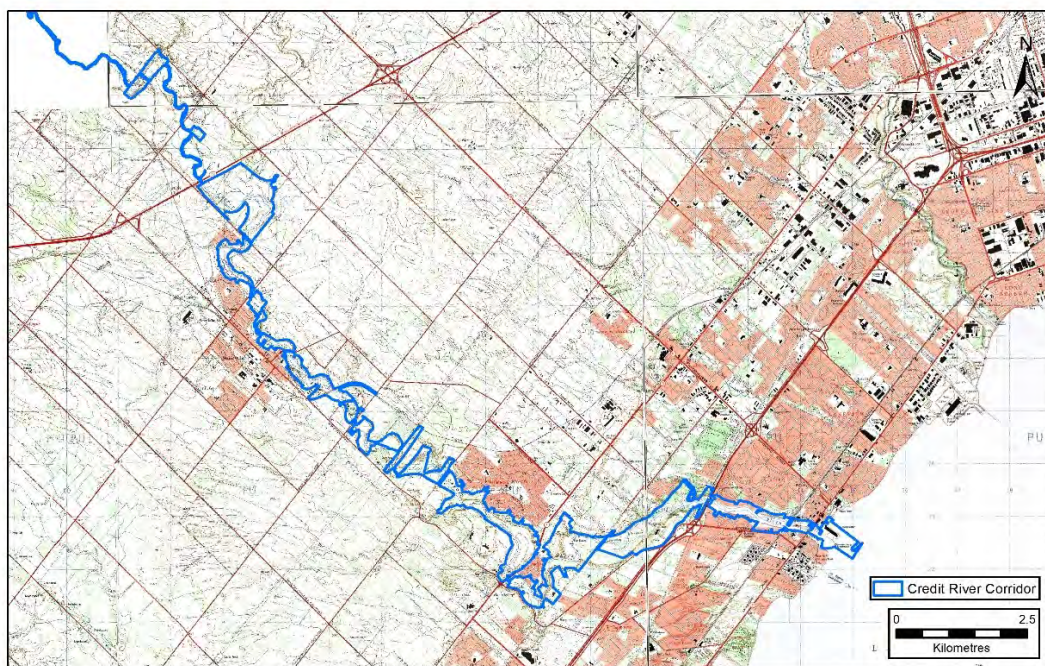


Figure 3-11: Location of the Credit River Corridor Cultural Landscape overlaid on the 1973 and 1974 topographic maps (Department of Energy, Mines and Resources 1973; Department of Energy, Mines and Resources 1974a; Department of Energy, Mines and Resources 1974b)



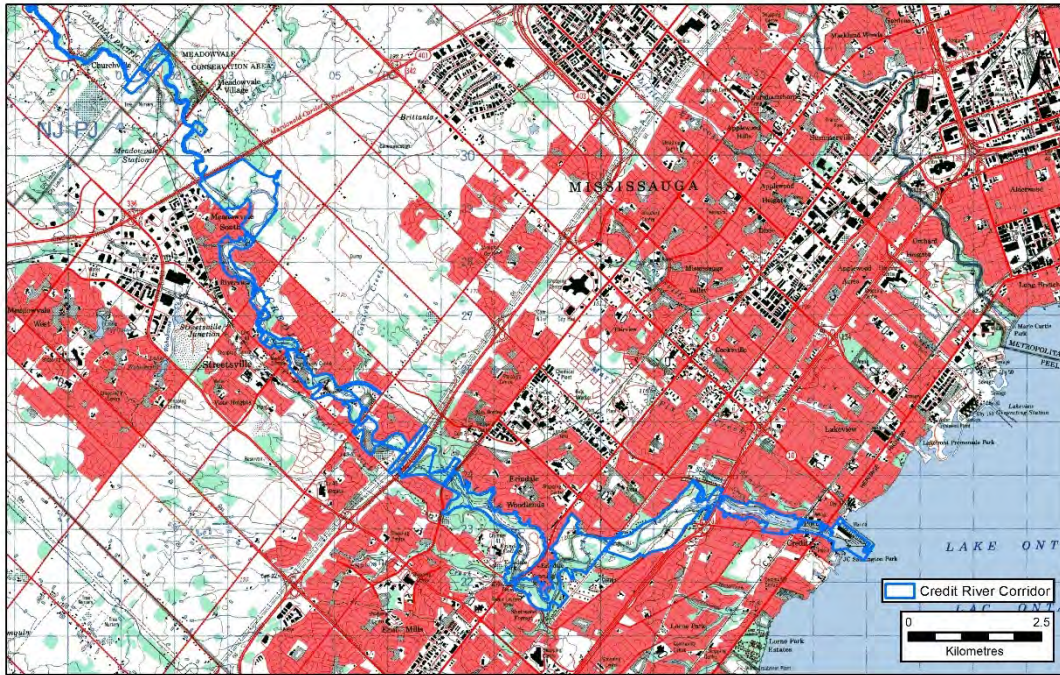


Figure 3-12: Location of the Credit River Corridor Cultural Landscape overlaid on the 1994 topographic map (Department of Energy, Mines and Resources 1994)

3.2 Existing Conditions

Inventory of Existing Conditions

Table 3-1: Inventory of existing resources found within and adjacent to the Credit River Cultural Landscape

Address	Recognition
1506 Estes Cres	Designated under Part IV of the O.H.A.
60 Stavebank Rd	Designated under Part IV of the O.H.A.
1255 Old Derry Rd	Designated under Part IV of the O.H.A.
1200 Old Derry Rd	Designated under Part IV of the O.H.A.
1133 Willow Lane	Designated under Part IV of the O.H.A.
1147 Willow Lane	Designated under Part IV of the O.H.A.
1155 Willow Lane	Designated under Part IV of the O.H.A.
4415 Mississauga Rd	Designated under Part IV of the O.H.A.
4100 Riverwood Park Lane	Designated under Part IV of the O.H.A.
3359 Mississauga Rd	Designated under Part IV of the O.H.A.
31 Lakeshore Rd E	Designated under Part IV of the O.H.A.
40 Stavebank Rd	Designated under Part IV of the O.H.A.

Address	Recognition
53 Lake St J.C. Saddington Park	Designated under Part IV of the O.H.A.
35 Front St S	Designated under Part IV of the O.H.A.
15 Front St S	Designated under Part IV of the O.H.A.
41 Mill St	Designated under Part IV of the O.H.A.
1786 Bristol Rd W	Designated under Part IV of the O.H.A.
56 Ontario St E	Designated under Part IV of the O.H.A.
1081 Old Derry Rd Meadowvale Conservation Area	Designated under Part IV of the O.H.A.
40 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1238 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1196 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
31 Lakeshore Rd E	Listed on the City of Mississauga Heritage Register prior to 2005
24 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
26 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1139 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
35 Front St N	Listed on the City of Mississauga Heritage Register prior to 2005
1259 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1520 Pinetree Cres	Listed on the City of Mississauga Heritage Register prior to 2005
2070 Heartwood Crt	Listed on the City of Mississauga Heritage Register prior to 2005
2537 Mindemoya Rd	Listed on the City of Mississauga Heritage Register prior to 2005
2542 Jarvis St	Listed on the City of Mississauga Heritage Register prior to 2005
1625 Blythe Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1445 Dundas Cres	Listed on the City of Mississauga Heritage Register prior to 2005
3041 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1831 Barbertown Rd	Listed on the City of Mississauga Heritage Register prior to 2005
357 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
1605 Eglinton Ave W	Listed on the City of Mississauga Heritage Register prior to 2005
1770 Barbertown Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1160 Old Derry Rd	Listed on the City of Mississauga Heritage Register prior to 2005
6545 Creditview Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1597 Eglinton Ave W	Listed on the City of Mississauga Heritage Register prior to 2005
1484 Adamson St	Listed on the City of Mississauga Heritage Register prior to 2005
1220 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1081 Derry Road West	Fantastic Tree
1081 Derry Road West	Fantastic Tree
1081 Derry Road West	Fantastic Tree



Address	Recognition
299 Queen Street South	Fantastic Tree
	Archaeological Site (AjGv-14)
	Archaeological Site (AjGv-15)
	Archaeological Site (AjGv-27)
Unknown	Archaeological Site (AjGv-3)
Unknown	Archaeological Site (AjGv-32)
	Archaeological Site (AjGv-70)
	Archaeological Site (AjGv-73)
	Archaeological Site (AjGv-74)
	Archaeological Site (AjGv-75)
	Archaeological Site (AjGw-23)
Unknown	Archaeological Site (AjGw-512)
Unknown	Archaeological Site (AjGw-538)
Unknown	Archaeological Site (AjGw-539)
	Archaeological Site (AjGw-561)
	Archaeological Site (AjGw-67)
	Archaeological Site (AjGv-71)
Port Credit Harbour	Archaeological Site (Ridgetown – sunken freighter)

Archaeological sites within and adjacent to the landscape:

In 1826, the Mississauga established a village on the east side of the Credit River approximately 3.5 kilometres upstream from Lake Ontario. The Credit River settlement developed largely under the leadership of the Methodist missionary Peter Jones, the son of the Anglo-American surveyor Augustus Jones and Tuhbenahneequay, a Mississauga woman from the Credit community. By 1826, most of the community had converted to Christianity and taken up farming and the mission settlement, in outward appearances at least, resembled contemporary Euro-Canadian rural settlement centres, consisting of 20 log cabins set close together in a straight line (Smith 2002). By the mid-to late 1830s, the Credit River settlement, with a population of some 200 people, boasted a hospital, a mechanic's shop, eight barns, two sawmills, and 40 houses and 900 acres were in pasture, under crops of wheat, oats, peas, corn, potatoes and other vegetables. Ultimately, however, the Mississauga community on the Credit did not survive. Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississaugas' ability to pursue the way of life that



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

This settlement was registered by Victor Konrad as an archaeological site—the Mississauga Indian Village site (AjGv-14)—and is located within the grounds of the Mississauga Golf Club. Although no formal research was carried out to determine the precise location or extent of the settlement, the registering archaeologist assumed that it had been destroyed by the development of the golf course, but this may not entirely be the case. In fact, recent landscaping activities may have uncovered archaeological deposits associated with the chapel. These remains were briefly investigated but were not excavated. They have been registered as AjGv-70 and completion of the landscaping work involved preserving the remains in situ (Amec Earth & Environmental 2010).

The River Flat site (AjGv-15) was registered by Konrad as a Middle Archaic camp that was located on the river flats (OASD Site Record Form). It was apparently destroyed by earthmoving activities carried out by the Mississauga Golf and Country Club and the conservation authority in the 1970s.

The Maracle site (AjGv-27), registered by Annie Gould in 1981, lies on the grounds of the Mississauga Golf and Country Club and is estimated to extend over an area of approximately 0.3 hectare (MTCS 2010). Limited investigations have revealed evidence of late Middle Woodland-early Late Woodland and Late Woodland Ancestral Huron Wendat/Hatiwendaronk occupations. The site may represent a special purpose resource procurement settlement similar to Scott-O'Brien (ASI 1994:32; Williamson and Pihl 2002).

The Hogsback site (AjGv-3) was apparently investigated by the Royal Ontario Museum in the 1940s and reportedly consisted of at least four human burials (OASD Site Record Form). Reportedly beads were found accompanying the burials as grave goods, although it is not clear whether these are native copper or European glass beads, therefore the date of the site remains undetermined.

The Scott-O'Brien site (AjGv-32) was situated on a series of small level terraces immediately overlooking the west bank of the Credit River and adjacent to a small relict feeder creek that would have provided a convenient landing for watercraft. It was fully excavated in 1991 by Archaeological Services Inc. (ASI 1994; Williamson and Pihl 2002). While the earliest and latest occupations of the site respectively date to the Middle Archaic (circa 3,000 B.C.) and post-contact Huron Wendat/Hatiwendaronk periods, the site did not appear to have been used on an intensive or consistent basis prior to 800 B.C., nor from A.D. 800 onward. People were attracted to the site because of the rich variety of food resources that would have been



available from the Credit River and its associated floodplain, especially during the spring fishery. Repeated use of the site involved settlement over an area of approximately 0.5 hectare.

Another site, known as the Siller site, was discovered during development activities approximately 400 metres north of the Scott-O'Brien site around the turn of the century. The artifact assemblage is held privately and consists of 82 lithic artifacts most of which are diagnostic of the Archaic (7,800-500 B.C.) and Early Woodland (800-400 B.C.) era providing further evidence of the habitation of the lower Credit River during those times (McEachen and Williamson 1995).

The designation AjGv-70 refers to a component of the Mississauga Credit River settlement that was affected by landscaping at the Mississauga Golf Club in 2010. Limited surficial investigations were carried out by engineering firm A.M.E.C. prior to measures being undertaken to protect the site. It has been suggested that the finds may be associated with the chapel (Amec Earth & Environmental 2010).

The Stavebank site (AjGv-73) is an Early, Middle and Transitional Woodland occupation located on the east side of the Credit River, discovered in the rear yard of a residential property (ASI 2011a; Golder Associates Ltd. 2011a; Golder Associates Ltd. 2011b). The Stavebank Road site (AjGv-74) was located on the east bank of the Credit River (ASI 2011b), discovered in the front yard of a residential property. Stage 4 excavation determined that the site was first occupied during the Early Archaic period, but the major occupations dated to the Early and Middle Woodland (NDA 2012a; NDA 2012b). AjGv-75 was located in the front yard of the same residential property at which AjGv-74 was located (ASI 2011b), however it proved to be redeposited material from the latter site (NDA 2012a).

The McConnell site (AjGw-23) is a small precontact site of unknown date found in a hydro right-of-way on the east side of the Credit River near McConnell Drive (OASD Site Record Form).

The Zhishodewe site (AjGw-512) is a precontact site, with both Paleo-Indian period and Late Woodland period components, which has been subject to limited investigations (ARA 2011; ARA 2012; ASI 2015).

The James Taylor Site (AjGv-71) consists of the remains of a store or warehouse built by James W. Taylor between 1835 and 1843. The excavation of trenches revealed two stone footings, a wooden box drain, and a wood beam of undetermined function (ASI 2011c).

There is no data in the Ontario Archaeological Site Database for AjGw-538, AjGw-539, or AjGw-561 (NDA 2017).

Potential remains of the Timothy Street Mill (AjGw-67) were discovered through remote sensing on the floodplain of the river on the east side of the intersection of Main and Mill streets in Streetsville. The site is apparently buried beneath deep deposits of fill, but may comprise foundations and infilled cellars and possibly part of a turbine (MPPA 1986). The site was established by Timothy Street in 1821, originally as a grist mill, although a lumber and saw



mill followed soon after, as did tannery and distillery operations. The mill complex was operated by a series of owners between the mid-nineteenth century and the early twentieth century.

The steel steamer Ridgetown forms a single breakwater directly across from the pierheads within the Port Credit Harbour (Janusas 2012). The steamer was originally called the William E. Corey and was launched at Chicago in 1905. When it was sold to Upper Lakes Shipping in Canada it was renamed to Ridgetown. In 1970 it was used as a temporary breakwater during the construction of the Nanticoke Generating Station on Lake Erie before being towed to its current location in the Port Credit Harbour in 1974.

Fantastic trees¹ within the study area

Four fantastic trees have been identified within the Meadowvale Conservation Park at 1081 Derry Road West, including: a large Bur Oak at the opposite end of the boardwalk from the picnic shelter; a large Bur Oak adjacent to the river and the large picnic shelter; an Eastern Hemlock along the west end of the river adjacent to the small pond in the north section of the wooded area; and a Red Maple on the west side of the river in the flood plain off the pathway. A Red Oak in the Streetsville Village Cemetery at 299 Queen Street South was also identified as significant.

¹ The Fantastic Tree Program offers Mississauga residents an engagement opportunity to recognize trees on city property and foster an appreciation of Mississauga's Urban Forest. This program is a continuation of the Significant Tree Program but provides a more interactive platform for residents to view current trees in the program through story maps, self-guided walking and cycling tours, as well use the updated nomination form to recruit more Fantastic Trees. The City of Mississauga had previously defined Significant Trees as a tree that is recognized because of its size, form, rarity of species, age, its association with a historical figure or event, and/or a tree that is distinctive in the community (City of Mississauga 2019c).



Credit River Corridor

Fieldwork Photos



Figure 3-13: Credit River Corridor (A.S.I. 2018)



Figure 3-14: Credit River Corridor (A.S.I. 2018)



3.3 Evaluation

Table 3-2: Summary of cultural heritage value for the Credit River Corridor

Criteria	Meets criteria?
Design/Physical Value: Is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: Aesthetic/Scenic reasons	Yes
Design/Physical Value: High degree of technical/scientific interest	Yes
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	Yes
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 3-3: Summary of community value for the Credit River Corridor

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	Yes
Quality of Life	Yes
Local History	Yes
Visual Depiction	Yes
Genius Loci	Yes
Community Image	Yes
Tourism	Yes
Planning	Yes

Table 3-4: Summary of historical integrity for the Credit River Corridor

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	Yes
Ruins	Yes
Restoration Potential	No

3.4 Statement of Significance

Cultural Heritage Value

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

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

The Credit River Corridor has historical and associative value due to its direct associations with Indigenous and European land use and settlement activities. The Credit River played a major role in dictating both pre-contact and European settlement patterns. The abundance of fish in the Credit River provided a key component of Indigenous and early European settlers' diets, as well as a source of recreation, as settlement followed. The Credit River also provided a valuable transportation source for early communities and an energy source, first for saw and grist mills and later for steam and hydroelectric projects. The Credit River Corridor also has historical and associative value due to its contributions to an understanding of a community or culture as it has played and continues to play a significant role in the Mississaugas of the Credit First Nation



community with fishing, hunting, gathering, and spiritual activities. The Q.E.W. Credit River Bridge is considered to be a notable example of a bridge designed by Joseph Hobson, Chief Engineer of the Grand Truck Railroad and built by the Canadian Bridge Co. Ltd., given its craftsmanship, technical achievement, and unusual and unique design.

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

Community Value

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

Historical Integrity

The Credit River Corridor is valued as a cultural heritage landscape due to its historical integrity. The diverse ecosystem found in the Credit River Valley is the only naturally remaining example of this once vast environment. The cultural relationship of the river and the valley with local First Nations community has been continuous through time. Some band members continue to carry out fishing, hunting, gathering, and spiritual activities today. The natural features and relationships of the Credit River Valley have remained intact since the retreat of the glaciers.



The steep valley walls, benches, and alluvial terraces are the result of thousands of years of erosion and fluvial activities. There are 8 identified viewpoints and 13 overlook points along the corridor. To date 15 archaeological sites are recorded along the Credit River, including the ruins of the Timothy Street Mill, in Streetsville. Also in Streetsville are the ruins of the Hyde Mill which are designated under Part IV of the O.H.A.

Cultural Heritage Attributes

- The steep valley walls, benches, and alluvial terraces of the Credit River Valley;
- The meandering river and meander belt;
- The scenic quality of the natural environment, including the river and vegetation of the Valley;
- Existing city and community parks;
- Feature sites, identified in the Credit River Parks Strategy:
 - Sanford Farm
 - Former Harris Lands
 - Credit Meadows
 - Streetsville Memorial Park
 - Former Pinchin Lands
 - Riverwood (including the Oak Savannah)
 - Erindale Park;
- Bridging points:
 - Queen Elizabeth Way Bridge over Credit River
 - Canadian National Bridge over Credit River;
- Existing trail systems;
- Public access to the river;
- Known and potential archaeological sites and ruins;
- Port Credit Pier;
- Wetlands;
- Geological formations, in particular north and south of Dundas Street along the Credit River;
- Port Credit Lighthouse;
- Identified viewpoints:
 - Derry Road West
 - Along the trails east of Glamorgan Way
 - West side of Mississauga Road, north of Britannia Road West
 - Britannia Road West
 - Streetsville Cemetery
 - Eglinton Avenue West
 - Burnhamthorpe Road West
 - Dundas Street West Bridge, east of Mississauga Road;



- Identified overlooks:
 - Along Creditview Road, south of Highway 401
 - Four within the Credit Meadows Park
 - One on each east and west bank at Streetsville Cemetery
 - Former Pinchin Lands, north of Highway 403
 - Two within the Riverwood Conservatory, south of Highway 403 and north of Burnhamthorpe Road
 - Two within Erindale Park, on the north and south banks
 - Queen Elizabeth Way, looking north;
- Potential overlooks:
 - Old Derry Road Bridge
 - Barbertown Road Bridge
 - Pedestrian bridge along the trails that intersect with Creditview Road, south of Highway 401
 - Port Credit Railway Bridge
 - Lakeshore Road Bridge
 - Waterfront Trail Bridge.

3.5 Boundary

To aid in implementation it was deemed appropriate to align with boundaries established in other city planning documents. As such, the boundary for the Credit River Corridor Cultural Heritage Landscape follows the boundaries established in the Credit River Parks Strategy (Figure 3-15). This boundary utilized natural areas defined in the City of Mississauga's Official Plan and information from the Natural Areas Survey annual updates.

This aerial map illustrates the Credit River Corridor, highlighted in blue, as it winds through the City of Mississauga. The river originates in the northwest and flows southeast towards the Lake Ontario shoreline. Major roads and highways are labeled throughout the area, including HWY 401, HWY 403, HWY 404, HWY 405, HWY 406, HWY 407, HWY 408, HWY 409, HWY 410, HWY 411, HWY 412, HWY 413, HWY 414, HWY 415, HWY 416, HWY 417, HWY 418, HWY 419, HWY 420, HWY 421, HWY 422, HWY 423, HWY 424, HWY 425, HWY 426, HWY 427, HWY 428, HWY 429, HWY 430, HWY 431, HWY 432, HWY 433, HWY 434, HWY 435, HWY 436, HWY 437, HWY 438, HWY 439, HWY 440, HWY 441, HWY 442, HWY 443, HWY 444, HWY 445, HWY 446, HWY 447, HWY 448, HWY 449, HWY 450, HWY 451, HWY 452, HWY 453, HWY 454, HWY 455, HWY 456, HWY 457, HWY 458, HWY 459, HWY 460, HWY 461, HWY 462, HWY 463, HWY 464, HWY 465, HWY 466, HWY 467, HWY 468, HWY 469, HWY 470, HWY 471, HWY 472, HWY 473, HWY 474, HWY 475, HWY 476, HWY 477, HWY 478, HWY 479, HWY 480, HWY 481, HWY 482, HWY 483, HWY 484, HWY 485, HWY 486, HWY 487, HWY 488, HWY 489, HWY 490, HWY 491, HWY 492, HWY 493, HWY 494, HWY 495, HWY 496, HWY 497, HWY 498, HWY 499, HWY 500. The map also shows various residential and commercial areas, as well as the Credit River's path through the city.



4.0 Erindale Village and Erindale Park

The Erindale Village Cultural Landscape study area is located along Dundas Street between Mississauga Road and The Credit Woodlands. Erindale Park Cultural Landscape is located to the north of Erindale Village. Erindale Village retains commercial and residential elements of the historical village of one of the older settlements in the City of Mississauga. This landscape has a distinct character as a quiet and mature neighbourhood with its mix of historical buildings and contemporary infill. The tree-lined streets, the encapsulation of the village by the Credit River, and the limited entry points together create a scenic and peaceful environment. Thirteen heritage properties were listed on Mississauga's Municipal Register of Properties of Cultural Heritage Value or Interest within this landscape prior to the development of the 2005 Cultural Landscape Inventory, and three properties are currently designated under Part IV of the *Ontario Heritage Act*. Erindale Park is the largest park in Mississauga, known for its views along the Credit River, industrial history, trail system, and beautiful setting for both active and passive recreation. It is officially located at 1695 Dundas Street West.

Erindale Village was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment and historical or archaeological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Erindale Village Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that Erindale Village retains the look and feel of the remnant nineteenth-century village due to the preservation of heritage properties and street patterns. These together create a special landscape character defined by mature trees and a common scale of structures.

Erindale Park was identified in the 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment, historical or archaeological interest and outstanding features/interest. The site description for the Erindale Park Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that it is recognized to preserve its cultural heritage artifacts while providing a delicate balance between the availability of recreational opportunities and protecting important features of the natural environment.

Erindale Village and Erindale Park

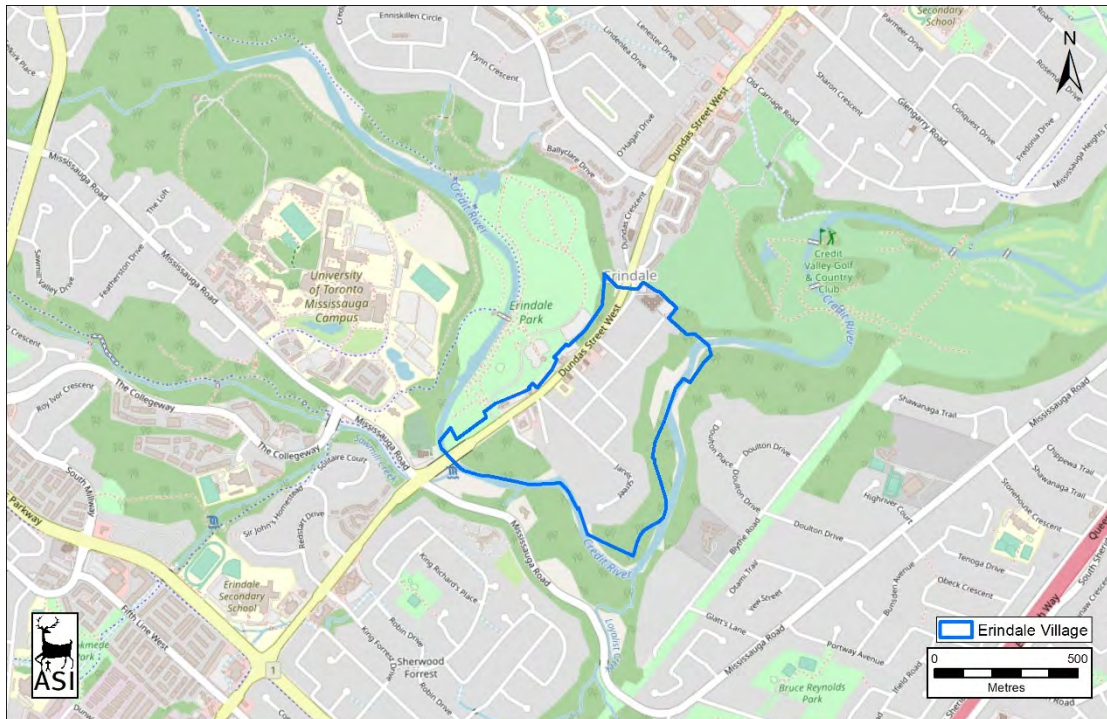


Figure 4-1: Location of the Erindale Village study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))



Figure 4-2: Location of Erindale Park study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

4.1 Historical Summary

The Village of Erindale was established after the land along the banks of the Credit River, reserved for the Mississauga First Nation, was surrendered to the Crown. In 1822 Thomas Racey, a crown agent, purchased a 1,638-acre (675 ha) tract of land intending to build mills and a village just south of Dundas Street on the Credit River (Hicks 2009). When he failed to meet his payments much of this block of land, known as the ‘Racey Tract’, was subdivided and auctioned off by the Government of Upper Canada in June of 1828 (Hicks 2009). A portion of the Racey Tract was set aside for a village site and 16 lots were laid out and granted to early settlers (Hicks 2009).

The village was officially established on May 21, 1830 when the “Survey Plan of the Town of Toronto” was registered by Acting Survey General William Chewitt (Erindale Village Association 2018). This survey shows the initial boundaries of the community as being (present day) Dundas Street West to the northwest, Proudfoot Street to the northeast, Thompson Street to the southeast, and the southwest border followed Jarvis Street to Adamson Street, with lots extending further west to Nanticoke Road.

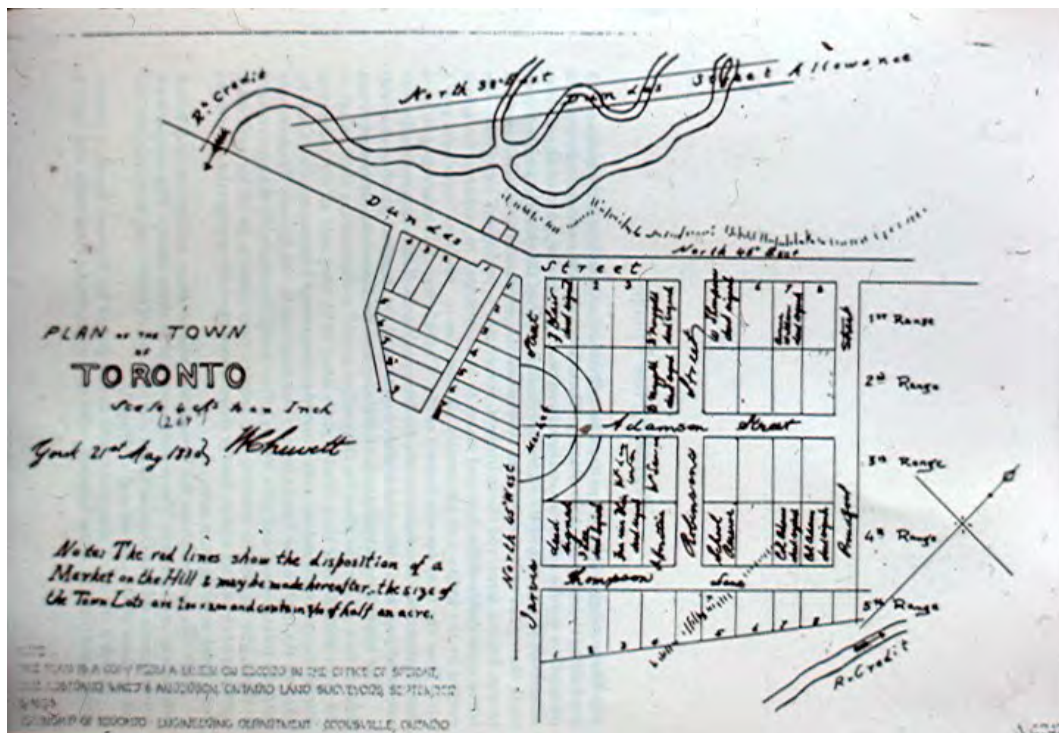


Figure 4-3: William Chewitts Survey plan of the Town of Toronto, 1830 (Erindale Village Association 2018)

The village was first called Toronto, and then Springfield, when York became the City of Toronto in 1834. This caused confusion at the post office when other Springfields appeared in Elgin County and Ohio in the United States, so the name was changed to Springfield-on-the-Credit in 1889. In 1898, artist Charlotte Mount Brock Schreiber, a prominent painter and one of the first

Erindale Village and Erindale Park

well-known female illustrators in Canada, suggested the hamlet be renamed once again, this time to Erindale, after the 800-acre estate of Reverend James Magrath (much of which now occupied by Erindale Park) which was named for his Irish homeland (Heritage Mississauga 2009b; Heritage Mississauga 2011a; Hicks 2009).

Reverend James Magrath was from a family with a long tradition of Irish Protestant ministers. At the age of 58, in 1827 he emigrated to Upper Canada from Ireland and became the first rector of St. Peter's Anglican Church, located on the outskirts of the historic community at the intersection of present day Mississauga Road and Dundas Street West, also known as the Toronto Mission (Heritage Mississauga 2009c; Adamson 2018). Charlotte Schreiber is credited with bringing high realism to Canada when she moved to Erindale from England with her husband and his children in 1875 (Library and Archives Canada 2010; National Gallery of Canada 2018). Schreiber was an active member of the Erindale community, raising funds for St. Peter's Anglican Church and taking on students in the community. Additionally, several of Schreiber's paintings are set in Erindale. The residents voted and Erindale was officially renamed on August 1, 1900 (Hicks 2009).



Figure 4-4: "St. Peter's Anglican Church" by Charlotte Schreiber, 1887 (Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 4-5: “Springfield-on-the-Credit” by Charlotte Schreiber, 1875 (Library and Archives Canada 2010)

The founders of Erindale are recognized as General Peter Adamson, Doctor Joseph Adamson, Alexander Proudfoot, Colonel William Thompson, Fredrick Starr Jarvis, and Henry Carpenter (Heritage Mississauga 2012). Early settlers included: Emerson Taylor, who operated the Royal Exchange Hotel; John McGill, the first flour miller; Dr. Beaumont Dixie, an early physician; Duncan Turpel, a blacksmith, notary, and stagecoach operator; John Barker, the postmaster and storekeeper; and Edwin Turner and Christopher Boyes, both prominent merchants.

Erindale became a stopping place for stagecoach travelers between Dundas (now Hamilton) and York (now Toronto), thanks in part to its location on Dundas Street. Dundas Street reached Toronto Township in 1798, however it was almost impassable until it was corduroyed in 1813. The first recorded use of Dundas in Peel occurred in 1806 when a traveler named Charles Askin recorded his journey in his diary (Neill 2016). The laid logs were replaced with crushed stone in 1836 when the highway was macadamized, enabling easier travel despite becoming a toll road in the same year. By the 1850s other roads in the area had been planked, making travel much easier. The population of Erindale (or Springfield) at this time was 150 (Hicks 2009). The village contained inns and taverns, several general stores, grist and saw mills, churches, and by 1851 had a turning mill and a chair factory (Figure 4-6 and Figure 4-7). The village saw a period of decline when it was bypassed by the Great Western Railway during its expansion in 1855. With rail travel becoming more popular for both commerce and general traffic, Erindale was no longer a prominent stagecoach stopover along Dundas Street.



Figure 4-6: Dundas Street, looking west (St. Peter's Anglican Church spire is visible in the background), 1885 (Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 4-7: Dundas Street, looking west (St. Peter's Anglican Church is visible in the background), 1910 (Heritage Mississauga)

A survey plan of the village, drawn in 1856, shows the village laid out south of Dundas Street (Figure 4-8). Jarvis Street, Thomson Street, Robinson Street, and Proudfoot Street are all illustrated in their current alignment. Nanticoke Road and Mindemoya Road are named "First

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40 Foot Road” and “Second 40 Foot Road”, respectively. Property owners are identified on some lots, and several structures are illustrated along the north and south sides of Dundas Street. Fewer structures are illustrated in the village: one fronting Proudfoot Street, two on Robinson Street, two on Thompson Street, and two on Jarvis Street. A saw mill is illustrated on the Credit River, to the south of the bridge carrying Dundas Road over the Credit River.



Figure 4-8: H.S. Clarkson's survey map for the Town of Springfield, March 1856 (Pers. Comm. Brad Schneller)

The 1859 Tremaine's Map of Peel County shows the village boundaries, then known as Springfield, as having extended to the northwest side of Dundas Street West, to the banks of the Credit River, and northeast of Proudfoot Street, to the end of Adamson Street (Figure 4-15). A grist mill is shown on the northwest side of Dundas Street West, on the shore of the river. Over the following few decades, there was small but steady growth in the vicinity. A grist mill was located on the northwest side of Dundas Street West between Jarvis Street and Thompson Street and a post office was found on the northwest side of Dundas Street West. The Credit Valley Railway and associated Erindale Station were built in 1879. Though the station serving Erindale was located almost 2 km outside of the community on present-day Erindale Station Road, the village benefited from the access to rail transportation for mail, freight, parcels, and agricultural produce, in addition to passengers and livestock. The original Credit Valley Railway station was demolished in the 1950s (Heritage Mississauga 2009d).

General Peter Adamson², one of the founders of the community and a retired British army officer, held early Anglican church services in his home until St. Peter's Anglican Church was built in 1826. This was the only Anglican Church west of Toronto at that time. The rectory for the church was built nearby in 1861 under the direction of Reverend Thomas Hodge. The building was built by local resident Thomas Barker and was known as the "Olde Manse" (Heritage Mississauga 2011a). The original rectory was converted to commercial uses in the 1960s and stands today at 1556 Dundas Street West. Plans for a larger church were made in 1886 and the original white frame church was rebuilt in 1887 (Heritage Mississauga 2011a; Heritage Mississauga 2009b). The 1887 church, with some additions and renovations, stands today on Mississauga Road, just outside of the boundaries of Erindale Village (Adamson 2018). Springfield Methodist Church was built in 1877 on land donated to the Methodist Church from Emerson Taylor. The church was used by the United Church from 1925 until 1964 when it was purchased by the Presbyterian congregation and became Erindale Presbyterian Church (Heritage Mississauga 2011a). Today the church at 1560 Dundas Street West is designated under Part IV of the *Ontario Heritage Act* (Figure 4-9).



Figure 4-9: Erindale Presbyterian Church, formerly Erindale United Church and Springfield Methodist Church, 1560 Dundas St. W., 1976 (Historic Images Gallery, <http://www.mississauga.ca/>)

In the early decades of the twentieth century, Erindale was a small but important commercial village, and even served as the early administrative centre for Toronto Township (Heritage Mississauga 2009b). The village was home to Price's Dairy, the first dairy to produce pasteurized milk in Canada in 1904 (Erindale Village Association 2018). Price Dairy farm began

² Colonel Adamson in some sources (Erindale Village Association 2018)

on part of the land that once made up the Magrath Estate. The south side of Dundas Street West was lined with several stone and wood frame structures while the north side of the street included a grist mill, a hotel or tavern, and a post office. Springfield Methodist Church, now Erindale Presbyterian Church, was located in its present location.

In the early twentieth century, the Village of Erindale became yet another industrial site founded on the power of the river. Following the promise of electricity to homes in Ontario from Member of the Ontario Legislative Assembly and former Mayor of London, Adam Beck, the hydro bill was passed on June 7, 1906 (Hicks 2009). A large hydroelectric project was proposed upstream from the Dundas Street bridge which flooded the Credit River Valley, forming the 125-acre Lake Erindale (Hiking the GTA 2014). The land for the dam was acquired by the Southern Light & Power Company, and construction began in 1904. Following significant issues during construction, the company suffered a financial collapse. With a third of the dam construction completed by the Southern Light & Power Company, the Erindale Power Company, which was formed in 1902, resumed work on the project (Hicks 2009). By 1910 after six years of construction on the dam, the Erindale Powerhouse was finished, and electricity was brought to the Village of Erindale, to Streetsville, and to communities east of Toronto. In 1910 and 1912, two separate floods significantly damaged the dam. In 1916, the Erindale Powerhouse was facing financial troubles and the Ontario Hydro Electric Power Commission purchased the plant (Hicks 2009; Hiking the GTA 2016b). The power plant brought renewed growth to the village, operating until 1923, when the village of Erindale was added to the Niagara hydro system. Following several drownings in the Erindale pond, the pond was drained and filled in, while the dam stood until being demolished in 1954 (Hicks 2009).



Figure 4-10: Erindale Powerhouse and Dam, 1910 (Historic Images Gallery, <http://www.mississauga.ca/>)



Figure 4-11: Erindale Power Dam in winter, c. 1920 (PAMA)

A devastating fire in 1919 destroyed much of the central portion of the village, including the renowned Royal Exchange Hotel and a general store on the northwest side of Dundas Street West and the community hall across the street (Figure 4-12). The only building left standing on the northwest side of Dundas Street was the mill which burned down in 1923 (Hicks 2009). The community banded together and raised the money needed to replace the hall (Figure 4-13). The Erindale Community Hall was constructed of Credit Valley stone brought to the site by horse and wagon by members of the community. The new hall was officially opened on October 27, 1928 (Hicks 2009).



Figure 4-12: Dundas St. W. after the fire, 1919 (Heritage Mississauga)



Figure 4-13: Erindale Community Hall, 1986 (Historic Images Gallery, <http://www.mississauga.ca/>)

Orchards are visible on aerial photography from 1944, most notably on the west side of Jarvis Street. Tree lines are visible along Adamson Street, Robinson Street, and Jarvis Street. These correspond to the location and configuration of the Norway Spruce that stand today along these same rights-of-way.

The area around Erindale developed substantially in the second half of the twentieth century. In the 1950s, residential development became denser and Jarvis and Adamson Streets were both extended. Residential development also occurred in a much more significant way outside of the village core. Further, following some improvements in the first half of the twentieth century, Dundas Street was widened to four lanes between 1961 and 1963 and was further widened in 1975 (Hicks 2009). In 1967, Erindale College, now the University of Toronto Mississauga, opened just north of the former village (Erindale Village Association 2018). The Credit River flowed in a channel and the previous lake area was used for agricultural land (Figure 4-14).

Following the demolition of the dam in the 1950s, the site was remediated by Ontario Hydro, and the riverbed was straightened, widened, and relocated, providing a large flat area which was used as a sanitary landfill between 1961 and 1965. The Erindale Powerhouse building, which had been abandoned in 1923, was demolished in 1977 (Hiking the GTA 2016b). A master plan for Erindale Park was prepared in the late 1970s by the renowned Toronto landscape architectural firm of Johnson Sustrunk and Weinstein. The first phase of development was designed and implemented by Baker Salmona Hess Assoc. Ltd. prior to its opening in 1986.

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Erindale Park was officially opened on June 15, 1986, by Councillor David Culham and Mayor Hazel McCallion (Hicks 2009). At 90 hectares (222 acres), Erindale Park is the largest park in the City of Mississauga. Its programme and facilities support both informal active and passive activities including picnicking, playgrounds, a toboggan hill, sites for photography, walking trails, access to the Credit River, a lookout over the former dam, and washroom facilities. The park is an important destination for anglers as well as a seasonally popular attraction for visitors to witness the large numbers of salmon migrating upstream to spawn. The park is also a popular venue for cultural festivals and civic events providing parking and assembly space for approximately 1,000 visitors (City of Mississauga 2013). All that remains of the original power plant is part of the concrete dam structure and tunnel (City of Mississauga 2013; Hicks 2009).



Figure 4-14: Aerial image showing Erindale Village, looking west, 1969 (Heritage Mississauga)

Erindale amalgamated with other villages in Toronto Township in 1968 to form the Town of Mississauga, which became the City of Mississauga in 1974 (Heritage Mississauga 2009b; Heritage Mississauga 2012). In 1983, Erindale Village residents and Mississauga City Council fought to maintain the character of the village, rejecting a rezoning application that would have permitted commercial development at the southwest corner of Dundas Street West and Proudfoot Street, underscoring the importance of retaining the historic elements of the village to local residents (Anon 1983). Today, many pre-war buildings continue to remain in use, including historic churches, the community hall, the Grange Homestead (the Robinson-Adamson House), as well as many homes within the original village centre.

The following is a list of some of the historical houses in Erindale based on the Erindale Village Heritage Tour (Heritage Mississauga 2011a):

The vernacular home at **2537 Mindemoya Road** (listed) was originally built circa 1835. This original log cabin exists still as remnants within the current home. The house was expanded upon in the 1870s and again in the 1950s to its present layout. Over the years the house has served as a farmhouse, chicken coop, a gatehouse to the Armour Estate, hotel, and private home (Heritage Mississauga 2011a).

The house at **1532 Adamson Street** is believed to have been built circa 1855 by James Bannan. It was later owned by the Wilson, Wilcox, Hopkins, and Rainville families. Relatively less is known about the early history of this farmhouse. In 1990 the house was relocated slightly east of its original location onto a new basement foundation (Heritage Mississauga 2011a).

Also built circa 1855 is the Schneller Log Cabin at **2542 Jarvis Street** (listed). This log cabin was built of hand-hewn logs and originally stood near Molesworth, Ontario. It was relocated to this address by the Schneller family in the late 1970s (Heritage Mississauga 2011a).

The house at **1584 Dundas Street West** (listed) was built between 1875 and 1878 by Emerson Taylor, owner of the Royal Exchange Hotel. Taylor was a local Magistrate and Justice-of-Peace and he also donated land for the Methodist Church in 1877. Later the house would be owned by Vin Robinson, who ran a blacksmith shop and hardware store (Heritage Mississauga 2011a).

The house at **2505 Jarvis Street** was built circa 1917 for the Lees family. The house was home to local historian and author Verna Mae Weeks' family between 1933 and 1937, when it was purchased by John Huston. The house then served as the gatehouse for his estate (Heritage Mississauga 2011a).

The two-and-a-half storey red brick house at **2581 Mindemoya Road** (listed) was built immediately following the Erindale fire, it was completed in 1928. The house was built for John and Catherine Barker following the loss of their original home and general store (Heritage Mississauga 2011a).

The stone house at **1484 Adamson Street** (listed) is thought to have been built by Miles Vokes, a stonemason, between 1925 and 1935, possibly for the Wilson family or Doctor William Russell who owned the property subsequently (Heritage Mississauga 2011a). The property once consisted of all the land to the east of Proudfoot Street, with a private lane leading to Dundas Street and a gatehouse.

The house at **2470 Jarvis Street** was designed by noted architects Allward and Gouinlock and built for John Huston circa 1930. It was published in a July 1946 issue of Canadian Homes and Gardens. The house, called "Riverbend" was built from Credit Valley stone. Originally located slightly west of its current location, the Carruthers family moved it to its present location in 1975 (Heritage Mississauga 2011a).



Erindale Village and Erindale Park

Mapping

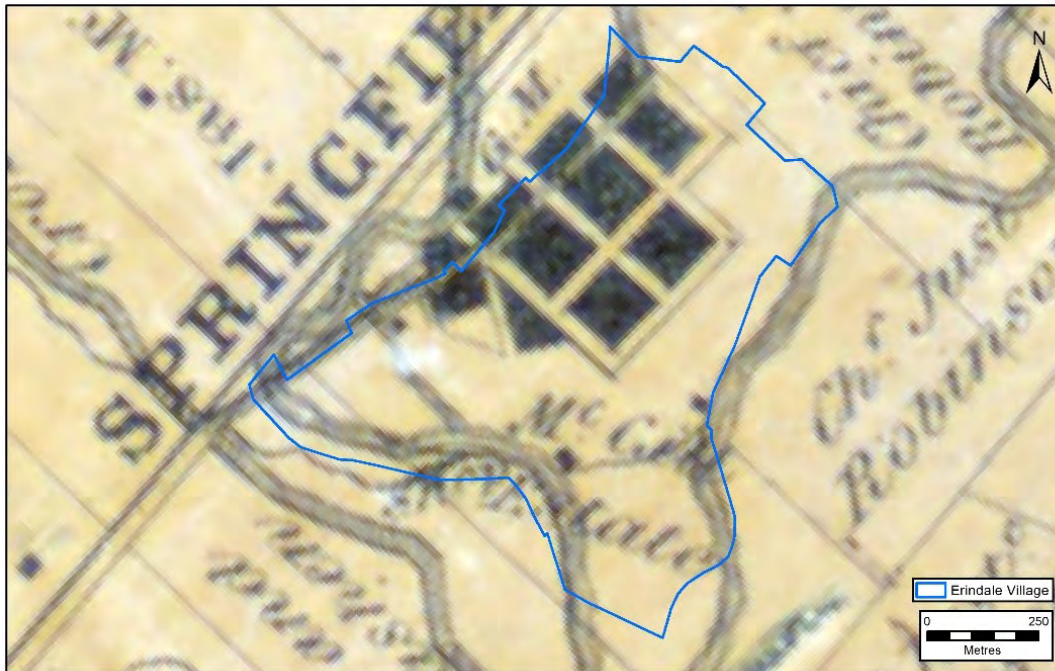


Figure 4-15: Location of the Erindale Village Cultural Landscape overlaid on the 1859 Tremain's map of the County of Peel (Tremain 1859)



Figure 4-16: Location of the Erindale Village Cultural Landscape overlaid on the 1909 topographic map (Department of Militia and Defence 1909)

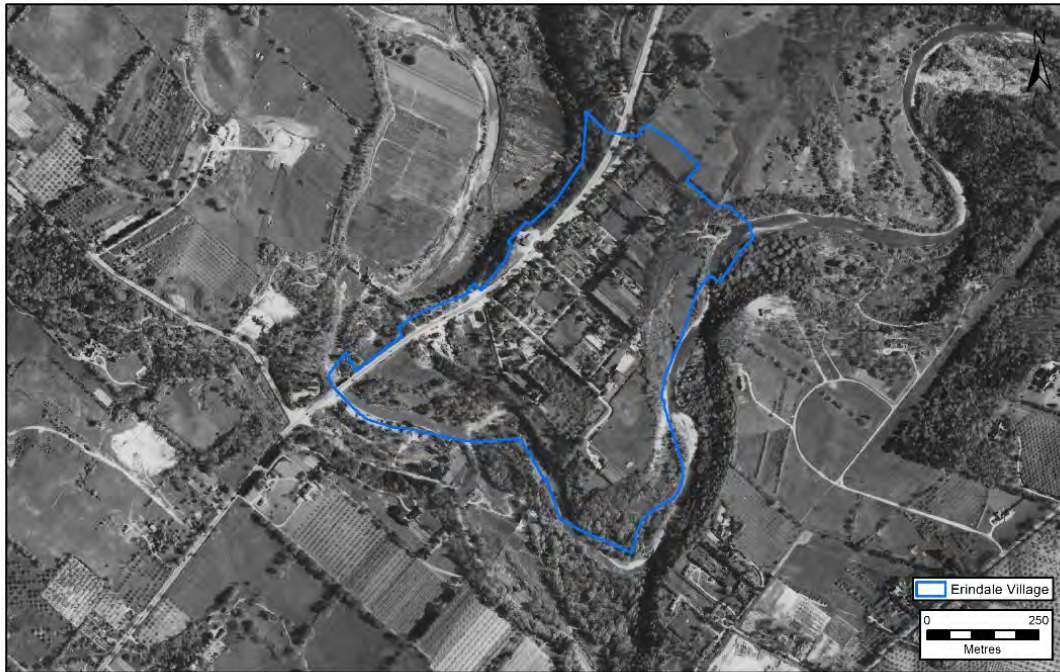


Figure 4-17: Location of the Erindale Village Cultural Landscape overlaid on a 1954 aerial photograph (Hunting Survey Corporation Limited 1954b:435.793)



Figure 4-18: 1954 aerial photograph showing Erindale Park (Hunting Survey Corporation Limited 1954a)

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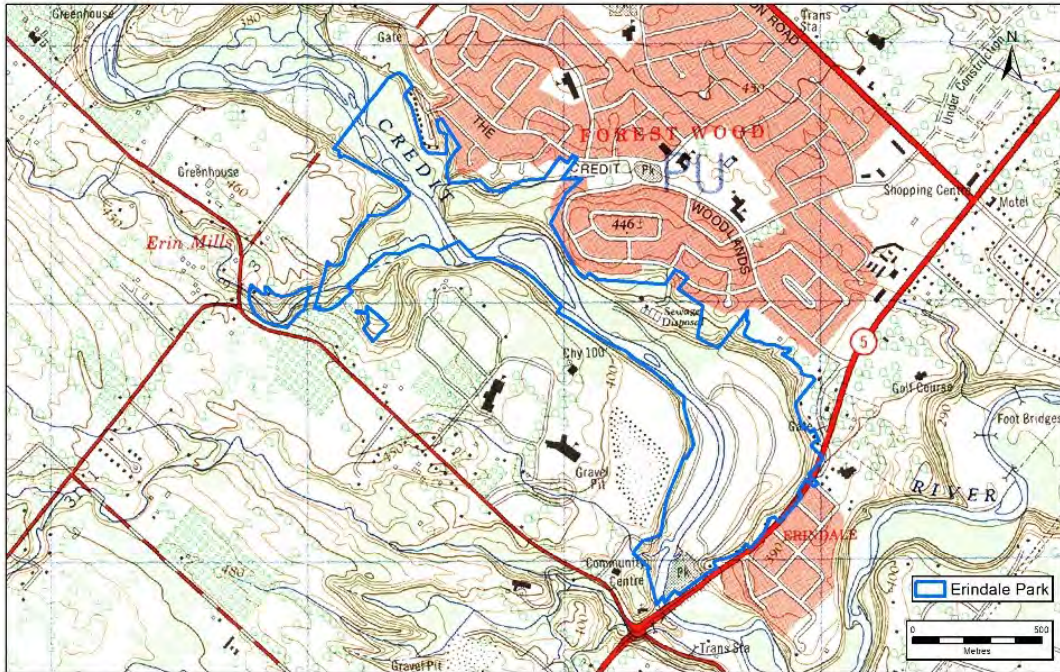


Figure 4-19: 1974 N.T.S. map, Brampton Sheet showing Erindale Park (Department of Energy, Mines and Resources 1974c)

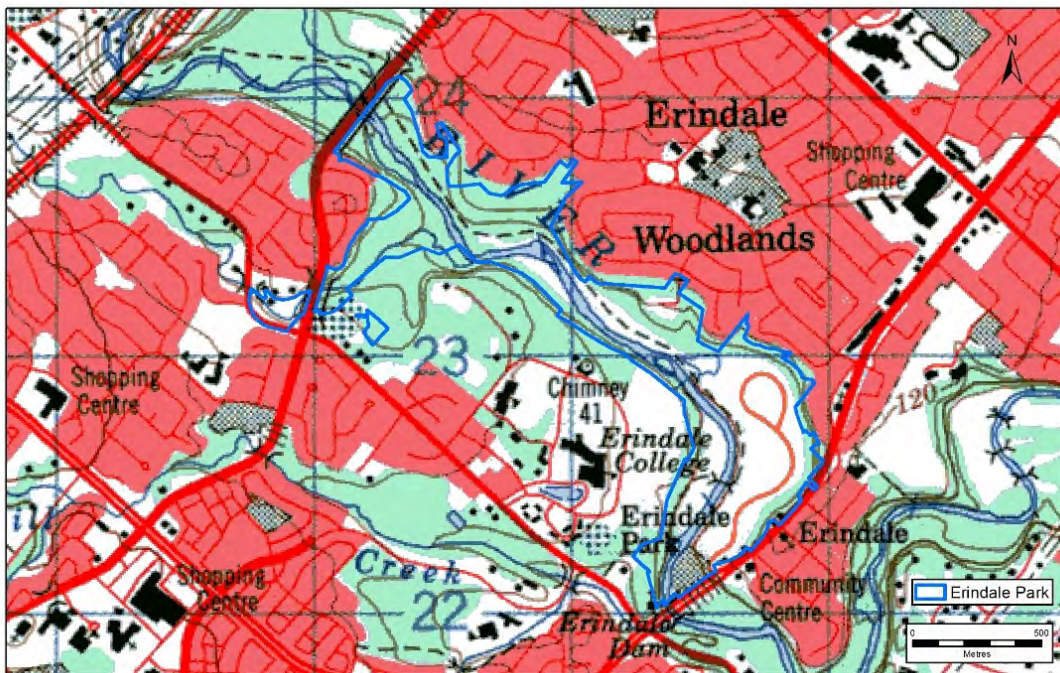


Figure 4-20: 1994 N.T.S. map, Brampton Sheet showing Erindale Park (Department of Energy, Mines and Resources 1994)

4.2 Existing Conditions

Inventory of Existing Resources

Table 4-1: Inventory of existing resources found within and adjacent to the Erindale Cultural Landscape

Address	Recognition
1620 Dundas St W	Designated under Part IV of the Ontario Heritage Act
1560 Dundas St W	Designated under Part IV of the Ontario Heritage Act
1556 Dundas St W	Designated under Part IV of the Ontario Heritage Act
1542 Dundas St W	Listed on the City of Mississauga Heritage Register prior to 2005
1534 Dundas St W	Listed on the City of Mississauga Heritage Register prior to 2005
1498 Dundas Cres	Listed on the City of Mississauga Heritage Register prior to 2005
2537 Mindemoya Rd	Listed on the City of Mississauga Heritage Register prior to 2005
2581 Mindemoya Rd	Listed on the City of Mississauga Heritage Register prior to 2005
2542 Jarvis St	Listed on the City of Mississauga Heritage Register prior to 2005
1538 Adamson St	Listed on the City of Mississauga Heritage Register prior to 2005
1620 Dundas St W	Listed on the City of Mississauga Heritage Register prior to 2005
1584 Dundas St W	Listed on the City of Mississauga Heritage Register prior to 2005
1625 Blythe Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1445 Dundas Cres	Listed on the City of Mississauga Heritage Register prior to 2005
3041 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1484 Adamson St	Listed on the City of Mississauga Heritage Register prior to 2005
University Of Toronto Mississauga	2005 Cultural Landscape Inventory (Cultural Landscape) and select buildings designated under Part IV of the Ontario Heritage Act
Erindale Power Dam Ruin	2005 Cultural Landscape Inventory (Cultural Feature)

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Fieldwork Photos



Figure 4-21: Intersection in Erindale Village with typical streetscape (A.S.I. 2018)



Figure 4-22: Residence in Erindale Village (A.S.I. 2018)



Figure 4-23: Erindale Presbyterian Church (A.S.I. 2018)



Figure 4-24: Credit River, with remnants of old dam (Landplan 2019)



Figure 4-25: Walking bridge over Credit River (Landplan 2019)



Figure 4-26: Credit River inside Erindale Park (Landplan 2019)



Figure 4-27: Trees, picnic tables, and open space area in Erindale Park (Landplan 2019)

4.3 Evaluation

Table 4-2: Summary of cultural heritage value for the Erindale Village

Criteria	Meets criteria?
Design/Physical Value: Is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: Aesthetic/Scenic reasons	Yes
Design/Physical Value: High degree of technical/scientific interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 4-3: Summary of community value for the Erindale Village

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	No
Quality of Life	Yes
Local History	Yes
Visual Depiction	Yes
Genius Loci	Yes
Community Image	Yes
Tourism	Yes
Planning	Yes

Table 4-4: Summary of historical integrity for the Erindale Village

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	Yes
Ruins	No
Restoration Potential	No

4.4 Statement of Significance

Cultural Heritage Value

Erindale Village has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and its contextual value.

Erindale Village has design and physical value for aesthetic and scenic reasons as it contains mature tree lines along Jarvis, Robinson, and Adamson Streets. These trees have served as street trees since the early twentieth century. Extant nineteenth and early-twentieth century



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structures along Dundas Street and within the village add to the historic aesthetic and scenic quality of the landscape. Erindale Village also has historical and contextual value as a one of the early Euro-Canadian settlements in the City of Mississauga. The location of the village connected it to surrounding historic settlements by some of the most important historical transportation routes at the time, the Credit River, Mississauga Road, and Dundas Street.

The importance of the Erindale Park site is in its relationship to First Nations history and the nineteenth and early twentieth century industrial history of the Credit River and its watershed.

Community Value

Erindale Village is valued as a cultural heritage landscape due to its community value. Historic tours, commemorative plaques, designation of properties under Part IV of the Ontario Heritage Act, and historic street names signify the village's connection to its history, and many local history books discuss the importance of Erindale's beginnings as they are relevant today. Charlotte Schreiber, the first woman elected as a charter member of the Royal Canadian Academy and credited with bringing high realism to Canada, painted scenes of Erindale during her time of residence. The community input on the value of Erindale Village was strong. Residents fight to keep the "heritage" feel of the community in the face of development. Residents felt strongly about Erindale's picturesque and peaceful sense of place. The limited entry and exit points of the neighbourhood increase interactions among residents, which in turn strengthens the sense of community in the village; community events are well-attended, and generations of families continue live in the neighbourhood, often returning to settle after living elsewhere. Residents highlight the scenic views of the village from the top of Dundas Street and Mississauga Road and the larger lots and historical buildings, which work to evoke a sense of the historical roots of the community.

Historical Integrity

Erindale Village is valued as a cultural heritage landscape due to its historical integrity. Erindale Village has been continuously used as a residential community since the early nineteenth century, and commercial use along Dundas Street has also remained constant. Many historical commercial and residential buildings remain throughout the area, intermixed with contemporary commercial and residential infill buildings. The rows of Norway Spruce trees that line Jarvis, Robinson, and Adamson Streets have stood since the early twentieth century, planted prior to 1944. Views of St. Peter's Anglican Church, looking west along Dundas Street, remain from the nineteenth century. The historical connection to the Credit River and Credit River Valley remains intact.

Cultural Heritage Attributes

- The scale, form, massing and architectural details of the historic commercial buildings along Dundas Street throughout Erindale Village;



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- The scale, form, massing and architectural details of the historic residential buildings along side streets throughout Erindale Village;
- The historic aesthetic and scenic quality of Erindale Village, including the mixture of historical properties on large lots and existing mature street trees;
- The nineteenth-century street pattern with rural cross-section;
- Identified views along Dundas Street through the commercial core to the steeple of St. Peter's Anglican Church;
- The physical, visual, and historical associations and connections with the Credit River, Dundas Street, and Mississauga Road; and
- Erindale Park, including its views along the Credit River, trail system, remnants of hydro-electric power generation, and beautiful setting for both active and passive recreation.

4.5 Boundary

The boundary for the Erindale Village Cultural Heritage Landscape is as follows:

- North of Dundas Street West: Erindale Park, as well as the rear lot lines of the properties backing onto Erindale Park to the northeast and northwest;
- South of Dundas Street West: the west edge of the Credit Valley Golf and Country Club to the east; and
- The rear lot lines of the properties backing onto the Credit River to the south and west.

The boundary for the Dundas Street West Scenic Corridor extends between west of Mississauga Road to the west and The Credit Woodlands to the east.

These boundaries are illustrated in Figure 4-28.

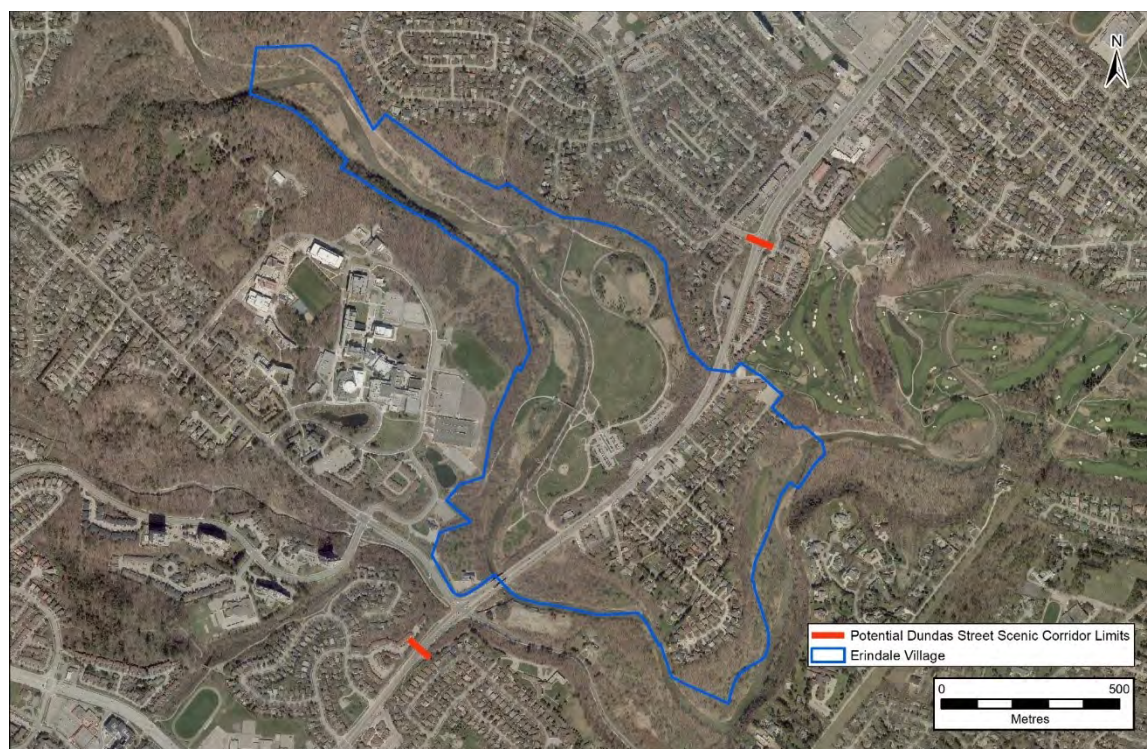


Figure 4-28: Boundary for the Erindale Village Cultural Heritage Landscape and the Dundas Street West Scenic Corridor

5.0 Gordon Woods and Dickson Park Crescent

Gordon Woods, including Dickson Park Crescent, is a community-nominated landscape. It is a densely wooded residential neighbourhood southwest of the historic town of Cooksville. The study area consists of distinct subdivisions, a few creeks, a church, two cemeteries, a park, and a hydro corridor.



Figure 5-1: Location of the Gordon Woods study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA) Historical Summary

Located to the northwest of the intersection at Hurontario Street and the Queen Elizabeth Way, a short distance south of the historic town of Cooksville, Gordon Woods is a highly wooded residential neighbourhood consisting mainly of single detached houses on large lots. Recently, the eastern part of the area has been undergoing redevelopment, including the subdivision of lots, the introduction of condominiums, and tree removal (Macaulay Shiomi Howson Ltd. 2010). The eastern part of the study area has been identified as a “residential woodland” in the City of Mississauga’s Official Plan (Macaulay Shiomi Howson Ltd. 2010). The area is known to have a diverse array of trees, including maple, oak, birch, ash, and poplar, which contribute to its attractive character.

In the mid-nineteenth century, the study area was part of multiple lots belonging to Henry Parker, John Hector, and R & J Cotton. The 1859 Tremaine Map shows four creeks running north-south through the area, though no structures are apparent (Tremaine 1859). By 1877, Sir Henry Parker continued his ownership on the eastern part, with new owners to the west

including various members of the Williams family and an unknown Non-Resident. However, once again, no structures are evident (Walker and Miles 1877).

In the second half of the nineteenth century, the eastern part of the study area was known as the Parker Estate. The Parker family were well-established English immigrants in the area, with three brothers – Melville, Henry, and Albert – all owning land in the Cooksville area and known to have helped establish a winery as well as the Canada Vine Growers' Association (GWHA n.a.). Melville Parker, the township's deputy reeve, and Andrew Robertson Gordon, former lieutenant in the British Royal Navy, jointly operated an oil refinery outside of Cooksville. Beyond their business partnership, Gordon married Parker's daughter May Elizabeth and they may have lived on property in what is now Gordon Woods. Gordon went on to a distinguished career with the Meteorological Service and died in 1893 (Thomas 1990). Parker Drive is named for Henry Parker while Gordon Drive is named for Andrew Gordon (Gordon Woods Homeowners' Association).

When May Elizabeth Gordon died in 1913, these eastern lands of the study area were willed to other family members. But by 1919, all lands had come into the possession of Arthur Lindsay Gordon. In 1920, Gordon applied to subdivide part of his land, and in 1922, William Rein Wadsworth purchased much of the eastern half of the study area. Wadsworth initiated a few rules for any future development, including that the area was only for private residential purposes, that any house had to be more than 75 feet from the road, that it be built of "stone, brick, stucco, or frame" and be approved in advance, and finally, that a "sufficient number of trees now standing on lands shall be left standing at the front and sides to reserve the beauty of said lands" (Gordon Woods Homeowners' Association). According to available mapping, no houses were built under Wadsworth's ownership. However, it is likely that surveyors were unaware of some properties at this time, which included "a few summer cottages scattered through the woods" with some trails to help guide the way (Gordon Woods Homeowners' Association). Wadsworth ultimately sold the land to George and Ada May in 1929 and they likely maintained his development restrictions, as many of the first permanent homes were built in the late 1930s and early 1940s on three to five acre heavily treed properties along Harborn Road and Harborn Trail (Gordon Woods Homeowners' Association). Lands in the neighbourhood were subdivided in 1937, and over the course of the next decade, most of the homes were of the Colonial, Cape Cod, or Georgian Revival style. They were set well back from the roads and in the midst of a densely wooded area, with both small and large trees. Over the last few decades, many of the larger properties have been subdivided, and new residences now fill a greater portion on reduced lot sizes.

This eastern part of Gordon Woods predates the large scale suburbanization of the early 1950s in places such as Applewood Acres. Besides the sheer scale, it is also different from these later subdivisions in that it is located on undulating ground, with curbless streets, no sidewalks, and long stretches of ditches. Furthermore, this neighbourhood was developed on lands that were never agricultural. In addition to the trees, there are creeks and low-lying marsh areas, all of



which have shaped where residential development could occur. The topography has also shaped elements of the built form including a small culvert carrying Mary Fix Creek below Harborn Road. The street pattern is self-contained, with several dead-ends and cul-de-sacs, and limited thoroughfare connection to the main arterial roads such as Hurontario Street and The Queensway.

The western half of Gordon Woods has a more recent history of significant residential development than does the eastern half described above. The area was primarily agricultural and orchards through the first half of the twentieth century, and Dickson Road was the only road that predates the 1950s. St. Mary's Cemetery began operations at what was then the north end of Dickson Road in 1918, though no burials occurred until c. 1923 (Mann 1993). By the 1940s, a few houses were erected, though small farms and orchards dominated the landscape.

The late-1950s and early 1960s marked the beginning of more substantial residential development in the western section of the study area. The first of these to emerge was a unified housing development of single detached homes on large lots on Dickson Park Crescent, east of Dickson Road and between Premium Way and St. Mary's Cemetery. These houses are mid-century modern bungalows, possibly constructed by the same developer. They are built in the 50s Contempo style, a post-war modernist style that reflects the optimism of this period of economic recovery and building boom. The design is distinguished by their low-pitched roofs with long and linear or innovative profiles. An unnamed creek is located behind the houses on the most eastern stretch of Dickson Park Crescent, separating this subdivision from Lynchmere Avenue, which also emerged at the same time. Other streets and subdivision developments continued to be built on the former agricultural and orchard lands to the north in the late 1960s, 1970s, and 1980s. However, these areas are more consistent with neighbouring neighbourhoods to the north of the study area than they are with the area's eastern half, as there is more limited tree coverage, and they include sidewalks and curbs.

Mapping

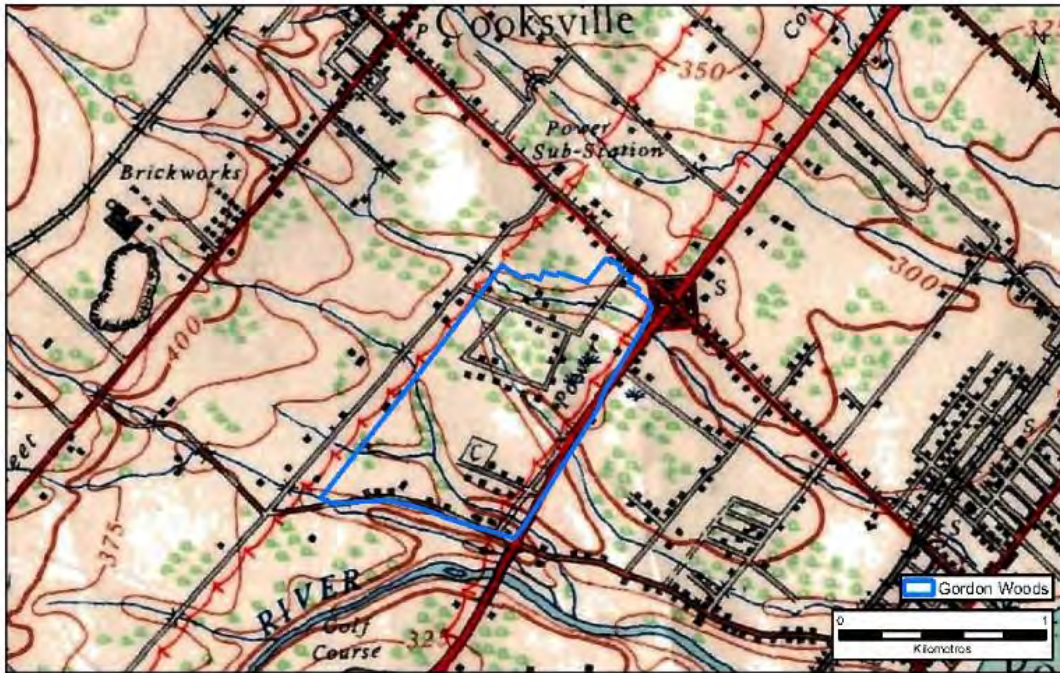


Figure 5-2: 1942 topographic map (Department of National Defence 1942)



Figure 5-3: 1954 aerial photograph (Hunting Survey Corporation Limited 1954a)

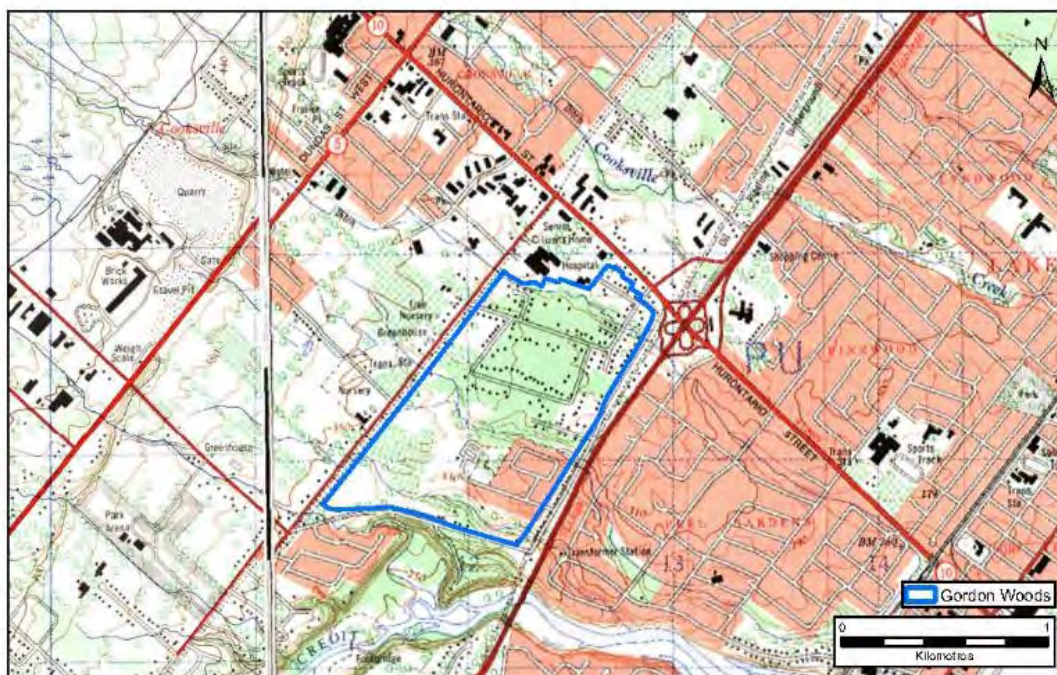


Figure 5-4: 1974 N.T.S. map, Brampton Sheet (Department of Energy, Mines and Resources 1974c)

5.1 Existing Conditions

Inventory of Existing Resources

Table 5-1: Inventory of existing resources found within and adjacent to Gordon Woods

Address	Recognition
AjGv-3	Archaeological Site
2170 Parker Dr	Listed on the City of Mississauga Heritage Register
2185 Stavebank Rd (St. John's Lithuanian Cemetery)	Listed on the City of Mississauga Heritage Register
2099 Dickson Rd (St. Mary's Cemetery)	Listed on the City of Mississauga Heritage Register
2050 Stavebank Rd	Listed on the City of Mississauga Heritage Register

Archaeological sites within and adjacent to the landscape

The **Hogsback site (AjGv-3)** was originally investigated by the Royal Ontario Museum in the 1940s and reportedly consisted of at least four human burials (MHSTCI 2010). Reportedly beads were found accompanying the burials as grave goods, although it is not clear whether these were native copper or European glass beads. More recent investigations of part of the site on behalf of the Ministry of Transportation have revealed that the site has a long sequence of

occupation from the Early Archaic period to the Late Woodland period, with most intensive period of use occurring during the Middle Woodland. The site, which includes significant mortuary deposits, has been partially disturbed by twentieth-century activity (NDA (New Directions Archaeology) 2016; NDA (New Directions Archaeology) 2018).

Gordon Woods and Dickson Park Crescent

Fieldwork Photos



Figure 5-5: Tree-lined Parker Drive in Gordon Woods (A.S.I. 2020)



Figure 5-6: Large house behind lines of trees (A.S.I. 2020)



Figure 5-7: Wooded streetscape on Dickson Park Crescent (A.S.I. 2020)



Figure 5-8: Typical single storey home on Dickson Park Crescent (A.S.I. 2020)

5.2 Evaluation

Based on the findings of the historical research and fieldwork conducted of this area, it was determined that there are two distinct cultural heritage landscapes within Gordon Woods (Table 5-2). The Dickson Park Crescent Cultural Heritage Landscape is a mid-twentieth century group of homes located off Dickson Road (Table 5-5).

Gordon Woods

Table 5-2: Summary of cultural heritage value for Gordon Woods

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	No

Table 5-3: Summary of community value for Gordon Woods

Criteria	Meets criteria?
Community Identity	No
Landmark	No
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	No
Cultural Traditions	No
Quality of Life	Yes
Local History	No
Visual Depiction	No
Genius Loci	Yes
Community Image	No



Gordon Woods and Dickson Park Crescent

Criteria	Meets criteria?
Tourism	No
Planning	No

Table 5-4: Summary of historical integrity for Gordon Woods

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

Dickson Park Crescent

Table 5-5: Summary of cultural heritage value for Dickson Park Crescent

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	No
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	No
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	No



Table 5-6: Summary of community value for Dickson Park Crescent

Criteria	Meets criteria?
Community Identity	No
Landmark	No
Pride and Stewardship	Yes
Commemoration	No
Public Space	No
Cultural Traditions	No
Quality of Life	No
Local History	No
Visual Depiction	No
Genius Loci	Yes
Community Image	No
Tourism	No
Planning	No

Table 5-7: Summary of historical integrity for Dickson Park Crescent

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	No
Natural Relationships	No
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

5.3 Statement of Significance for Gordon Woods

Cultural Heritage Value

Gordon Woods has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.

Gordon Woods is valued for its rural qualities with curbless streets, narrow roadways, maintained natural topography, and dense tree canopy. The siting of the residential buildings with very deep setbacks and thus expansive front yards enhances the feeling of a rural place. The architectural style of the twentieth-century residential properties is also valued for the way they blend into the natural environment. The area is associated with the Gordon family who were prominent in the Cooksville area and with William Rein Wadsworth who set out the parameters for the development of Gordon Woods that remains evident today. Gordon Woods has strong connections to its location on Mary Fix Creek and defines the character of the area.

Community Value

Gordon Woods is valued as a cultural heritage landscape due to its community value. The area has an active neighbourhood association and commemorates the Gordon family through the naming of the area and streets. The physical qualities of the area give the area a distinct sense of place described as providing a sense of tranquility.

Historical Integrity

Gordon Woods is valued as a cultural heritage landscape due to its historical integrity. The cultural relationships between the residences and the roadways, driveways, plantings, and natural features have been retained. More recently, incongruous twenty-first century residences are eroding the quality of the cultural relationships between the built and natural features of the area.

Heritage Attributes

- Mature tree canopy of a wide variety of species;
- Natural undulating topography into which the residences have been incorporated;
- Street patterns with rural cross-section including curbless streets and no sidewalks;
- Very deep setbacks of existing residential buildings;
- Large lot size combined with smaller footprint buildings for an overall low lot coverage;
- The scale, form, massing, and architectural design of many residential buildings and their landscapes nestled into the natural environment; and
- The relationship to Mary Fix Creek and forested areas which support a diverse wildlife.

5.4 Statement of Significance for Dickson Park Crescent

Cultural Heritage Value

Dickson Park Crescent has cultural heritage value as a cultural heritage landscape due to its design and physical value and contextual value.

Dickson Park Crescent is valued as a unique set of residences with a consistent and high-quality design. The homes are exemplary 50s Contempo buildings. 50s Contempo is a post-war modernist style that reflects the optimism of this period of economic recovery and building boom. The design is distinguished by their low-pitched roofs with long and linear or innovative profiles. The consistency of the collection of these homes and high quality of the design contributes to a street with a high degree of aesthetic appeal. The street's location on Kenollie Creek and separation from the surrounding neighbourhood makes this a distinct enclave.

Community Value

Dickson Park Crescent is valued as a cultural heritage landscape due to its community value. The area has a distinct sense of place which distinguishes it from the surrounding neighbourhood. With only one entry street to the Crescent the area is valued for its privacy and reduced traffic.

Historical Integrity

Dickson Park Crescent is valued as a cultural heritage landscape due to its historical integrity. The cultural relationships between the residences and the roadway, driveways, and landscaping. More recently, incongruous twenty-first century residences are eroding the quality of the cultural relationships between the built and natural features of the area.

Heritage Attributes

- Street patterns with no sidewalks;
- Consistent scale, massing, and setback of the buildings;
- Varied but harmonious 50s Contempo residential design of the residences characterized by:
 - Massing: 1 to 2 storeys; may have split-level elevation
 - Flat or shallow pitch roof, which extends beyond the walls to cover patios or carports
 - Rectangular or irregular plan
 - Concrete foundation
 - Concrete, steel, or wood-frame construction
 - Exterior finish is often a mix of materials such as brick and stone with wood and metal siding

Gordon Woods and Dickson Park Crescent

- Exposed roof rafters
- Open carport
- Brightly coloured panels, doors or window mouldings
- Large-paned windows, often multi-paned
- Plate glass window walls
- Sliding glass doors
- Architectural detailing unique to each house
- Landscaping consistent with the modernist period (foundation planting and mature coniferous trees); and
- Large lot size combined with smaller footprint buildings for an overall low lot coverage.

5.5 Boundary

The boundary for the Gordon Woods Cultural Heritage Landscape generally includes properties fronting onto Gordon Drive, Harborn Trail, Parker Drive, and Isabella Ave (Figure 5-9).



Figure 5-9: Boundary for Gordon Woods Significant Cultural Heritage Landscape

Gordon Woods and Dickson Park Crescent

The boundary for the Dickson Park Crescent Cultural Heritage Landscape is the property boundary lines associated with the residences of Dickson Park Crescent (Figure 5-10).



Figure 5-10: Boundary for Dickson Park Crescent Significant Cultural Heritage Landscape

6.0 Hancock Woodlands

Hancock Woodlands is a community-nominated landscape. The site of the former Woodland Nurseries, Hancock Woodlands consists of a park, a small, wooded area, and three residential properties. The park is located at 2151 Camilla Road and the residences are located at 2171 Camilla Road, 2179 Camilla Road, and 2182 Corsair Road³. The park, which now includes 2182 Corsair Road, is listed on the City of Mississauga's Heritage Register.

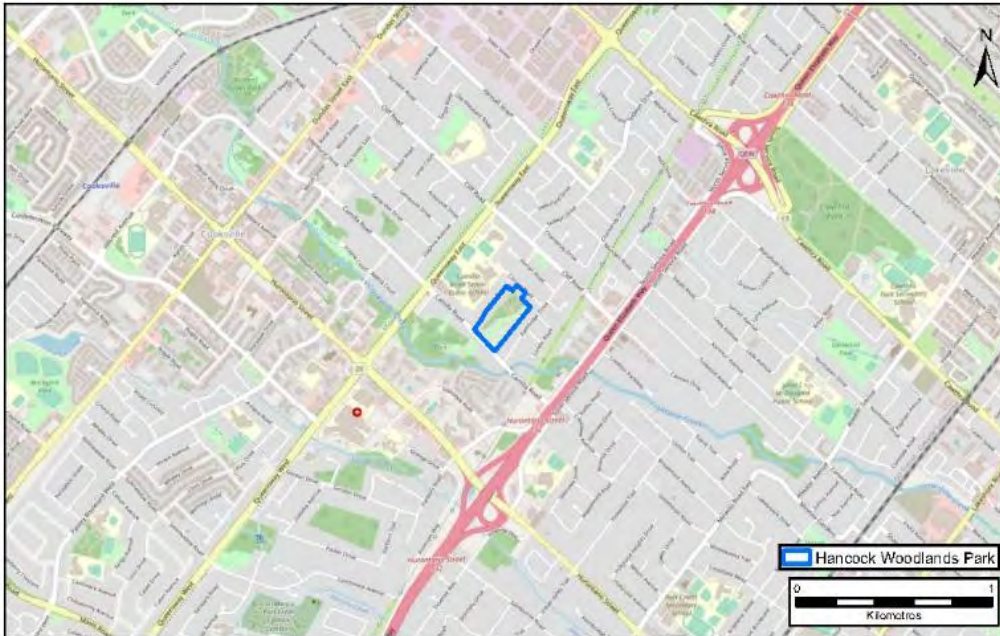


Figure 6-1: Location of the Hancock Woodlands study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

6.1 Historical Summary

Located along Camilla Road between the Queensway East and the Queen Elizabeth Way, Hancock Woodlands consists of a former woodlot and nursery as well as three houses which were all built for members of the Hancock family. The original crown patent for Lot 14, 1st Concession S.D.S. was granted to John Steel in 1807 and property ownership changed several

³ At the time of this study, a request to demolish the residence at 2182 Corsair Road was put forward by the City's Park Planning Section (22 September 2020) and was approved. The Heritage Impact Assessment found 2182 Corsair Road to meet the requirements of having cultural heritage value and interest under the *Ontario Heritage Act* and mitigation measures for salvage and interpretation were proposed (Hobson 2020). The residence has been demolished and the property is now part of the park.

times in the nineteenth and early twentieth centuries. Ultimately, Leslie and Dorothy Hancock settled on the property in the winter of 1930-31 and it was officially deeded to them in 1932 (Chalykoff and The Landplan Collaborative Ltd. 2011).

The property had not been converted to agriculture uses in the nineteenth century, and the land was swampy in places (Mississauga.com 2014). After building a house at the end of a winding picturesque driveway, the Hancocks soon developed a nursery on the west side of the grounds. Among the key early plants were rhododendrons and azaleas brought from Southeast Asia, where the Hancocks had been living and where Leslie had been teaching horticulture and agriculture at the University of Nanking (Chalykoff and The Landplan Collaborative Ltd. 2011). While various other perennials were grown on site, it was these two flowers that remained the most important plants in the nursery until its closure in 2010. Among the key physical features on the site that fostered their successful proliferation were the acidic soil from the oak and pine trees' decay of organic materials and the drainage capacity stemming from the sandy ridges formed during the last ice age's recession (Chalykoff and The Landplan Collaborative Ltd. 2011). A woodlot, primarily consisting of oak, birch, cedar, hemlock, maple, and pine trees (some around 200 years old), was located on the eastern half of the grounds, and included pathways with playful names such as Old Beech Glade, Dune Ridge, and Shady Dell (Mississauga.com 2014).

While largescale suburban development surrounding the property began in the late 1950s, the Hancock nursery and woodlot remained, and continued to flourish. Over the decades, several buildings were erected on site, including storage and work sheds, shade and lath houses, cold frames, greenhouses, a header house, and an office. These latter two buildings were converted to makeshift bunkhouses during the Second World War, when Leslie Hancock hired Japanese Canadians to work at the nursery. By allowing them to live on site, it enabled Hancock to bypass wartime legislation that would have resulted in their placement in internment camps. Additionally, there were three residences, all of which were built and/or owned by members of the Hancock family: the original 1931 simple gabled house (which had an addition built by Macklin Hancock in 1960), the 1948 Arts and Crafts derived 1 ½ storey "House on the Hill", and the 1969-70 Modernist house designed by McLaren and Tsow Architects. Each one lies on the periphery of the property and are neatly integrated into the surrounding landscape (Chalykoff and The Landplan Collaborative Ltd. 2011).

The Hancocks have made a significant contribution to the horticulture industry, as well as to landscape architecture and urban planning in Ontario. Besides founding and operating the nursery, Leslie Hancock was internationally recognized for plant breeding. Further, he taught classes at the Ontario Agricultural College in Guelph, served as a Member of Provincial Parliament, and was an acclaimed conservationist. All members of the family have worked and/or lived on the property. Don and Marjorie Hancock continued to operate the Woodland Nurseries following their father's death. The former also managed a landscape architecture firm and nursery while the latter was widely respected for her knowledge and promotion of



Hancock Woodlands

rhododendrons. Macklin Hancock was the founder of Project Planning Associates and was widely acclaimed for his work in urban planning, including the awarding of the Lifetime Achievement Award by the Canadian Society of Landscape Architects in 2009 (Chalykoff and The Landplan Collaborative Ltd. 2011).

The nursery grounds were open until 2010. That year, seven acres were purchased by the City of Mississauga, which retained MMM Landscape Architects to design a new public park. Construction began in January 2016 and the park opened to the public in 2017. The two houses and their properties to the north of the park remain privately owned. The residence at 2182 Corsair Road has been demolished and the property forms part of the city park.



Figure 6-2: Original Hancock home, with woods in the background, c. 1931 (Friends of Hancock Woodlands)



Figure 6-3: Nursery from Camilla Road, c. 1946 (Chalykoff and The Landplan Collaborative Ltd. 2011)



Figure 6-4: Flower nursery, Hancock Woodlands, date unknown (Hancock Family)

Hancock Woodlands

Mapping



Figure 6-5: 1954 aerial photograph (Hunting Survey Corporation Limited 1954a)

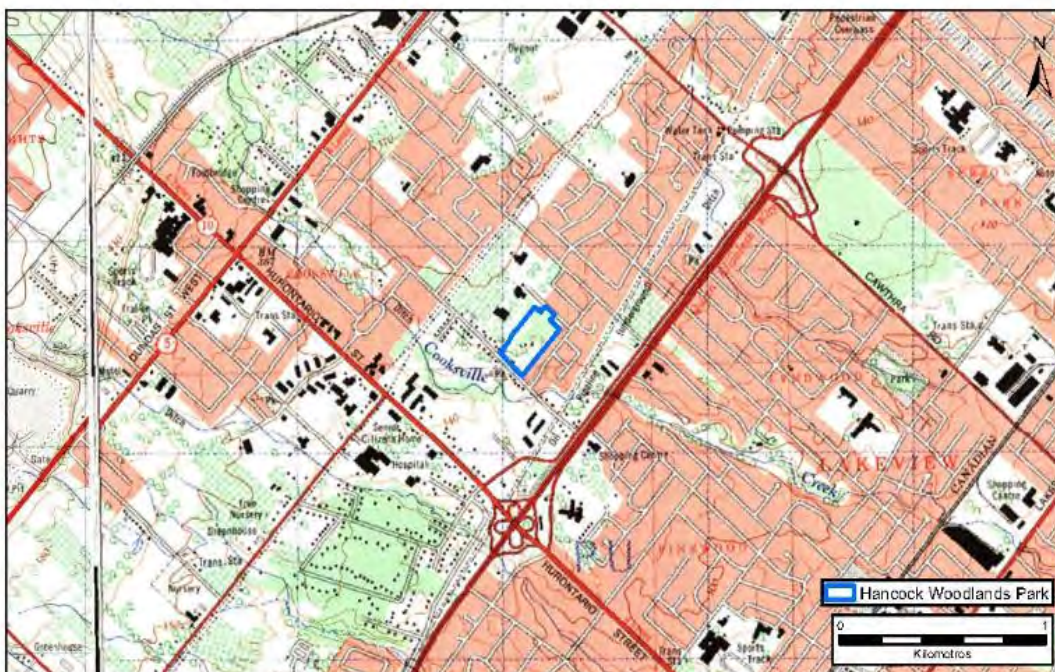


Figure 6-6: 1974 N.T.S. map, Brampton Sheet (Department of Energy, Mines and Resources 1974c)

Hancock Woodlands

6.2 Existing Conditions

Inventory of Existing Resources

Table 6-1: Inventory of existing resources found within and adjacent to Hancock Woodlands

Address	Recognition
2151 Camilla Road (Park)	Listed on the City of Mississauga Heritage Register prior to 2005



Hancock Woodlands

Fieldwork Photos



Figure 6-7: Hancock Woodlands Park, facing east (A.S.I. 2020)



Figure 6-8: Modernist home designed by McLaren and Tsow Architects and built for the family of Marjorie Hancock (A.S.I. 2020). The residence has been demolished.

Hancock Woodlands



Figure 6-9: Trees in Hancock Woodlands Park (A.S.I. 2020)



Figure 6-10: Hancock Woodlands Park trails (A.S.I. 2020)

Hancock Woodlands



Figure 6-11: Hancock Woodlands Park, with remnant flower boxes (A.S.I. 2020)



Figure 6-12: Header House in Hancock Woodlands Park (A.S.I. 2020)

6.3 Evaluation

Table 6-2: Summary of cultural heritage value for Hancock Woodlands

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 6-3: Summary of community value for Hancock Woodlands

Criteria	Meets criteria?
Community Identity	No
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	No
Quality of Life	Yes
Local History	Yes
Visual Depiction	No
Genius Loci	Yes
Community Image	No
Tourism	No
Planning	No

Table 6-4: Summary of historical integrity value for Hancock Woodlands

Criteria	Meets criteria?
Land Use	Yes
Ownership	Yes
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	No
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

6.4 Statement of Significance

Cultural Heritage Value

Hancock Woodlands has cultural heritage value as a cultural heritage landscape due to its design value, historical and associative value, and contextual value.

Hancock Woodlands is valued as a unique example of a nursery landscape. As a 10-acre site, it was a relatively small operation compared to other nurseries operating in the area at the time. The site includes two residential houses all constructed for members of the Hancock family, a woodlot, and the former nursery. The woodlot, nursery, and 2182 Corsair Road portions are now owned by the City of Mississauga and operated as a public park while the two residences that front Camilla Road are in private ownership. The grounds are laid out with winding roads and circulation paths with activities stemming from this network including the office, header house, cold frames, shed, and shade house. Leslie and Dorothy Hancock and family are recognized for their influence on Canada's horticultural industry. The couple pioneered the Rhododendron project, a primary species grown in the nursery and their son, Macklin, has received international acclaim for his contributions to landscape architecture and urban planning. This site is valued for the connection it provides to Mississauga's historical rural roots and early character of the Cooksville area before it transitioned from orchards to residential subdivisions. The site is also valued for its associations with the Japanese-Canadian community as the Header House is one of the last remaining examples of a building that housed Nisei Japanese in Ontario during and immediately following the Second World War as Leslie Hancock hired and housed a number of people in order to protect them from internment.

Hancock Woodlands

Community Value

Hancock Woodlands is valued as a cultural heritage landscape due to its community value. The majority of the nursery has been adapted to be a public park which continues to provide public access to the site. While members of the public would have had access to the nursery in the annual ritual of buying plants, they can now access the park year-round for recreation. The site has an active Friends of Hancock Woodlands group which exhibits a high degree of pride and stewardship in the conservation and protection of the park. The park commemorates the Hancock family and the nursery by maintaining the name Hancock Woodlands. The site has been described as an oasis and a cocoon, providing a calm space in a highly trafficked area of the city. A community garden within the park continues the tradition of growing.

Historical Integrity

Hancock Woodlands is valued as a cultural heritage landscape due to its historical integrity. The property was owned and operated by the Hancock family for 80 years after which a portion was acquired by the city. Family members continued to occupy the three residences as of 2011. The residences and nursery buildings maintain their relationships to the woodlot and nursery areas. The woodlot maintains white pine, beeches, and cedars which pre-date the nursery and are 150 to 200 years old.

Heritage Attributes

- Primary and historical entrance route to the property (Heritage Drive) and internal and perimeter circulation routes within the former nursery property, now Hancock Woodlands Park, and which feature curving and winding alignments, revealing diverse and expansive views of the property as one travels through the site;
- Built features relating to the former nursery function:
 - Office
 - Header House with three appended raised flower beds constructed of block concrete (former greenhouse superstructure/coverings have been removed)
 - Former location of cold frames and shade houses/lath house which have since been removed but their former location now defined by open space and perimeter circulation route located west of the new children's play area
- Two residences of the Hancock family located at 2171 and 2179 Camilla Road for both their relationship to the broader site, their architectural scale, massing and detailing, and landscaping known as:
 - The House
 - The House on the Hill
- The historic woodlot, also known as the Woodland Garden and including internal circulation networks, and former nursery locations and vegetation including rhododendrons, azaleas, white pine, beeches, and cedars and the numerous specimen



Hancock Woodlands

plants and trees in the woodlot, some of which were bred and propagated on this site which supports diverse wildlife;

- The organizing grid and open spaces defined by former planting beds, now used as flower beds, a children’s play area, community garden, shade area and pergola, and pollinator garden; and
- “Hancock 2179 and 2171” sign at the former historical entrance (Heritage Drive)

6.5 Boundary

The boundary for the Hancock Woodlands Cultural Heritage Landscape includes the border of Hancock Woodlands Park at 2151 Camilla Road as well as the three properties located at 2171 Camilla Road, 2179 Camilla Road, and 2182 Corsair Road (Figure 6-13).

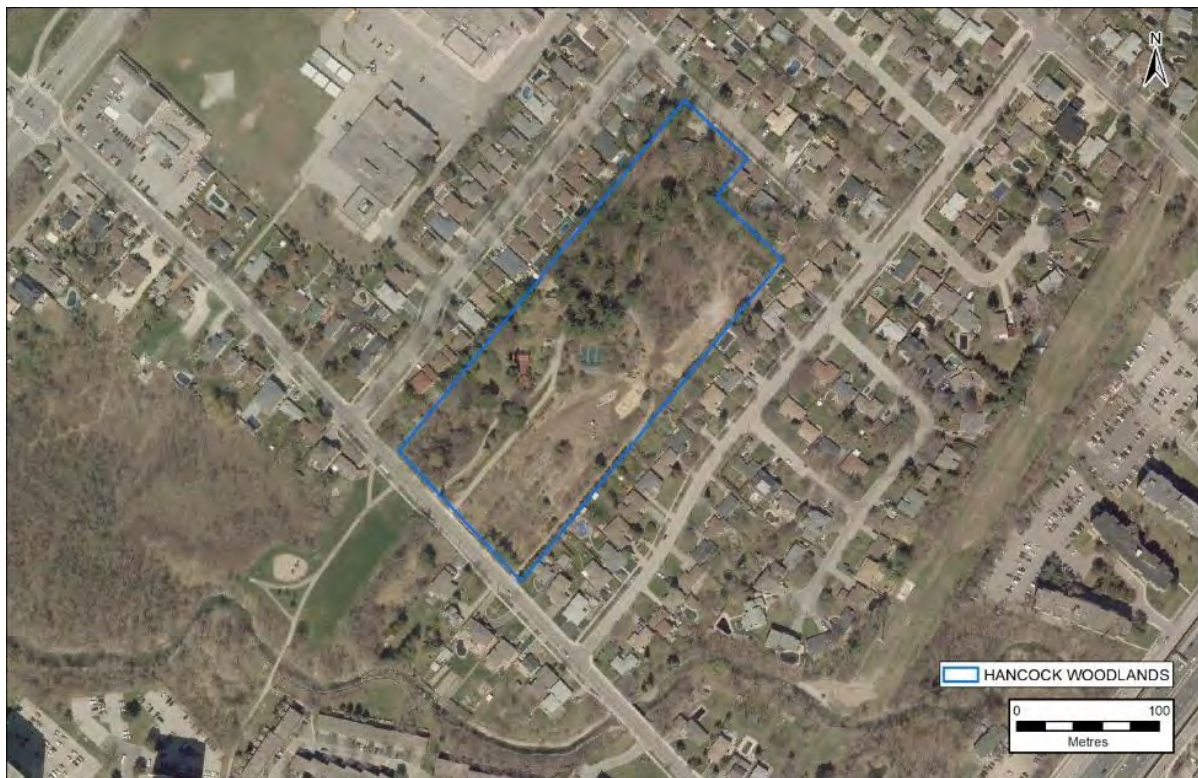


Figure 6-13: Boundary for Hancock Woodlands Significant Cultural Heritage Landscape

7.0 Kariya Park

Kariya Park is listed (as Kariya Garden) on the 2005 Cultural Landscape Inventory. It embodies many of the design styles and principles of traditional Japanese gardens, and was created as a tribute to the friendship agreement between the City of Mississauga and the City of Kariya, Japan. The park is located at 3620 Kariya Drive.

Kariya Park was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment, historical or archaeological interest and outstanding features or interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Kariya Park Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that the design styles and principles include the use of water in a variety of ways, the sculpting of shrubbery, the focus on flowering cherries for ornamental and ceremonial purposes, the use of rock to symbolize elements of nature and the introduction of gates, pavilions, walls and other structures to further interpret the importance of garden design to Japanese culture, religion, history, art and social structure.



Figure 7-1: Location of Kariya Park study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

7.1 Historical Summary

In 1981, the City of Kariya, Japan formed a friendship agreement with the City of Mississauga. This friendship agreement followed the idea of sister or twin cities, which was established in

the 1950s following the Second World War to improve communication networks between cities in the world and to reduce conflict between nations. On July 7, 1981, the City of Mississauga was twinned with the City of Kariya (Hiking the GTA 2017). As of 2019, Kariya has a population of 152,576 and is located in the Aichi Prefecture southwest of Tokyo. It was a castle town in the Sengoku period (1467 to 1573) and became a city in 1950. Today, Kariya is a modern industrial urban centre whose economy is dominated by companies related to the Toyota Group (Toyota Industries Corporation). In honour of this friendship agreement, Mississauga established Kariya Park on December 7th, 1987 “to provide an island of serenity in the busy heart of Mississauga” (City of Mississauga 1991). Likewise, in Kariya, there is a Mississauga Park that commemorates the twin-city relationship. This Mississauga Park has a small version of the Mississauga City Hall as the centre piece with a working clock tower.

The Kariya Park master plan was completed by city staff in Park Planning and Development in May of 1990, in consultation with their counterparts from the City of Kariya. The design was not intended to be a classical Japanese garden, but was to embody the philosophy, design principles, and styles that were used to create traditional Japanese gardens. The plan was installed in two phases. The second phase of development was completed after a management plan review by The Landplan Collaborative Ltd. and implemented by John George Associates. The garden contains many gifts from Kariya’s citizens including a Tsukabai Basin and kneeling stone hand carved by Kariya sculptor Fumio Naito, a bronze Friendship Bell (2001), and the children’s sculpture (The Landplan Collaborative Ltd. 2005).

The gardens include features such as the cherry allée, the gatehouse with bamboo elements, two water features (ponds), symbolic rockwork, a traditional garden pavilion, tea ceremony elements such as the basin, a ceremonial path and a ceremonial Tea House, and a zig-zag bridge to ward off evil spirits. The pavilion is oriented toward both the pond and the exterior Zen garden. The pavilion area has a ‘double identity.’ It makes the park more street-friendly and enhances the double meaning and function present in many aspects of Japanese garden design. The two main sections of the pavilion each represent the two cities, joined in the centre with the Friendship Bell. The Friendship Bell was cast in Japan and is rung on ceremonial occasions (City of Mississauga). Vegetation includes flowering cherries, rhododendrons, azaleas, four types of pine, ginkgo, sweetgum, Katsura, Japanese Maples, Yellowwood, Pagoda Tree (saphora japonica), magnolia, and a variety of native trees (City of Mississauga 2019d). A plaque at the entrance to the park commemorates the friendship between Kariya and Mississauga and includes a photo montage of the citizens of both cities, which from a distance depicts the Mando Matsuri which is a festival in the Japanese city (blogTO 2019). Kariya Park was officially opened in 1992 by former Mayor Hazel McCallion to celebrate the 11-year anniversary of the twin-city relationship (blogTO 2019).

Kariya Park

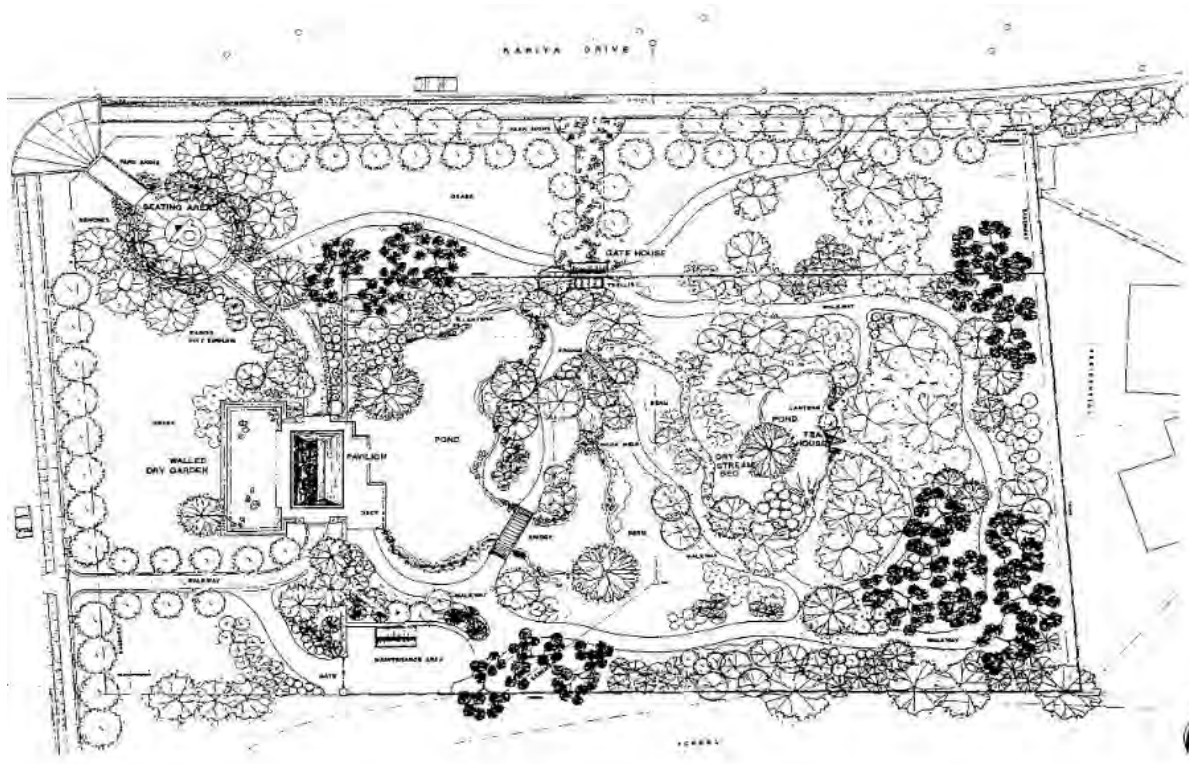


Figure 7-2: Kariya Park Master Plan, 1990 (City of Mississauga 1991)

Mapping



Figure 7-3: 1954 aerial photograph (Hunting Survey Corporation Limited 1954a)

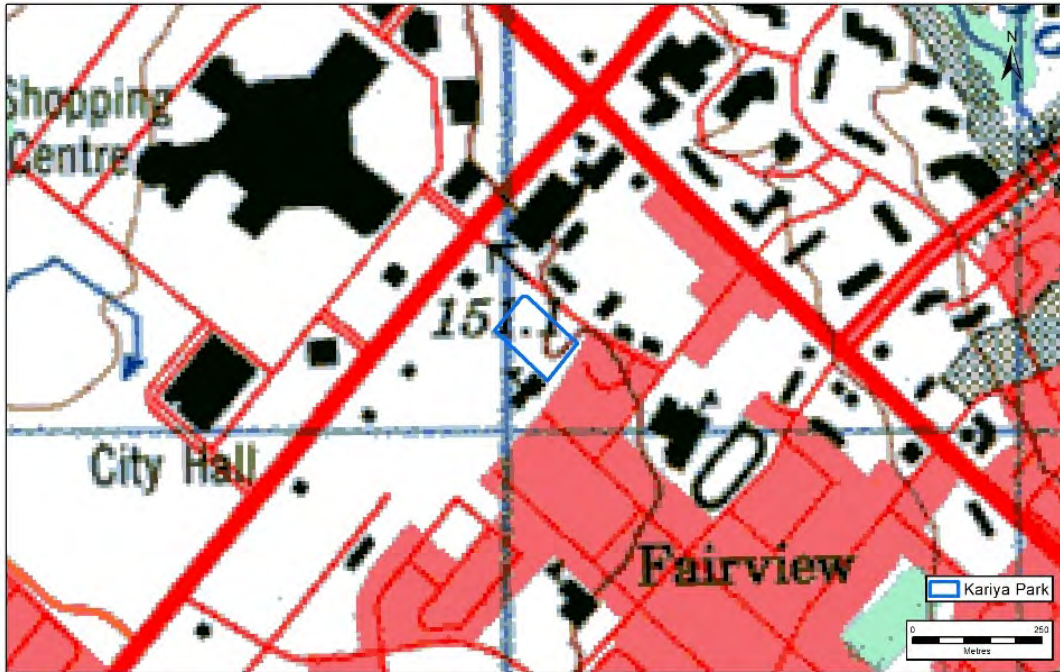


Figure 7-4: 1994 N.T.S. map, Brampton Sheet (Department of Energy, Mines and Resources 1994)

7.2 Existing Conditions

Inventory of Existing Resources

There are no existing cultural heritage resources within or adjacent to Kariya Park.

Kariya Park

Fieldwork Photos



Figure 7-5: Front entrance and main gate (Landplan 2019)



Figure 7-6: Pathways, trees, and vegetation inside Kariya Park (Landplan 2019)



Figure 7-7: Ponds and pavilions, with towers in the background (Landplan 2019)

7.3 Evaluation

Table 7-1: Summary of cultural heritage value for Kariya Park

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	Yes
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 7-2: Summary of community value for Kariya Park

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	Yes
Quality of Life	Yes
Local History	No
Visual Depiction	Yes
Genius Loci	Yes
Community Image	No
Tourism	Yes
Planning	No

Table 7-3: Summary of historical integrity for Kariya Park

Criteria	Meets criteria?
Land Use	Yes
Ownership	Yes
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	No
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

7.4 Statement of Significance

Cultural Heritage Value

Kariya Park has cultural heritage value, not because it is a representative or an early example of a nineteenth-century or early twentieth-century landscape, but because of why it was created in the first place. Mississauga's desire and gesture to become a sister city with Kariya, Japan is part of an international movement to connect communities around the world at a more local and individual level. The creation of two parks, one in Mississauga and one in Kariya, exposes the citizens of each city to some of the cultural values of their respective communities in a real and tangible way. Kariya Park is a significant example of a well-established international tradition, to broaden people's understanding of different cultures around the world. In addition, it is important to acknowledge the collaboration of the design team that created the Park. This was not the effort of one individual, but a collaboration of the municipal staff of two cities, thousands of miles apart on different continents, to create an easily recognizable symbol of community friendship that has endured and flourished for almost 30 years. The Park is both a scenic and artistic expression which in turn gives it landmark value.

Community Value

Although there is no detailed statistical analysis to support a sense of community value, casual observation of the Park would suggest that residents of the urban core of all ages, as well as tourists, use the Park frequently. The length of stay of visitors would suggest a genuine interest in the visual experience of the Park and an interest in its landscape features and public art. Its unusual design and features contrast dramatically with the surrounding urban landscape, fostering its landmark value and making it a destination for both amateur and professional photographers. The Park contributes to day-to-day life of the urban core as a place of rest and



Kariya Park

contemplation away from the bustle of the surrounding urban centre. The Park is important to both the Japanese community in Mississauga and surrounding communities. These observations would suggest a high degree of community value.

Historical Integrity

The Park has been in public ownership for over 30 years and remains true to the original master plan conceived from the beginning. It should be noted that a park master plan should be thought of as a guide, subject to changes and refinements as the park matures. Many park master plans evolve over time to reflect changing user needs and management issues associated with maintenance, such as tree disease or general wear and tear of park features. The Park is well-maintained. As long as changes reflect the original objectives of the park design and the symbolic nature of its role, as a public open space, its integrity will be maintained.

Cultural Heritage Attributes

- The existing plant collection;
- Landscape features including but not limited to the entrance steps and gate, the fenced enclosure, the path network, the zig-zag boardwalk, the water features (ponds), park furnishings, rockwork;
- The Park pavilion and bronze Friendship Bell; and,
- The collection of public art including sculpture, lanterns, and other gifts from the citizens of Kariya.

7.5 Boundary

The boundary corresponds to the study area boundary as shown in Figure 7-1.

8.0 Lakefront Promenade Park

Lakefront Promenade Park is listed (as Lakefront Promenade) on the 2005 Cultural Landscape Inventory. It is a sprawling park built on landfill in the Lakeview area of Mississauga. Besides being home to greenspace and recreational activities, the park is home to the Port Credit Yacht Club, the Lakefront Promenade Marina, and the Mississauga Sailing Club. It is located at 800 Lakefront Promenade.

Lakefront Promenade Park was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, historical associations, built environment, outstanding features or interest and landmark value (The Landplan Collaborative Ltd. et al. 2005). The site description for the Lakefront Promenade Park Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that its development was one of the more successful of the Lake Ontario shoreline projects of the 1960s to 1980s. The park was designed by Hough Stansbury Woodland Associates of Toronto.

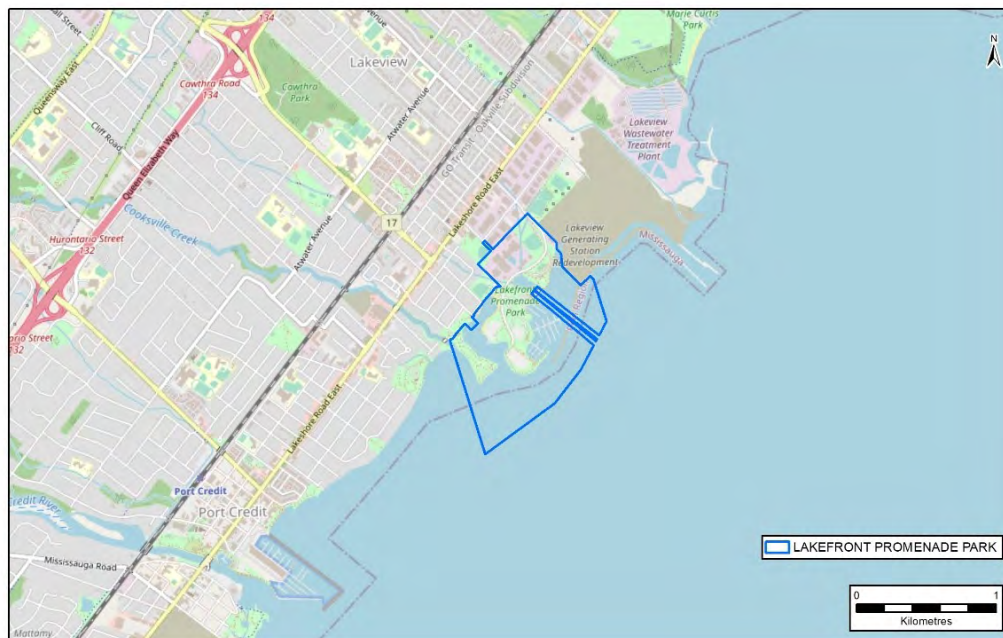


Figure 8-1: Location of Lakefront Promenade Park study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

8.1 Historical Summary

In 1973, Town Council first proposed the concept of a park plan for the Lakeview area. It was quickly approved that same year and by 1976, the Credit Valley Conservation Authority was given permission to proceed with a landfill operation that would expand the park into Lake

Ontario. Lakefront Promenade Park was designed over many years by one of Canada's leading landscape architecture firms, Hough Stansbury, and Michalski Ltd. (and later Hough, Stansbury, and Associates Ltd. and then Hough, Stansbury, and Woodland Ltd.). Regardless of its various incarnations, this firm was well known for incorporating scientific and ecological knowledge into creative architectural designs. Among their projects include large-scale open spaces on the waterfront, such as Ontario Place (along with Eberhard Zeidler) in Toronto and East Point Park in Scarborough (Archives of Ontario).

The landscape architecture and design work for Lakefront Promenade Park included plans for the construction and placement of picnic shelters, recreational facilities, retaining walls, pavilions, vegetation, and shoreline protection measures (Hough, Stansbury, and Michalski 1982; Hough, Stansbury and Associates, Ltd. 1984; Hough, Stansbury and Associates, Ltd. 1986; CVCA 1988). In recognition of their work on Lakefront Promenade Park, Hough Stansbury & Michalski (and/or its later incarnations) won a Merit Award from the Canadian Association of Landscape Architects in 1983, an Urban Design Award from the City of Mississauga in 1983 and 1993, and an Excellence in Urban Design Award from the Mississauga Millennium Design Icon in 2000 (Archives of Ontario).

To establish the landforms for Lakefront Promenade Park, landfill was collected from across Mississauga and dumped on the waterfront, creating three peninsulas into Lake Ontario (Hicks 2005). Though infilling activity was completed in 1986 and portions of the park operational in the late 1980s, Lakefront Promenade Park was not officially opened until 1994 (Ferenc 1994). The park is 40 hectares (100 acres) in size. The landfill (lakefill) used to construct most of the park added 60 acres of shoreline parkland to the Mississauga waterfront. The park provides protected beaches, small craft harbours, boat launches and several passive recreation areas for picnicking, sunbathing, and walking. The park also includes the Mississauga Waterfront Trail, Port Credit Yacht Club, Douglas Kennedy Headland, Lakefront Promenade Marina, Cawthra Creek Wetlands, R.K. McMillan Park & Headland, and A.E. Crookes Headland (Hicks 2005). Over time, changes in landscape aesthetics have allowed some of the shoreline areas to be naturalized providing better habitat for shore birds, mammals, and fish (eParks.com 2020).

Lakefront Promenade Park



Figure 8-2: Boat in front of Port Credit Yacht Club, 1992 (City of Mississauga)

Mapping



Figure 8-3: 1922 topographic map, Brampton Sheet (Department of Militia and Defence 1922)

Lakefront Promenade Park

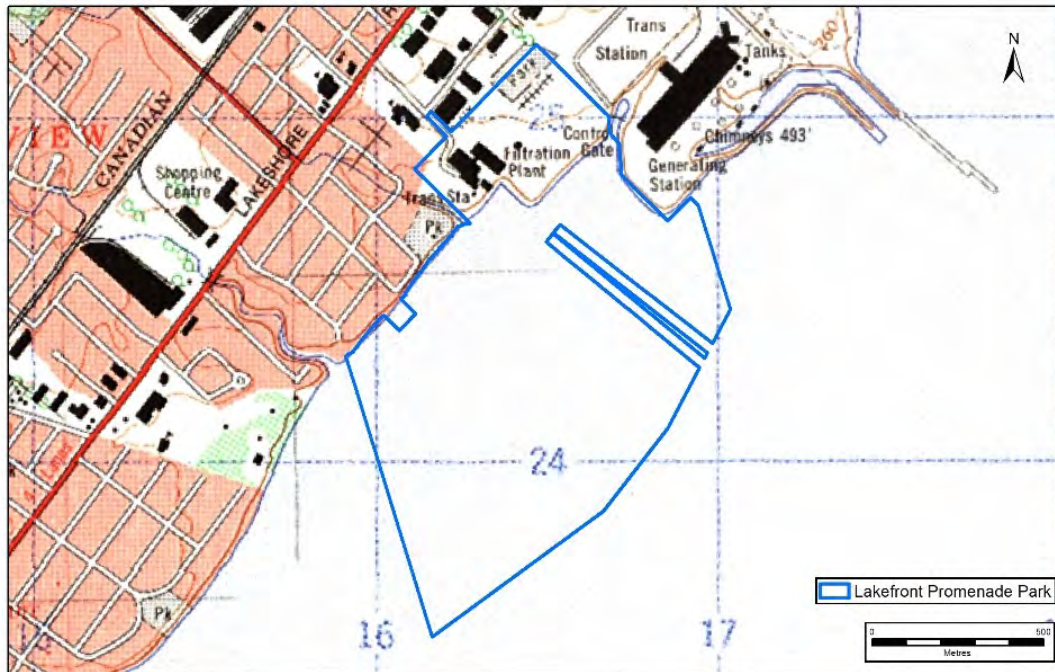


Figure 8-4: 1974 N.T.S. map, Port Credit Sheet (Department of Energy, Mines and Resources 1974b)

Lakefront Promenade Park

8.2 Existing Conditions

Inventory of Existing Resources

Table 8-1: Inventory of existing resources found within and adjacent to Lakefront Promenade Park

Address	Recognition
Lakefront Promenade – scenic view	2005 Cultural Landscape Inventory – cultural feature

Lakefront Promenade Park

Fieldwork Photos



Figure 8-5: View of boats and Lake Ontario from Lakefront Promenade Park (Landplan 2019)



Figure 8-6: View of gardens and boats at Port Credit Yacht Club (Landplan 2019)

8.3 Evaluation

Table 8-2: Summary of cultural heritage value for Lakefront Promenade Park

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	Yes
Design/Physical Value: High degree of technical/Scientific Interest	Yes
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	Yes
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 8-3: Summary of community value for Lakefront Promenade Park

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	No
Quality of Life	Yes
Local History	No
Visual Depiction	Yes
Genius Loci	Yes
Community Image	No
Tourism	Yes
Planning	No

Table 8-4: Summary of historical integrity for Lakefront Promenade Park

Criteria	Meets criteria?
Land Use	Yes
Ownership	Yes
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	No
Natural Relationships	No
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	No

8.4 Statement of Significance

Cultural Heritage Value

Lakefront Promenade Park has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and its contextual value.

Lakefront Promenade Park has design value as a unique example of a park constructed on fill within Lake Ontario. The area has a high degree of design and aesthetic appeal offering sweeping views of and across Lake Ontario and along the shoreline and incorporates impressive landscaping and naturalized areas. The design for Lakefront Promenade Park was carried out by the firm Hough Stansbury Woodland and is considered a notable project for the firm led by one of Canada's notable landscape architects, Michael Hough. Lakefront Promenade Park has contextual value as it defines the recreational character of the area and provides opportunities for recreation and access to Lake Ontario for the community.

Community Value

Lakefront Promenade Park is valued as a cultural heritage landscape due to its community value. Areas within the park are named for significant people in the history of the City of Mississauga; it is the site of frequent public gatherings, is a popularly attended park, and is promoted as a destination. The area offers recreation to the community which enhances its quality of life. The area also is valued by the community for its protection of wildlife habitat.

Lakefront Promenade Park

Historical Integrity

Lakefront Promenade Park is valued as a cultural heritage landscape due to its historical integrity. Lakefront Promenade Park was purpose-built for recreational uses and as a recently designed and constructed place, the ownership and land uses have been consistent.

Cultural Heritage Attributes

- The three peninsulas created by landfill in Lake Ontario;
- Protected beaches;
- Small craft harbours;
- Boat launches;
- Passive recreation areas for picnicking, sunbathing, and walking;
- Mississauga Waterfront Trail;
- Port Credit Yacht Club;
- Douglas Kennedy Headland;
- Lakefront Promenade Marina;
- Cawthra Creek Wetlands;
- R.K. McMillan Park & Headland;
- A.E. Crookes Headland; and
- Shoreline access to Lake Ontario.

8.5 Boundary

The boundary corresponds to the study area boundary as shown in Figure 8-1.

9.0 Meadowvale West (Lake Aquitaine and Lake Wabukayne)

Meadowvale West is a community-nominated landscape. It is a large-scale neighbourhood in northwest Mississauga, part of a planned residential, commercial, and cultural community with interconnected parkland and substantial open spaces. Among the key features of this neighbourhood are Lake Aquitaine and Lake Wabukayne, two storm water treatment ponds encircled by parks and green space. Lake Aquitaine Park is listed and Lake Wabukayne is noted as a Cultural Feature on the 2005 Cultural Landscape Inventory. Meadowvale West is distinct from the nearby historic Meadowvale Village, which was established in the 1830s and is Ontario's first Heritage Conservation District and which is listed on the 2005 Cultural Landscape Inventory. The study area boundary was defined by early land use neighbourhood mapping of Meadowvale's distinct neighbourhoods.

Lake Aquitaine Park was identified in the City of Mississauga's 2005 Cultural Landscape Inventory for its landscape environment, historical associations and built environment (The Landplan Collaborative Ltd. et al. 2005). The site description for the Lake Aquitaine Park Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that it is a good example of a park connected to an extensive pedestrian open space system. The unique feature of this park is that it was one of the early attempts in Canada to separate pedestrian and vehicular access by a series of pedestrian tunnels which cross arterial and local roads thereby providing barrier free access to adjacent neighbourhoods. Lake Aquitaine and Lake Wabukayne were individually identified in the 2005 Cultural Landscape Inventory as cultural features for their landscape environment and historical associations. The site description for these cultural features indicated they are one of the first examples of utilizing a large stormwater pond as the central feature of an urban park in Canada.

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

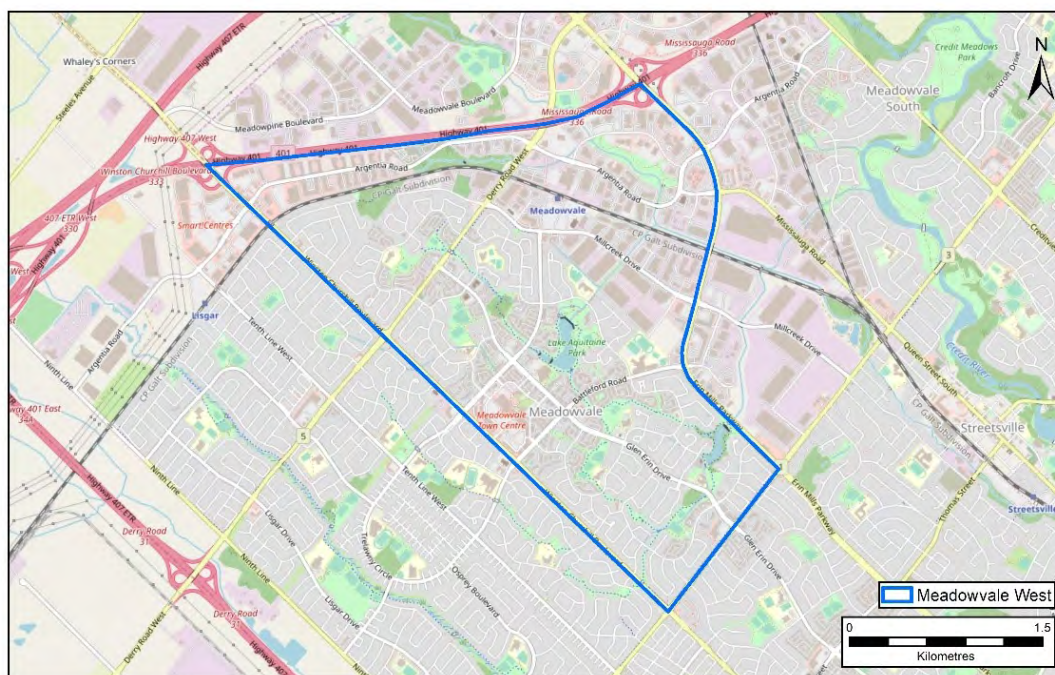


Figure 9-1: Location of the Meadowvale West study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

9.1 Historical Summary

Located in what is now the northwest of Mississauga, Meadowvale West was one of three interrelated communities (in addition to Meadowvale South and Meadowvale North) built as part of a planned 3,000-acre community and designed as “an alternative to urban sprawl” and to be “a new town in the country.” Meadowvale South, a smaller residential-based community north of Streetsville, was started in 1972. Meadowvale West followed soon thereafter. Meadowvale North, originally designed as a mixed industrial and residential community but which later dropped the residential component, was built last. Combined, Meadowvale was projected to grow to 75,000 people upon completion, with Meadowvale West accounting for just under half that figure (Markborough Properties Limited 1969a; Markborough Properties Limited 1985).

Meadowvale was designed by Project Planning Associates Limited (now Planning Partnership Ltd.), an influential planning firm then headed by renowned urban planning architect Macklin Hancock. Hancock was well known for designing the first planned community in Canada: the 2,000-acre community of Don Mills, in North York, which itself was inspired by the planning principles of Ebenezer Howard’s Garden City (Rynnimeri 1997). Don Mills was Hancock’s first major project and led to his international recognition as a landscape architect and urban planner. His designs for Don Mills became a prototype for Canada’s suburbs. In particular, the land use patterns, varying housing types, road hierarchies, and pedestrian accessibility was the



model on which the Meadowvale communities were based (Armstrong 2014:177). Hancock also played a role in several other significant developments including Ontario Place, Expo '67 in Montreal, the University of Guelph master plan, and overseas projects in Berlin, St. Petersburg, and London. He served as President of the Ontario Association of Landscape Architects and Canadian Institute of Planners. He was awarded the Centennial Medal for Distinguished Service to Canada in 1967 and the Order of Ontario in 2003 (University of Guelph).

Six of Meadowvale West's eight neighbourhoods are on land developed by Markborough Properties Limited, though there are also two neighbourhoods that were part of the adjoining Cadillac Fairview development in Erin Mills. Both Markborough and Cadillac Fairview were real estate development companies who worked closely with municipal and provincial officials to acquire and then develop the land (Markborough Properties Limited 1969c).

The multi-disciplinary design team behind Meadowvale meticulously planned a "total community" and emphasized balancing social, industrial, cultural, educational, commercial, entertainment, and recreational opportunities in open-spaced settings (Markborough Properties Limited 1969a).⁴ This idea of a Modernist designed landscape was not unprecedented. Besides Don Mills, other self-contained communities such as Reston, Virginia and The Woodlands, Texas were developing in the postwar period in the United States.

Among the many features were clearly defined and attractive neighbourhoods, higher density areas, a curved road network, leisure facilities, cultural centres, and mixed housing units, including single family homes, semis, townhouses, and apartments to attract diverse ages, incomes, and family sizes. In Meadowvale West specifically, the plan was to foster a sense of communal solidarity and identity for its projected 35,000 people through the construction of a Town Centre. The Town Centre was planned to include many social, commercial, and cultural amenities along with the incorporation of coordinated street lights, landscaping, signage, and fencing (Anonymous 1970).

⁴ More specifically, one Project Planning report notes that: "A community had to be planned and designed, drawing from the undulating agricultural and woodlot-patterned land, the best in topographically and landscape-sensitive urban design, placing the housing, community centres, schools, open spaces, employment areas, institutions and churches, and conservation areas in the most meaningful long-term locations. Arterial road and neighbourhood street networks would have to draw together all elements into a transportation and communications system that would create a sense of a focal community rather than some formless suburban agglomeration. Vital to the character and continuity of the community would be a totally connected pedestrian and cycleway system that would place the automobile in a less dominating role in describing circulation and urban form. Above all, an image of community would have to be derived that would enhance a metamorphosing industrial Ontario in its quality of life, its social, cultural and recreational lifestyle."

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

Project Planning Associates envisioned parks and open spaces to be crucial components of the community. Their design included but was not limited to baseball and soccer fields, tennis courts, playgrounds, and various plantings. Some small woodlots were maintained from the previous farmlands, such as Maplewood Park on Glen Erin Drive and a few clusters on Millcreek Drive just south of Highway 401. Further, the parks system throughout Meadowvale involved planting 12,000 trees and 27,000 shrubs as well as transferring over one million cubic yards of earth. Meadowvale West's parks were linked by 15+ kilometres of bicycle paths and pedestrian walkways, which included pedestrian bridges and underpasses below arterial roads and were often designed along old farm hedgerows. The park linkage system extended south to the Erin Mills north park system (Markborough Properties Limited 1969b; Walker 1979; Markborough Properties Limited 1969a; Project Planning Associates Limited 1980).

The most prominent park in Meadowvale West is Lake Aquitaine Park. Throughout much of the nineteenth century, the land was primarily orchard and farms and belonged to the Cook, Orr, and Wiley families. One of Isaac Wiley's descendants, John H. Wiley, still owned the property when developers started to take an interest in the 1950s and 1960s. Markborough Properties Limited proposed constructing a lake and surrounding park to offer residents options for boating, recreation, and scenery, while simultaneously creating natural vegetation and facilitating stormwater management. The location was selected because of an existing creek situated south of the orchards (Markborough Properties Limited 1985).

While Project Planning Associates Limited designed the park, George Wimpey Canada Limited and Lakeshore Landscape Associates Limited handled its construction, which occurred between September 1976 and November 1977. The lake was designed to control storm run-off waters and is 10.5 acres (5.4 hectares) in size with an average depth of 14 feet. It contains spillways, a dissipater, and drainage culverts which link with Mullet Creek. While this stormwater management system is the largest of its kind in Mississauga with a volume of 140,000 m³ and one of the largest in Canada, it is comparable to other standards of design in the 1960s and 1970s in terms of layout, average depth, technological components, and surrounding vegetation (City of Mississauga 2019e; Sutherland 1989; City of Markham 2016).

While having a utilitarian function, it is also the central feature of a large urban park. The grand opening of Lake Aquitaine took place 24 June 1978. Boats and canoes were initially allowed on the lake, and a marina/boat launch was built in the late 1970s. The lake itself supports fish habitat, including trout and bass while the surrounding park includes 155 floral species, 30 faunal species, 20 types of birds, 5 mammals, 3 amphibians, and 2 reptiles (Natural Areas System 2018). The lake and park are owned and maintained by the City of Mississauga and monitored by Credit Valley Conservation. In addition to the lake, the park includes play structures, exercise equipment, and soccer fields. The Meadowvale Community Centre, originally built in 1982 and newly rebuilt in 2016, is adjacent to Lake Aquitaine at 6655 Glen Erin Drive. Designed by Perkins + Will, the new facility cost \$37 million and consists of meeting rooms, a gymnasium, library, fitness area, and pool (Perkins + Will 2016).



Meadowvale West (Lake Aquitaine and Lake Wabukayne)

Lake Wabukayne is another important artificial lake in Meadowvale West. Located in a residential neighbourhood near Erin Mills Parkway and Britannia Road West, it functions as both a stormwater discharge system and a beautiful and calming naturalized space within the urban landscape.

The origins for the name come from Mississauga Chief Wabukayne (sometimes Wabakanyne) who lived along the shores of the Credit River and who was a signatory of the 1805 Toronto Purchase Treaty (No. 13) and the 1806 Head of the Lake Treaty (No. 14). The lake is located on lands that belonged to the Cooke (the 'e' was later dropped) family for generations, dating back to the 1820s. In 1946, a portion of Wabukayne Creek (a name that dates to at least the early twentieth century) that ran through the Cook property was dammed to create a cattle pond (Friends of Lake Wabukayne 2019; Modern Mississauga 2018; Hiking the GTA 2016a).

The pond was converted to a stormwater management facility in 1976, necessitated by the largescale subdivision development of Erin Mills in the 1970s. The inflow to the lake comes via municipal drainage and can regulate stormwater outflow into the downstream river system, including Mullet Creek and the Credit River (Modern Mississauga 2018). Surrounding the lake is a passive park with a walking trail, which includes a connection to Lake Aquitaine via the Lake Wabukayne Trail. The lake includes a floating island with plants growing on top. This island provides a protected habitat for ducks and other wildlife while also helping with filtration. Over the past 40 years, the lake has grown into a naturalized area and is home to an estimated 49 plant and 16 animal species (Friends of Lake Wabukayne 2019).

Various agencies and organizations play a role in protecting and sustaining the 1.8-hectare lake and surrounding 7.3-hectare (17.6-acre) park, including the City of Mississauga, Credit Valley Conservation, the Rotary Club of Meadowvale, and the Friends of Wabukayne. The first two oversee maintenance and sound environmental stewardship while the latter two promote education, conservation, and community engagement through public events (Friends of Lake Wabukayne 2019; O'Leary 2017).



Meadowvale West (Lake Aquitaine and Lake Wabukayne)



Figure 9-2: Aerial view of Meadowvale West, looking south, c. 1975 (City of Mississauga)



Figure 9-3: Aerial view of Meadowvale West, looking northwest in area of Crickadorn Court, with Lake Wabukayne Trail running through the centre, c. 1985 (City of Mississauga)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)



Figure 9-4: Meadowvale West Land Use Plan map (Markborough Properties Limited 1969a)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

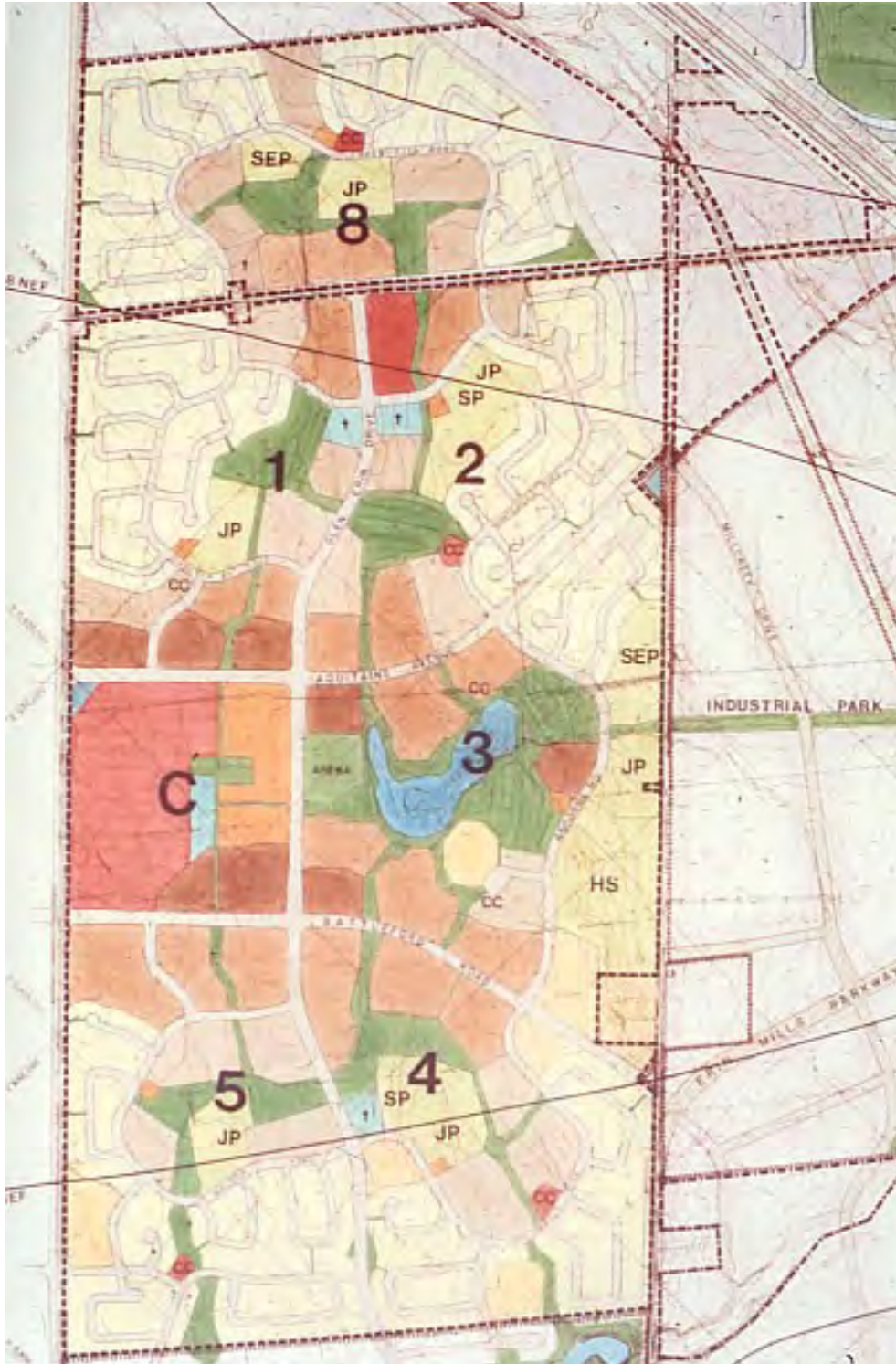


Figure 9-5: Meadowvale West neighbourhood layout. Note that the most southern part of this map, where No. 6 and 7 are, has been cropped out, so only the tip of Lake Wabukayne is visible (City of Mississauga)



Figure 9-6: Meadowvale Logo (Anonymous 1970)



Figure 9-7: Lake Aquitaine Park under construction, c. 1976 (City of Mississauga)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)



Figure 9-8: Lake Aquitaine, Mississauga, Ontario (Project Planning Associates Limited)



Figure 9-9: Cook farm pond, now Lake Wabukayne, c. 1960 (Modern Mississauga 2018)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

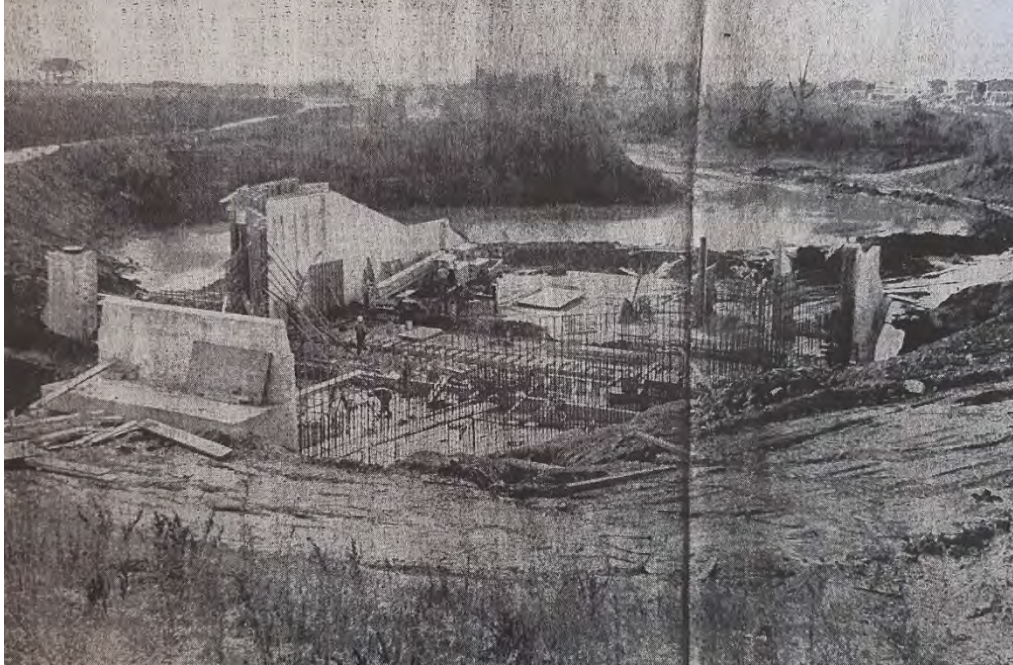


Figure 9-10: Lake Wabukayne under construction, November 1975 (Globe and Mail 1975)

Mapping

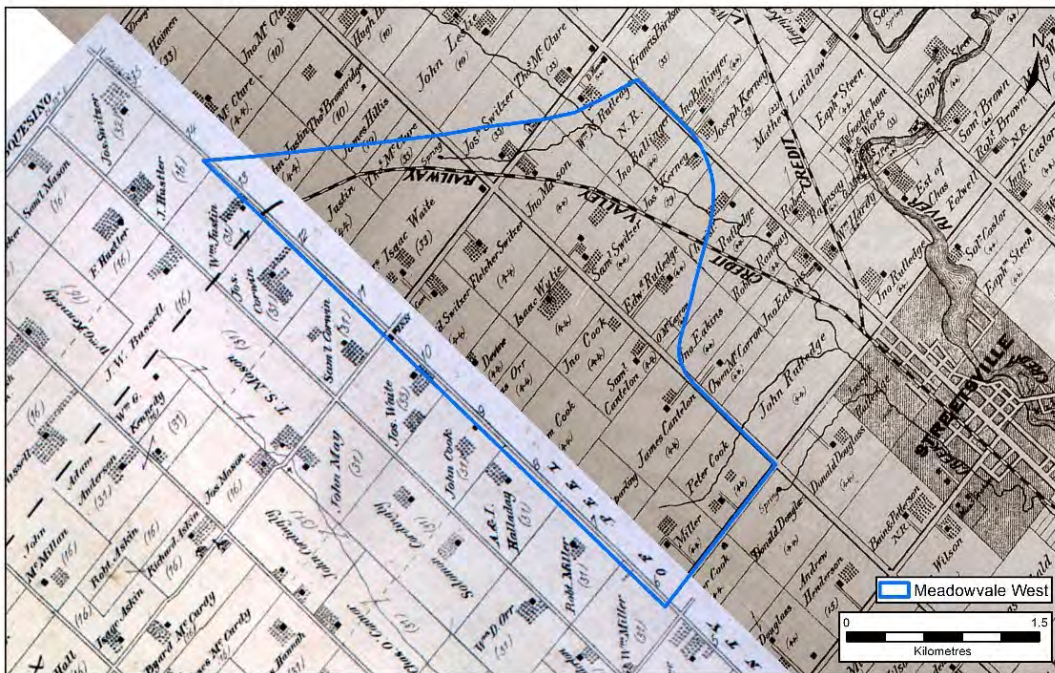


Figure 9-11: 1877 Illustrated Historical Atlas of the County of Peel (Walker and Miles 1877)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

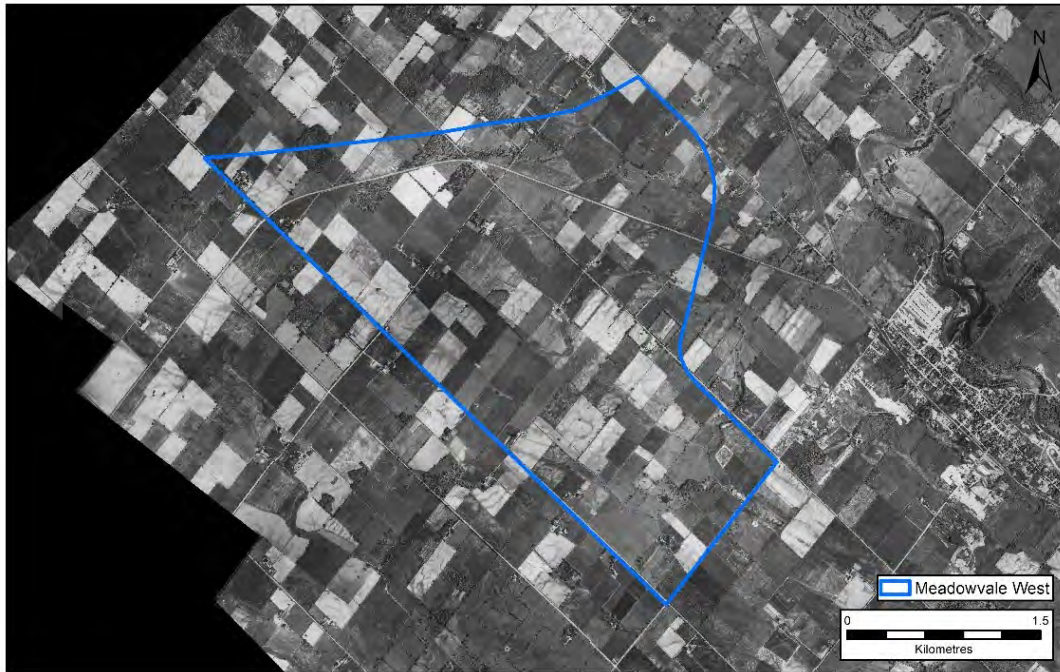


Figure 9-12: 1954 aerial photograph (Hunting Survey Corporation Limited 1954a)

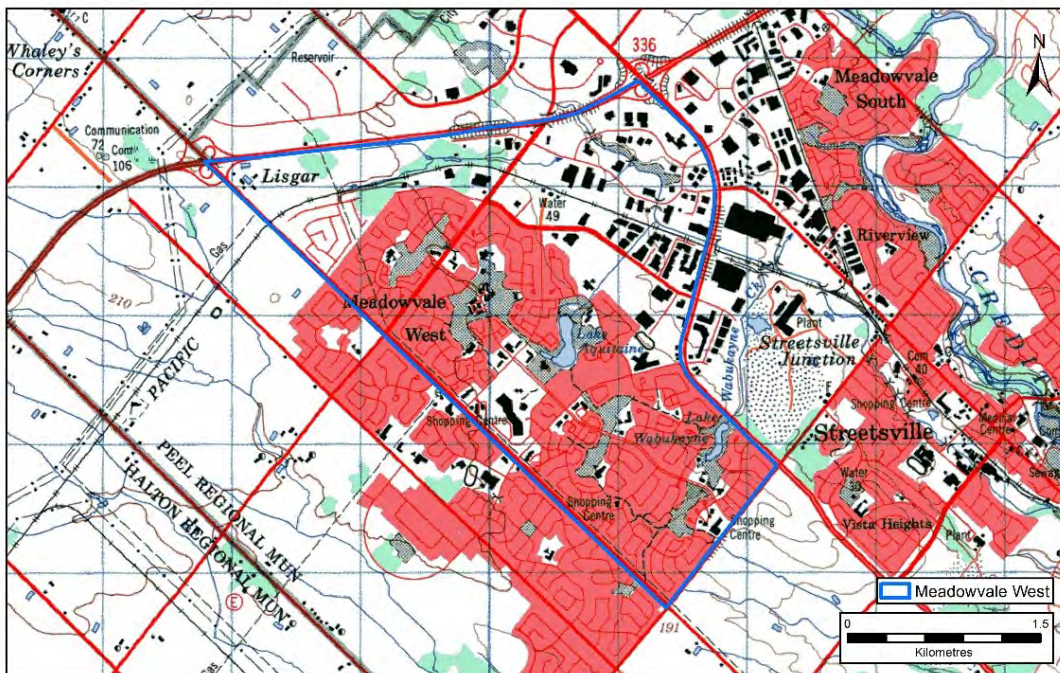


Figure 9-13: 1994 N.T.S. map, Brampton Sheet (Department of Energy, Mines and Resources 1994)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

9.2 Existing Conditions

Inventory of Existing Resources

Table 9-1: Inventory of existing resources found within and adjacent to Meadowvale West

Address	Recognition
AjGw-205	Archaeological Site
AjGw-432	Archaeological Site
AjGw-71	Archaeological Site
Lake Aquitaine Park	2005 Cultural Heritage Landscape Inventory – cultural landscape
Lake Aquitaine	2005 Cultural Heritage Landscape Inventory – cultural feature
Lake Wabukayne	2005 Cultural Heritage Landscape Inventory – cultural feature
2830 Derry Road West	Designated under Part IV of the O.H.A.
7230 Copenhagen Road	Listed on the City of Mississauga Heritage Register prior to 2005

Meadowvale West (Lake Aquitaine and Lake Wabukayne)

Archaeological sites within and adjacent to the landscape:

The **Mullett Ponds site (AjGw-71)** was registered in 1987 by Paul Lennox of the Ministry of Transportation as early Late Woodland village in the upper Mullett Creek watershed.

The **New Parcel site (AjGw-205)** is documented as an early Late Woodland camp located on the upper reaches of Mullett Creek. The site was registered by Gary Warrick of the Ministry of Transportation in 1990.

Fieldwork Photos



Figure 9-14: Lake Aquitaine in foreground, storm water management components in middle ground, and housing in background, facing north (A.S.I. 2019)



Figure 9-15: Lake Aquitaine Park pathway with tree plantings typical to the park (A.S.I. 2019)



Figure 9-16: Lake Wabukayne park pathway with tree plantings typical to the park (A.S.I. 2019)

Meadowvale West (Lake Aquitaine and Lake Wabukayne)



Figure 9-17: Lake Wabukayne, with floating island in middle ground (A.S.I. 2019)



Figure 9-18: Residential townhouses on Inlake Court, near Lake Wabukayne (A.S.I. 2019)

9.3 Evaluation

Table 9-2: Summary of cultural heritage value for Meadowvale West

Criteria	Meets criteria?
Design/Physical Value: is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: High degree of design/aesthetic appeal	No
Design/Physical Value: High degree of technical/Scientific Interest	Yes
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	Yes
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	No

Table 9-3: Summary of community value for Meadowvale West

Criteria	Meets criteria?
Community Identity	Yes
Landmark	No
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	Yes
Quality of Life	Yes
Local History	No
Visual Depiction	Yes (minimal)
Genius Loci	Yes (minimal)
Community Image	Yes
Tourism	Yes
Planning	No

Table 9-4: Summary of historical integrity for Meadowvale West

Criteria	Meets criteria?
Land Use	Yes
Ownership	Yes
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	No
Natural Relationships	No
Views	Yes
Ruins	N/A
Designed landscapes that have restoration potential:	N/A

9.4 Statement of Significance

Cultural Heritage Value

Meadowvale West has cultural heritage value as a cultural heritage landscape for its design and physical value, historical and associative value, and its contextual value. Meadowvale West's design value lies in the hierarchy and layout of its road network leading from vehicular focused arterial roads to minor collector roads that loop and end in cul-de-sacs creating a pedestrian separated network. This circulation network is organized around smaller neighbourhoods within the whole district and each neighbourhood has dedicated parkland at the centre of the block. The housing provided is also intentionally varied with singles, townhouses, and apartment buildings. Among the focal points of Meadowvale West are two storm water management ponds designed as both critical infrastructure and as recreational amenity.

Meadowvale West has historical and associative value for its role as part of the greater Meadowvale subdivision development designed by Project Planning Associates and associated with landscape architect and planner Macklin Hancock. This neighbourhood was designed and constructed in the 1960s and 1970s and represents the ideas of planning at the time as well as being a key element in understanding Mississauga's long agricultural history which lasted into the 1960s and led to Meadowvale being designed as "a new town in the country", intentionally set away from Mississauga's population. The development also contributes to understanding this period as a time of pivotal change which marked the beginning of a 25-year build out of the remainder of the city into the urban centre that it is today.

Within Meadowvale, Lake Aquitaine and Lake Wabukayne have design and physical value as early examples of this type of storm water management system in Mississauga and represent the 32 in operation in 2020. Lake Aquitaine, in particular, is representative of a landscape that combines storm water management with parks, recreation and scenery, while Lake Wabukayne



Meadowvale West (Lake Aquitaine and Lake Wabukayne)

tends towards passive recreation and a renaturalized environment to support wildlife. As the largest stormwater management system of its kind in Mississauga and one of the largest in Canada, the Lake Aquitaine area has design and physical value for its high degree of technical interest. Both Lake Aquitaine and Lake Wabukayne have contextual value as they define the character of the residential neighbourhood as connected to the natural environment and as functionally linked to the surrounding neighbourhood through the storm water support system.

Community Value

Meadowvale West is a significant cultural heritage landscape due to its community value. Lake Aquitaine, Lake Wabukayne, the surrounding parkland, neighbourhood parks and the network of public trails through Meadowvale West are valued by the community for providing passive and active recreational spaces and festivals. The community value in this area is strongly expressed through collaboration and work of the Friends of Lake Wabukayne which actively monitors and promotes the conservation of the area. There is a strong sense of community. The community values the diversity, safe spaces offered and naturalized surroundings.

Historical Integrity

Meadowvale West is valued as a cultural heritage landscape due to its historical integrity. The development plans are clearly expressed in this section of the overall Meadowvale development plan. The area has maintained integrity due to an understanding of the plan and the area has responded to changes over time. Since Lake Aquitaine and Lake Wabukayne's establishment within the expanding residential development, the land use and ownership have been consistent with many of the built elements such as the layout of the lake, bridges, boardwalk and terrain remaining the same as well as the vegetation including trees, flowers, shrubs, and reeds.

Cultural Heritage Attributes

Heritage attributes which demonstrate and enliven the publicly accessible network and extend through Meadowvale West include:

- Physical and/or visual linkages and connections, including but not limited to: sidewalks, trails, formal and informal pathways, and large open lawns adjacent to public parks, located between smaller neighbourhood units and neighbourhood parks, creating a sense of the larger neighbourhood;
- Meadowvale West's relationship to the broader Meadowvale development;
- Lake Aquitaine, Lake Wabukayne, the surrounding parkland, neighbourhood parks, and trail network;
- The function of the lake for storm water management and as a recreational area serving residents in the neighbourhood;



Meadowvale West (Lake Aquitaine and Lake Wabukayne)

- The function of the lake as a habitat for trout and bass as well as floral and faunal species, birds, mammals, amphibians, and reptiles;
- The trail network circling the lake and connecting into the surrounding residential developments;
- The community centre and library.

Heritage attributes which reinforce the qualities of the publicly accessible network of spaces and which were integral to Meadowvale West's design as "a new town in the country", include:

- The qualities of Meadowvale West as a residential neighbourhood providing a mix of housing types with provisions for commercial and high-quality recreational uses;
- The hierarchy of vehicular roadways and the separation between vehicular and pedestrian circulation;
- The division of the area into smaller neighbourhoods organized around central neighbourhood parks and woodlots;

9.5 Boundary

The boundary for the Meadowvale West Cultural Heritage Landscape is as follows:

- Cultural Heritage Landscape: Publicly-owned property within the C.H.L. boundary such as Lake Aquitaine Park, Lake Wabukayne Park, neighbourhood parks and woodlots, and the connecting trail network.
- Review Zone: Properties which are adjacent to the core zone and zoned as High Density Residential, Medium Density Residential or consist of a school and associated school grounds.

Implementation and interpretation of the Meadowvale West Cultural Heritage Landscape can be tailored to respond to the attributes within the distinct boundaries of the Cultural Heritage Landscape and the Review Zone. The overall boundary of the Meadowvale West Master Planned Community should be acknowledged in interpretation and future planning for the area.



Meadowvale West (Lake Aquitaine and Lake Wabukayne)

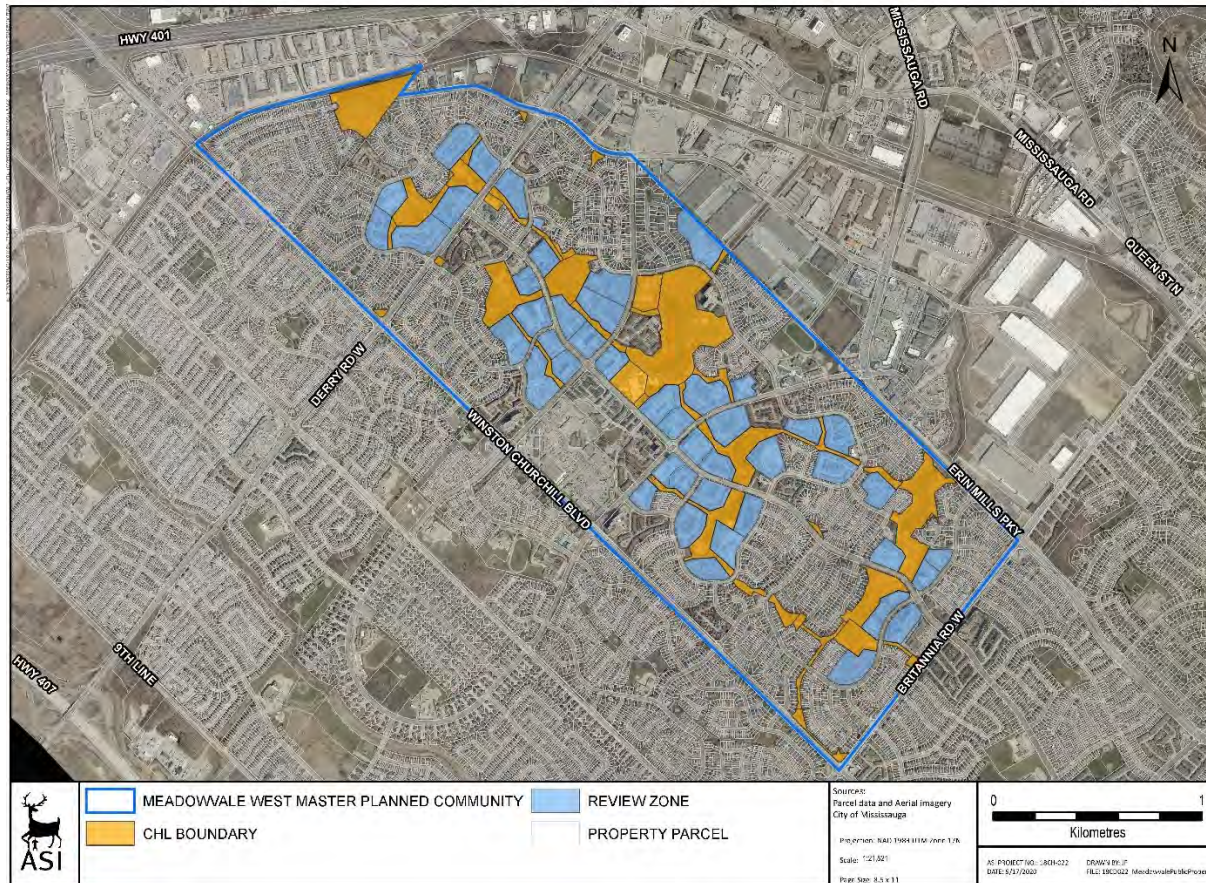


Figure 9-19: Boundary for Meadowvale West Cultural Heritage Landscape and Review Zone.

10.0 Mineola Neighbourhood

The Mineola Neighbourhood Cultural Landscape is bounded by Hurontario Street to the northeast, the railway tracks and Port Credit Go Station to the southeast, the Credit River to the southwest, and the Q.E.W. to the northwest (Figure 10-1). This landscape has a distinct character as a densely-treed residential neighbourhood with houses of varying age and architectural style, undulating topography and winding roads. Over a dozen heritage properties were listed within this landscape on Mississauga's Municipal Register of Property of Cultural Heritage Value or Interest prior to the listing of each property within the Mineola Neighbourhood as part of the 2005 Cultural Landscape Inventory, and two properties are currently designated under Part IV of the *Ontario Heritage Act* (O.H.A.) (The Landplan Collaborative Ltd. et al. 2005). However, in 2017, the size of the Mineola Neighbourhood Cultural Landscape was reduced to the properties fronting onto Stavebank Road removing the listings from the remaining property apart from those individually listed properties which remained on the current city's Heritage Register, ahead of this study.

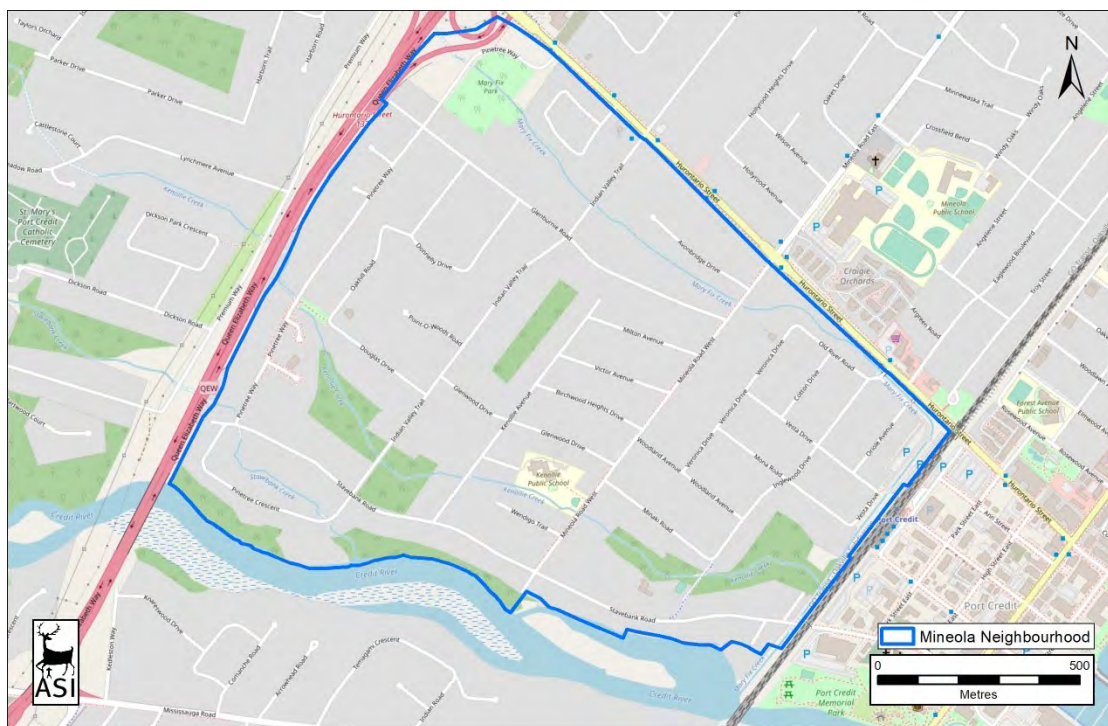


Figure 10-1: Location of the Mineola Neighbourhood Cultural Landscape (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

The Mineola Neighbourhood is situated within the Iroquois Plain and Sand Plains physiographic regions of Southern Ontario. The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River to the Niagara River,

spanning a distance around the western part of Lake Ontario of 300 km (Chapman and Putnam 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The Mineola Neighbourhood is also included in the physiographic landform area of Sand Plains, which are glaciolacustrine features that form in shallow waters (Karrow and Warner 1990).

10.1 Historical Summary

The 1859 *Tremaine's Map of the County of Peel* identifies the land on which the Mineola Neighbourhood Cultural Landscape is located as under the ownership of R & J. Cotton, Rob (Robert) Cotton, Henry Parker and J. Hector. Henry Parker was a local farmer and vintner and, together with partner Justin McCarthy De Courtenay, created the Canada Vine Growers Association to own and operate Parker's vineyard on this fathers' property on Lot 17, North of Dundas Street (Jarrell n.d.). J. Hector may refer to Jessie Hector, née Parker, who married Henry's brother William Parker on January 29, 1847 in a double ceremony (Heritage Mississauga 2009e).

Robert Cotton owned a toll gate at the Middle Road (now the Q.E.W.) and Centre Road (now Hurontario Street), charging five cents each time a carriage went over. Cotton ran the general store at the mouth of the Credit River, traded with the Mississaugas, and transported grain to Toronto and New York by ship (Bull n.d.). Throughout his years in Toronto Township, Cotton was also Vice President of the Toronto Township Agricultural Society, Captain of the Home Guards in Port Credit, a member of Council, Deputy Reeve for Toronto Township, Reeve, a member of the Peel Council, and Warden (Bull n.d.).

The Cotton-Hawsworth House is located at 1234 Old River Road in the Mineola Cultural Landscape and has been designated under Part IV of the O.H.A. since 1985. James William Cotton, Robert's son born in 1846, was also a farmer, and member of the Toronto Township Council, Home Guard at Port Credit and was a prize winner at the Toronto Township Fall Fair in 1876 (Bull n.d.). The Cotton-Hawsworth House, a Georgian, two-storey, log and clapboard house, was built in 1856 by Robert Cotton, a well-known merchant and farmer in Toronto Township who immigrated from Ireland in 1837 (Canada's Historic Places 2018a). The Cotton homestead was originally a log cabin that had been located on the Credit Mission and which was moved to Cotton's property along Hurontario Street, then Centre Road, which had first been surveyed in 1818 (Heritage Mississauga 2009f). The Cotton-Hawsworth House is still extant along Old River Road within the Mineola Neighbourhood.



Figure 10-2: The Cotton-Hawksworth House (Historic Images Gallery, <http://www.mississauga.ca/>)

In the middle decades of the nineteenth century, the area that would become Mineola continued to have farms fronting onto Hurontario Street in the southeast corner. Stavebank Road ran along the east side of the Credit River and lots were angled towards the northwest and crossed the Credit River. An unopened road allowance was found in the location of Mineola Road West, with lots oriented perpendicular to the road allowance on the south side and parallel along the north side. In the early twentieth century, there continued to be very few buildings within the area that is now the Mineola Neighbourhood, with only three buildings along the Credit River and three other buildings along Centre Road south of the railway tracks in the northwest corner of the area.

On the outskirts of downtown Port Credit, the Mineola Neighbourhood remained primarily agricultural until the 1930s (City of Mississauga 1999). The 1933 topographical map shows the area to be heavily treed, with Indian Valley Trail shown as an unimproved road running parallel to the northwest of Mineola Road West. A significant increase in construction is shown along the Credit River, Hurontario Street and along Indian Valley Trail.

Throughout the 1940s and 1950s, the Mineola Neighbourhood underwent significant suburban residential development through several owners and many parcels. This was due in part to pressures relating to growth and expansion of Port Credit and the construction of the Queen Elizabeth Way (originally the Middle Road) to the north of Mineola (City of Mississauga 1999). Settlement increased within many areas along the Q.E.W., including the Indian Valley Trail subdivision and within the Cloverleaf subdivision near Hurontario Street and the Q.E.W. A Plan of Subdivision for a development within the southeast corner of the Mineola Neighbourhood from 1943 suggests conventional lotting patterns, yet shows a creek integrated within the new lots along the east side of River Road (Browne and Cavell Surveyors 1943).

By 1950, homes line Hurontario Street from Port Credit to Cooksville (Gibson 2002:000). Development continued within Mineola through the 1950s, with demonstrated regard for the

Mineola Neighbourhood

existing landscape and topography. A Plan of Subdivision from 1956 shows lots north of Mineola Road West extending along Hurontario Street to Glenburnie Road, which generally follows the angle of the original lots, and the introduction of Avonbridge Drive and shows “Block A” to the west of Avonbridge Drive (Starr 1956). The area identified as “Block A” is shown in earlier topographic maps as treed with a waterway, and in the 1954 aerial as heavily treed.

In the second half of the twentieth century, this network was completed with housing along Avonbridge Drive and the east side of Glenburnie Road as shown in the Plan of Subdivision, and a significant amount of trees remained between the rear lot lines of these properties along the Creek. The creek shown in historical mapping and aerial photography is extant between the rear property lines of properties fronting onto Glenburnie Road and Avonbridge Road. Mineola’s development was extended in the 1960s and beyond, particularly in its northern half with increased density and the development of Pinetree Crescent in the northwest corner along the Credit River. The road network northwest of Mineola Road West does not follow a north-south grid pattern and is varied throughout the cultural landscape depending on the existing topography.

The existing Port Credit Go Station is located at the southeast boundary of the Mineola Neighbourhood Cultural Landscape. The first railway station in Port Credit was opened on December 3, 1955 (Heritage Mississauga 2009g). The existing station was opened in 1967 when Go Transit service began on the Lakeshore West line.



Figure 10-3: Q.E.W. near Port Credit, c. 1940 (Historic Images Gallery, <http://www.mississauga.ca/>)



Mineola Neighbourhood

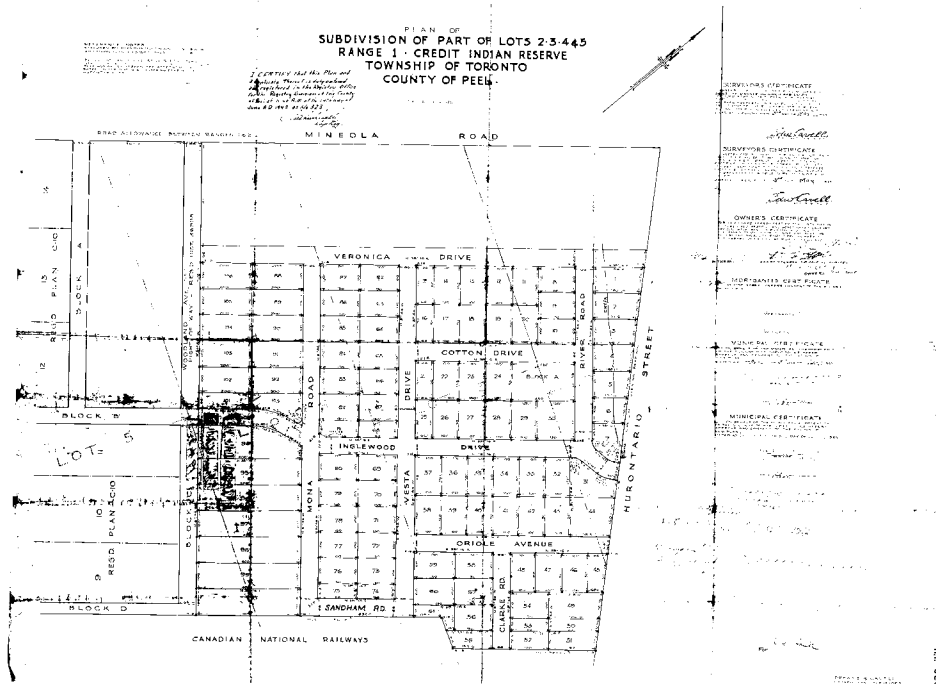


Figure 10-4: Subdivision of Part of Lots 2-5, Range 1, Credit Indian Reserve, Township of Toronto, 1943 (Browne and Cavell Surveyors 1943)

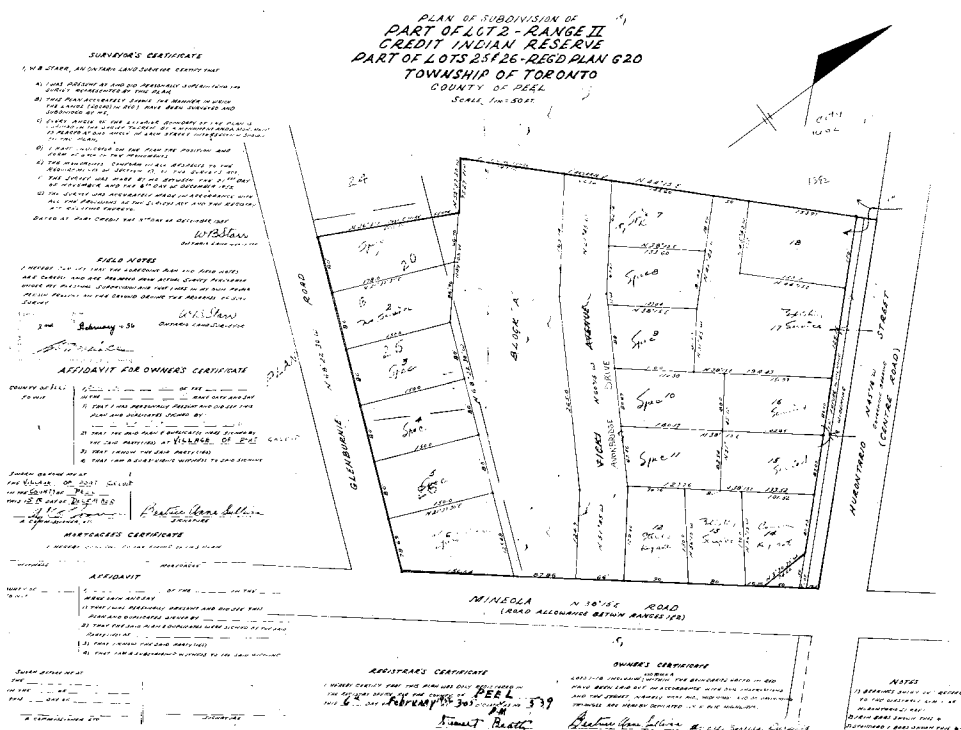


Figure 10-5: Plan of Subdivision of Part of Lot 2, Range 2, Credit Indian Reserve; Part of Lots 25 & 26, RPlan 620, Township of Toronto, February 1956 (Starr 1956)



Figure 10-6: Creek along Mineola Road West (Google Streetview 2014)



Figure 10-7: Port Credit GO Station, c.1980 (Historic Images Gallery, <http://www.mississauga.ca/>)

Mineola Neighbourhood

Mapping



Figure 10-8: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1859 Tremaine's map of the County of Peel (Tremaine 1859)

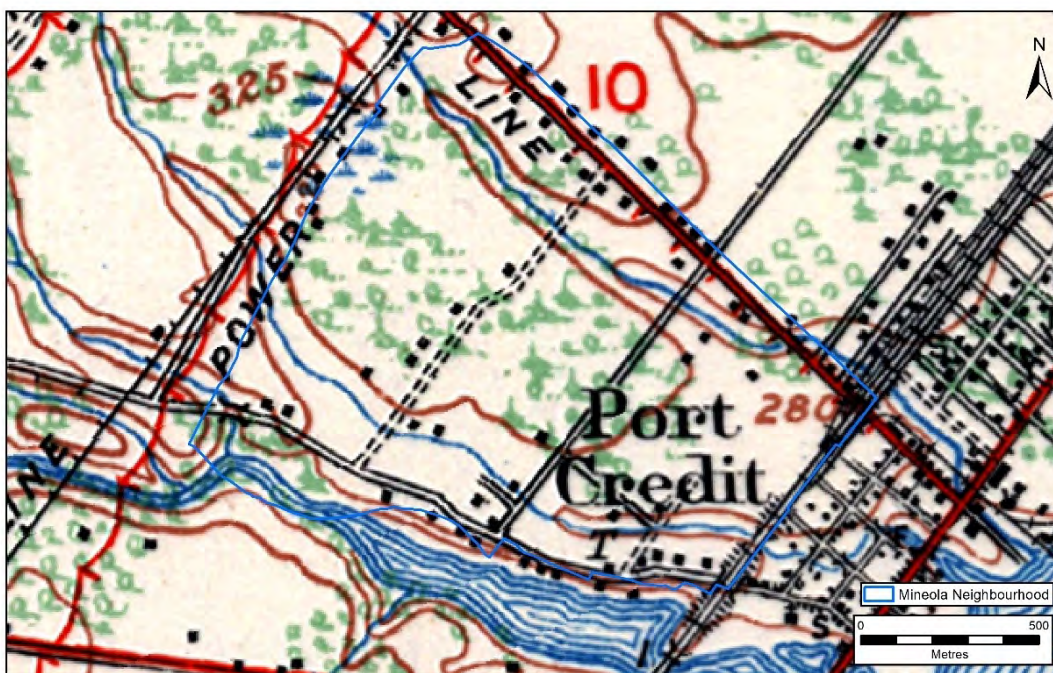


Figure 10-9: Location of the Mineola Neighbourhood Cultural Landscape overlaid on the 1933 topographic map (Department of National Defence 1933)



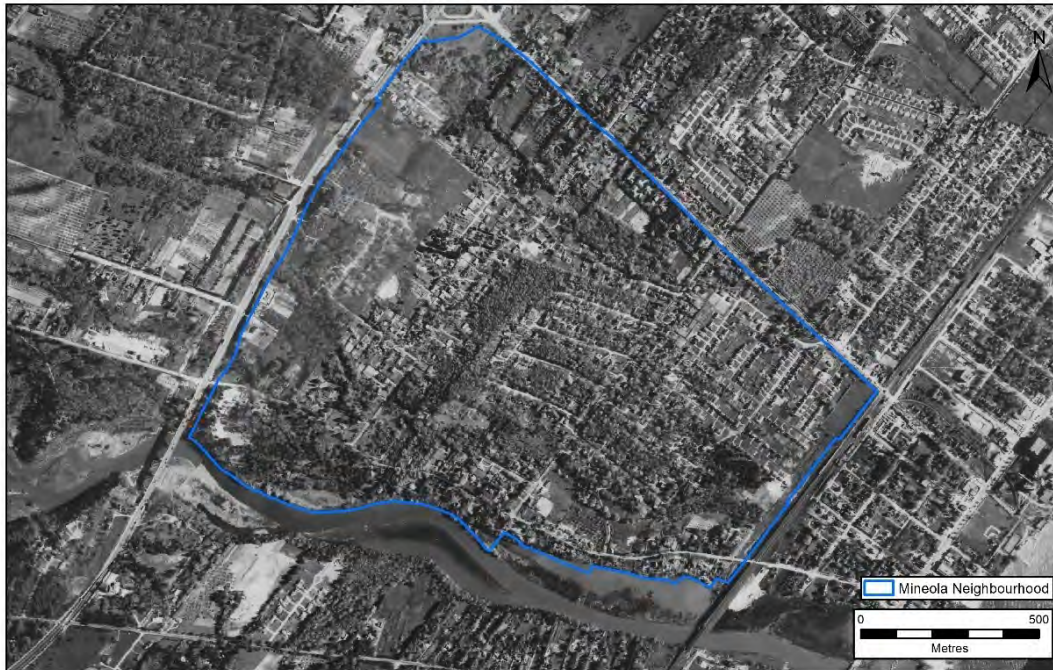


Figure 10-10: Location of the Mineola Neighbourhood Cultural Landscape overlaid on a 1954 aerial photograph (Hunting Survey Corporation Limited 1954b:435.793)

10.2 Existing Conditions

Inventory of Existing Conditions

Table 10-1: Inventory of existing resources found within and adjacent to the Mineola Cultural Landscape

Address	Recognition
1234 Old River Rd	Designated under Part IV of the O.H.A.
25 Pinetree Way	Designated under Part IV of the O.H.A.
1238 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
201 Mineola Rd W	Listed on the City of Mississauga Heritage Register prior to 2005
243 Oakhill Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1205 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1654 Glenburnie Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1191 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1196 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1301 Minaki Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1341 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1520 Pinetree Cres	Listed on the City of Mississauga Heritage Register prior to 2005

Address	Recognition
76 Pinetree Way	Listed on the City of Mississauga Heritage Register prior to 2005
1159 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1220 Stavebank Rd	Listed on the City of Mississauga Heritage Register prior to 2005
	Archaeological Site (AjGv-1)
	Archaeological Site (AjGv-10)
	Archaeological Site (AjGv-17)
	Archaeological Site (AjGv-4)
	Archaeological Site (AjGv-5)
	Archaeological Site (AjGv-73)
	Archaeological Site (AjGv-74)
	Archaeological Site (AjGv-75)
	Archaeological Site (AjGv-9)
	Archaeological Site (AjGv-83)

Archaeological sites within and adjacent to the landscape:

The Hare site (AjGv-1) was documented on the east side of the river by Peter Ramsden in 1969 and was registered by Konrad in 1972 (OASD Site Record Form). The site is a camp that has yielded evidence of occupation during the Middle Archaic and Middle Woodland periods.

The Stavebank site (AjGv-10) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from an orchard which was subsequently developed as a residential subdivision.

The Nunan site (AjGv-17) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was documented on the basis of an artifact collection, or report of a collection derived from garden plot which was subsequently developed as a residential subdivision.

The Stillmeadow site (AjGv-4) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from an orchard which was subsequently developed as a residential subdivision.

The Glenbury site (AjGv-5) was registered by Konrad as a pre-contact camp of undetermined date and cultural affiliation (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection derived from a terrace which was subsequently developed as a residential subdivision.



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The Stavebank site (AjGv-73) is an Early, Middle and Transitional Woodland occupation located on the east side of the Credit River, discovered in the rear yard of a residential property (ASI 2011a; Golder Associates Ltd. 2011a; Golder Associates Ltd. 2011b).

The Stavebank Road site (AjGv-74) was located on the east bank of the Credit River (ASI 2011b), discovered in the front yard of a residential property. Stage 4 excavation determined that the site was first occupied during the Early Archaic period, but the major occupations dated to the Early and Middle Woodland (NDA 2012a; NDA 2012b).

AjGv-75 was located in the front yard of the same residential property at which AjGv-74 was located (ASI 2011b), however it proved to be redeposited material from the latter site (NDA 2012a:75).

The Avonbridge site (AjGv-9) was registered by Konrad as a Middle (“Laurentian”) Archaic camp “on an island in the stream back of Avonbridge Road” (OASD Site Record Form). It was presumably documented on the basis of an artifact collection, or report of a collection. The site has reportedly been destroyed.

There is no data in the Ontario Archaeological Site Database about site AjGv-083.

Fieldwork Photos



Figure 10-11: Residence in the Mineola Neighbourhood (A.S.I. 2018)



Figure 10-12: Typical streetscape in the Mineola Neighbourhood (A.S.I. 2018)

10.3 Evaluation

Table 10-2: Summary of cultural heritage value for the Mineola Neighbourhood Cultural Landscape

Criteria	Meets criteria?
Design/Physical Value: Is a rare, unique, representative or early example of a landscape	No
Design/Physical Value: Aesthetic/Scenic reasons	Yes
Design/Physical Value: High degree of technical/scientific interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	No
Historical/Associative Value: Contributes to an understanding of a community/culture	No
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	No
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 10-3: Summary of community value for the Mineola Neighbourhood Cultural Landscape

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	No
Public Space	No
Cultural Traditions	No
Quality of Life	Yes
Local History	Yes
Visual Depiction	No
Genius Loci	Yes
Community Image	No
Tourism	No
Planning	No

Table 10-4: Summary of historical integrity for the Mineola Neighbourhood Cultural Landscape

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	No
Ruins	No
Restoration Potential	No

10.4 Statement of Significance

Cultural Heritage Value

The Mineola Neighbourhood has cultural heritage value as a cultural heritage landscape due to its design and physical value. The Mineola Neighbourhood has design and physical value for its aesthetic value and scenic quality with winding roads, a mature tree canopy and undulating topography.

Community Value

The Mineola Neighbourhood is valued as a cultural heritage landscape due to its community value. Two properties within the Mineola Neighbourhood Cultural Landscape are designated under Part IV of the O.H.A., while 13 properties were listed on Mississauga's Municipal Register of Property of Cultural Heritage Value or Interest prior to the 2005 Cultural Landscape Inventory. The neighbourhood's *genius loci*, or sense of place, is a naturally-landscaped residential community within the City of Mississauga and is a well-known landmark within the greater community. The community input on the value of the Mineola Neighbourhood was strong, with significant community identity tied to the neighbourhood. Residents are passionate about the landscape and vegetation which contribute to the quality of life and scenic character of the community.

Historical Integrity

The Mineola Neighbourhood is valued as a cultural heritage landscape due to its historical integrity. The Mineola Neighbourhood has been continuously used as a residential area since its early agricultural and residential use in the nineteenth century. Within the Mineola Neighbourhood Cultural Landscape are a significant number of new infill residential buildings throughout the community, with little consistency in architectural style or age and with different layers of intensification. However, there are several buildings extant within the neighbourhood that were constructed prior to 1940, and many buildings have been sited within the existing topography and landscape. A significant mature tree canopy is a primary characteristic of the landscape, with undulating topography and both formal and informal landscaping throughout the neighbourhood. There are many mature shade trees and natural landscaping surrounding existing residences, and the Credit River is located along the west boundary of the Mineola Neighbourhood.

Mineola Neighbourhood

Cultural Heritage Attributes

- Mature tree canopy and natural landscaping throughout the Mineola Neighbourhood
- Existing roadway locations and widths
- Undulating topography
- The street patterns with rural cross-section
- Setbacks of existing residential buildings throughout the neighbourhood
- Built form associated with development prior to 1960
- Stone walls and fencing throughout the neighbourhood

10.5 Boundary

The boundary for the Mineola Neighbourhood Cultural Heritage Landscape is as follows:

- The south boundary of the Q.E.W. to the north
- The east property lines of properties fronting onto the west side of Hurontario Street to the east
- The north boundary of the railway corridor to the south
- The rear property lines of properties backing onto the Credit River Valley to the west

The boundary is illustrated in Figure 10-13.

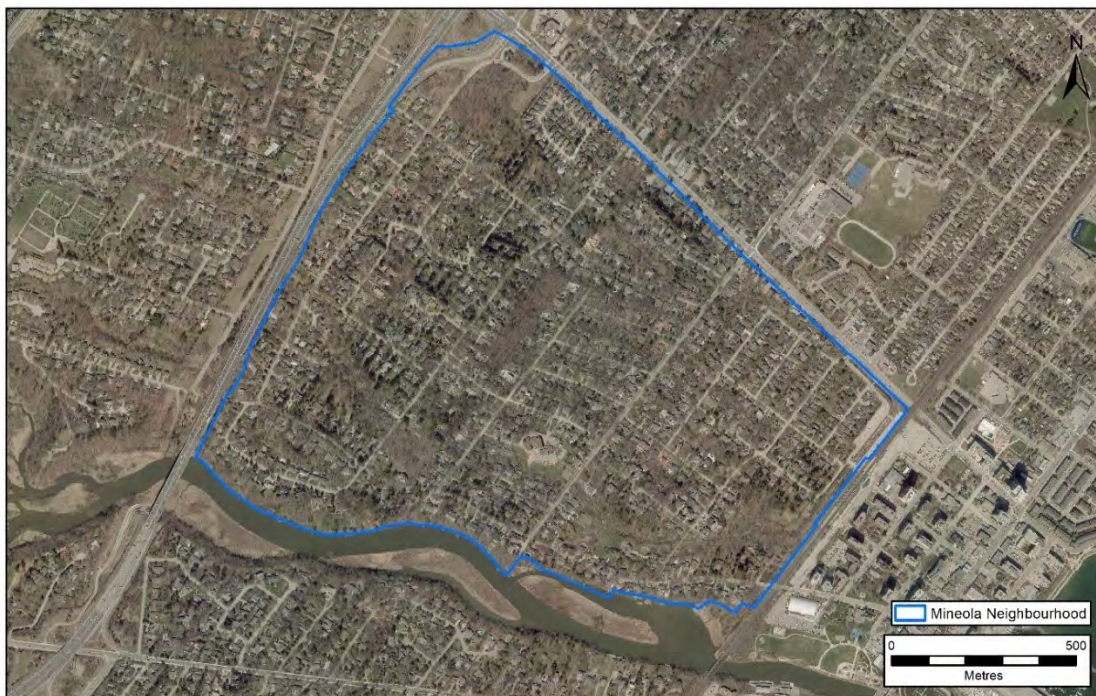


Figure 10-13: Boundary for the Mineola Neighbourhood Cultural Heritage Landscape

11.0 Mississauga Road Scenic Route

The Mississauga Road Scenic Route Cultural Feature study boundary includes Mississauga Road from Port Credit to the south side of the 407. This feature is one of Mississauga's oldest northwest-southeast thoroughfares and has historically connected some of Mississauga's oldest communities, including Port Credit, Erindale, Streetsville, and Meadowvale Village. This roadway includes several areas of distinct character from north to south, with changing topography, land use, building scale and architecture throughout the cultural feature as it runs through the City of Mississauga.

The Mississauga Road Scenic Route Cultural Feature was identified in the City of Mississauga's 2005 Cultural Feature Inventory for its landscape environment, historical associations, built environment, and historical or archaeological interest (The Landplan Collaborative Ltd. et al. 2005). The site description for the Mississauga Road Scenic Route Cultural Feature in the 2005 Cultural Feature Inventory indicates that Mississauga Road is one of the oldest pioneer roads in Mississauga, with an alignment varying from following the grid in the north to following the top of bank of the Credit River further south. The feature was noted for its scenic quality, varied topography and land use, significant residential neighbourhoods, and mature trees.

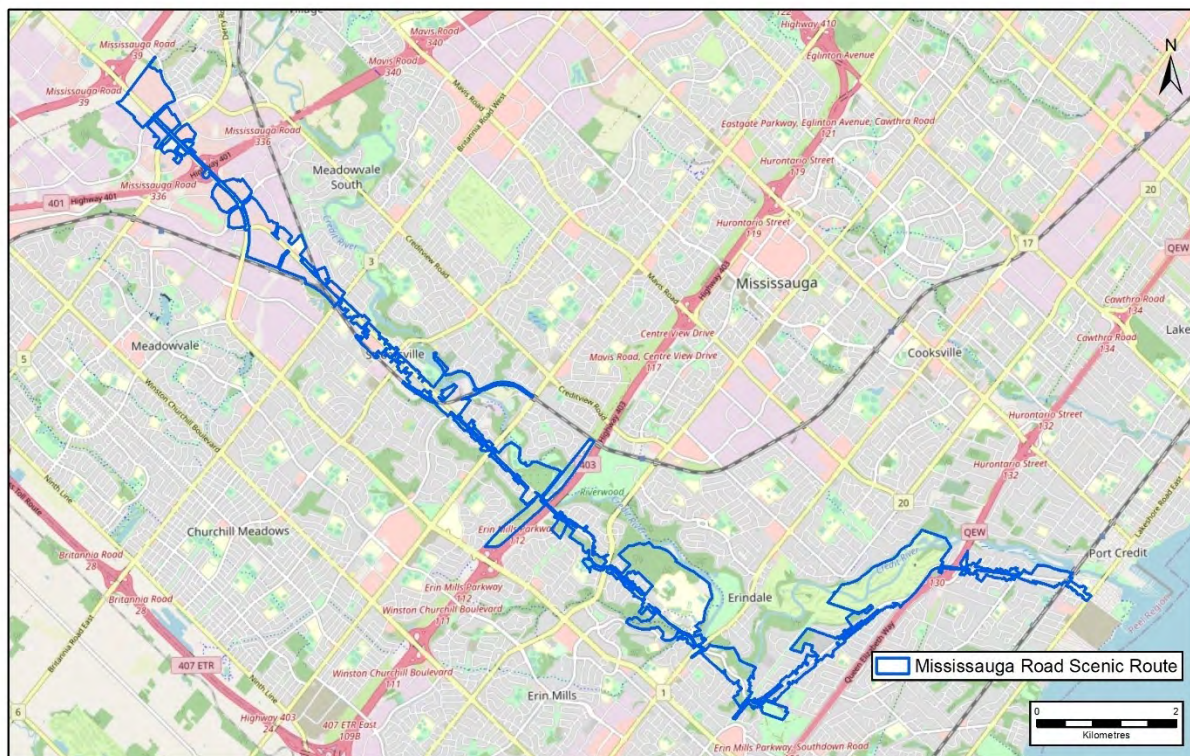


Figure 11-1: Location of the Mississauga Road Scenic Route Cultural Feature (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

11.1 Historical Summary

Mississauga Road is one of Mississauga's oldest northwest-southwest thoroughfares that follows the route of a former Indigenous hunting and fishing trail (Skeoch 2000). See Appendix D: Mississauga: A Thematic History for a detailed description of Indigenous Land Use and Settlement. The First Nations trail that eventually became Mississauga Road was surveyed by John Embleton in the 1820s (Hicks 2008).

By 1831, Mississauga Road had become a significant route for stagecoach service, connecting Springfield (Erindale) and Streetsville with Port Credit (Hicks 2009; City of Mississauga 1983). In 1836, Dundas Street became a toll road. A toll stop was established at Dundas Street and Mississauga Road (then called Streetsville Road), with revenue used to improve the roads (Hicks 2006). Several communities developed along Mississauga Road throughout the nineteenth century, including Port Credit and Streetsville, and continued northwards into what is today the City of Brampton. Other settlements along its path, such as Harris' Corners and Barberton, are no longer extant.

The 1909 topographic map shows the road in mostly the same alignment as it exists presently. The roadway connects the communities of Port Credit, Erindale, and Streetsville, and is labelled as an 'unmetalled' road. A higher density of frame and stone structures are illustrated along the roadway in Port Credit and Streetsville. Bridges are illustrated carrying the road across tributaries of the Credit River throughout, notably east of Indian Road, south of Dundas Street West, and east of Burnhamthorpe Road West (made of wood). Two bridges are also illustrated carrying the road over unmarked topography northeast of the area that is now Highway 401. A 'telegraph or telephone line' is illustrated crossing Mississauga Road south of today's Q.E.W. and 'telegraph or telephone lines' are illustrated as running along Mississauga Road between Dundas Street West and approximately Dupont Meadow Place. The Canadian Pacific Railway crosses Mississauga Road twice in Streetsville, appearing to cross the road at the south end of Streetsville and below the road at the north end, though no bridge is illustrated. A brick or stone church is illustrated at the corner of Mississauga Road and Dundas Street West in Erindale, and a brick or stone school is illustrated adjacent to it to the northwest. A school, hotel, blacksmiths shop, church and associated cemetery front onto Mississauga Road in Streetsville, in addition to the dense clusters of unlabeled brick or stone and frame structures. Various brick or stone and frame structures are scattered between the settlements along Mississauga Road, suggesting these areas were mostly farmlands.

In the decades thereafter, Mississauga Road became a 'metalled road' and several more frame structures grew along its path between the communities. By the early 1920s, the previously identified 'telegraph or telephone line' crossing Mississauga Road was now called the Toronto and Niagara Electric Power Line. In 1931, the road between Dundas Street and Streetsville, then named the Streetsville-Erindale road, was paved and subsequently re-named Mississauga Road (Hicks 2009). While the roadway has remained much as it was since its inception, a major



change in the road's alignment was made between 1954 and 1956 in the vicinity of the Mississauga Golf and Country Club.

When the City of Mississauga was incorporated in 1974, the Region of Peel became responsible for major roadways including Mississauga Road (Hicks 2006). With urbanization and significant development on either side, Mississauga Road has become a major arterial road through the heart of Mississauga.

11.2 Historical Settlements Along Mississauga Road

Credit Mission (Credit Indian Village)

The “Toronto Purchase,” also known as Treaty 13, occurred during the administration of Upper Canadian “President” Alexander Grant in August 1805. It was negotiated to resolve confusion over a 1787 “provisional surrender” of lands on the north shore of Lake Ontario from Ashbridges Bay to Etobicoke Creek. The Toronto Purchase was followed by Treaty 14 or the Head of the Lake Treaty, concluded in September 1806.⁵ At that time, the Mississaugas surrendered 70,784 acres west of the Toronto Purchase, extending inland from the lakeshore for a distance of six miles, in exchange for £1000 in goods. The terms of the treaty were to maintain the Mississaugas’ “sole right of the fisheries” and the “flats or low grounds,” to grow corn, on Twelve and Sixteen Mile creeks, and the Etobicoke and Credit rivers (Johnson 1990:249).

In 1819, the government purchased more land from the Mississaugas to accommodate increased immigration (the Ajetance Treaty, or Treaty 19). New townships were surveyed from this purchase, including Nassagaweya and Esquesing, and Nelson and Trafalgar townships were extended north in a new survey (Mathews 1953). In February 1820, Acheton and other Mississaugas, being the “principal Chiefs, Warriors and people of the Mississauga Nation of Indians,” ceded their lands at Twelve and Sixteen Mile Creeks along with northwestern and southeastern portions of the Credit River Reserve under Treaty 22. Two hundred acres located in southeasterly portion of the Credit River Reserve would be set aside as a village site for the Mississaugas. Treaty 23, negotiated later the same day, saw the central portion of the Credit River Reserve, along with its woods and waters, ceded to the Crown for £50.

In 1826, the Mississauga petitioned for the right of possession of the remaining reserve lands on the Credit and established a village there (Graham 1975). The Credit River settlement developed largely under the leadership of the Methodist missionary Peter Jones, who was the son of the Anglo-American surveyor Augustus Jones and Tuhbenahneequay, a Mississauga woman from the Credit community. By 1826, most of the community had converted to

⁵ Note that disagreements between the Mississaugas and the Crown concerning the Toronto Purchase and subsequent treaties were settled in 2010.

Christianity and taken up farming and the mission settlement, in outward appearances at least, resembled contemporary Euro-Canadian rural settlement centres, consisting of 20 log cabins set close together in a straight line (Smith 2002). By the mid to late 1830s, the Credit River settlement, with a population of some 200 people, boasted a hospital, a mechanic's shop, eight barns, two sawmills, and 40 houses and 900 acres were in pasture, under crops of wheat, oats, peas, corn, potatoes and other vegetables, or developed into orchards (Smith 2002).

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

Euro-Canadian settlement continued to expand in the area through the 1830s and 1840s and continued to undermine the Mississaugas' ability to pursue the way of life that they desired, and the government denied them the security of tenure at the Credit Mission. In consequence, most of the Mississauga Credit River community had relocated to a new community on Six Nations reserve lands near Hagersville, by 1847. The 1859 *Tremaine's Map of the County of Peel* identifies the former site of the Credit Mission as the "Old Indian Village" and depicts 10 structures still standing, 12 years after the move.

Port Credit

Around 1804, Colonel Ingersoll, the first European settler in Port Credit, built a trading store. At around the same time, a Government Inn was established on the east bank of the river to accommodate and direct new settlers. Port Credit was officially surveyed and established as a village in 1834, with the land on the west side of the Credit River the first to be surveyed and developed. However, a disastrous fire in 1855 halted its growth (Heritage Mississauga 2019). In 1856, a survey of the land on the east side of the river was undertaken, and surveyed lots between the lakefront and the railway were quickly occupied. Port Credit became an important shipping port to bring goods from farmers in Toronto Township to Toronto's markets, and the importance of the harbor was confirmed when the Port Credit Harbour Company was founded in 1834 (Skeoch 2000; Heritage Mississauga 2019).

Mississauga Road South in Port Credit was originally called Joseph Street, named for Mississauga Chief Nawahjegezhegwabe, who was baptized sometime between 1801 and 1802 as Joseph Sawyer, one of the directors of the Credit Harbour Company in which the Mississaugas were heavily invested (Hicks 2007; Historic Places Canada 2018a; Smith 2003).





Figure 11-2: Chief Joseph Sawyer, n.d. (Heritage Mississauga)

The first train station opened in 1855 just north of the town limits to accommodate the Hamilton and Toronto Railway. While the railway boosted the local economy, it led to the decline in use of the port. The original station was destroyed by fire in the early twentieth century, and the former Western Hotel was built in its place on Stavebank Road (Heritage Mississauga 2019). Port Credit attained status as a police village by 1909, and in 1961 was incorporated as a town (Heritage Mississauga 2019). Today, the harbour at Port Credit is primarily used for recreational activities (Heritage Mississauga 2019). Port Credit was amalgamated with the City of Mississauga in 1974 (Hicks 2007).

Streetsville

The settlement of Streetsville began in 1819 on the banks of the Credit River, just east of Queen Street South (Mississauga Road) in the City of Mississauga when the Crown acquired all lands north of present-day Eglinton Avenue and commenced a formal survey led by Timothy Street and Richard Bristol. As partial payment for his services, Street was granted over 4,500 acres of land throughout Peel and Halton, including land along the Credit River, much of which would become the future village site (Heritage Mississauga 2009h). As early as 1823, a bridge was built over the Credit River, making the community a key crossing and stopping point. The village officially became known as Streetsville in 1829 when the first post office opened (Heritage Mississauga 2009h).

The late 1820s was a period of expansion for the village, and by 1835, grist mills, sawmills, a tannery, and several inns were in operation, making Streetsville the political and economic hub of the surrounding township (Heritage Mississauga 2009h). By 1850 Streetsville had a population of 1,000, and was the most prosperous and populated village in Peel County (Heritage Mississauga 2009h). The 1859 Tremaine Map of the County of Peel shows the densely populated village core on either side of Queen Street South, while the intersection of Main



Mississauga Road Scenic Route

Street and Queen Street South (Mississauga Road) became the commercial hub of the community between Britannia Road West and Church Street.

The 1877 Illustrated Historical Atlas of the County of Peel shows that the village core had expanded substantially by this period. Streetsville is surrounded by agricultural land, however development can be seen extending south with subdivided properties along the west side of Queen Street South and Mississauga Road. Clusters of structures are illustrated on the lot occupying the north corner of the intersection of present-day Mississauga Road and Eglinton Avenue West. In the 1880s the village had wooden sidewalks. By 1910, the wooden sidewalks had been replaced with cement sidewalks which lasted into the 1960s. The stretch of road between Streetsville and Erindale was paved with cement and opened on September 16, 1931 (Hicks 2008).



Figure 11-3: Queen St., Streetsville c. 1900 (Heritage Mississauga)



Figure 11-4: Queen Street North from Thomas Street, c. 1920 (Heritage Mississauga)

By the early twentieth century, Streetsville's mills began to close, and by the 1940s, the last of Streetsville's many hotels had also closed. The community gradually changed from an industrial

mill-town into a small businesses and services centre. By 1959, as Streetsville celebrated its centennial anniversary of incorporation, the population had risen to 4,400 (Manning 2008). In 1962 Streetsville achieved Town status. However, this status was short lived as Streetsville was amalgamated with the City of Mississauga in 1974 (Heritage Mississauga 2009h).



Figure 11-5: Queen Street South, Streetsville 1985 (Historic Images Gallery, <http://www.mississauga.ca/>)

In 1987, a new district plan refurbished the core of the village, sidewalks were fixed, traditional lamp posts and a millennium clock were installed, the cenotaph on Main Street was repaired, and new hiking and cycling trails were created (Manning 2008). Today, the core of Streetsville retains the distinct scale and character of a rural farming town.

The Leslie Log House, built in 1826 by Scottish immigrant John Leslie, was originally located at the northwest corner of Mississauga and Derry Roads to the north of the Village of Streetsville, now a busy industrial and commercial intersection (City of Mississauga 1983). The house has since been relocated to its existing location at 4415 Mississauga Road south of the historical core of Streetsville and is a rare surviving example of an early nineteenth-century log house.



Figure 11-6: Leslie Log House, Streetsville, c. 1982 (Historic Images Gallery, <http://www.mississauga.ca/>)

Harris' Corners

Harris' Corners was a nineteenth century hamlet at the southwest corner of Mississauga Road and Derry Road that is no longer extant. Named for prominent resident William Harris, Harris' Corners was a crossroads for those travelling to neighbouring communities such as Meadowvale and Streetsville (Mair 2009). Harris established the community in 1823 by building a hotel and several barns (Historic Places Canada 2018b). William Harris' stagecoach service ran along Mississauga Road, a planked road at the time (Mair 2009). The 1877 Peel County Atlas shows the former location of Harris' corners.

The intersection of Mississauga Road and Derry Road was later known as Crozier's Corners as three Crozier brothers purchased the four corners in 1903 (Historic Places Canada 2018b). Little remains of the original community today. The McClure-Lafferty house, a Gothic Revival style house constructed on the northwest corner plot at Harris' Corners, was built by Thomas McClure, a prominent farmer in the area, circa 1871. As Derry Road was rerouted in the 1990s, the intersection no longer exists, however the McClure-Lafferty House at 2075 Derry Road West, which is designated under Part IV of the *Ontario Heritage Act* (O.H.A.), remains in its original location, now surrounded by parking lots and mid-rise light-industrial buildings (Mair 2009).



Figure 11-7: McClure-Lafferty House, c. 1976 (Historic Images Gallery, <http://www.mississauga.ca/>)

Barberton

Barberton was another settlement established along Mississauga Road, historically located to the north of Eglinton Avenue, along the Credit River and on the east side of Mississauga Road. Barberton, also known as Creditvale, had one of the approximately 60 mills along the Credit River established by 1851 (Wilkinson 2009). Following the purchase of William Comfort's small mill and farm in 1843, brothers William and Robert Barber grew their business and built the Toronto Woolen Mills into one of the largest textile manufacturers in the area (Wilkinson 2009; Ontario Heritage Trust 2018).

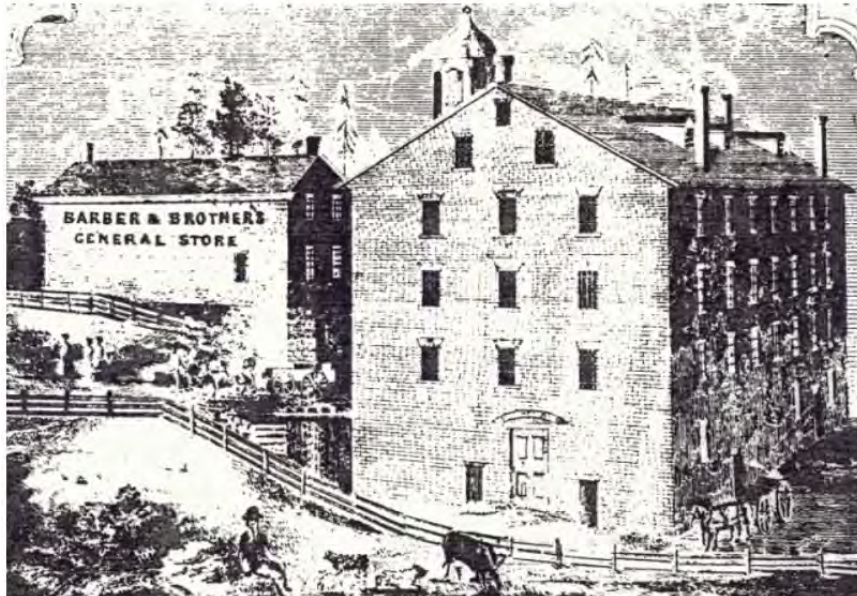


Figure 11-8: Toronto Woollen Mills, 1859 from the Tremaine Map of Peel County (Heritage Mississauga)



Figure 11-9: Oriental Textiles Ltd., c. 1915, formerly the Toronto Woollen Mills (Heritage Mississauga)

The community that grew around the mill came to be known as Barberton, after William Barber and his brother Robert. Barberton never achieved village status, however 43 buildings were constructed by the Barber brothers for their mill workers (Wilkinson 2009).



Figure 11-10: Mill Workers, Streetsville, c. 1900s (Historic Images Gallery, <http://www.mississauga.ca/>)

Following the decline of the brothers' fortunes, the community of Barberton was deserted. Most of the original 43 workers' homes are now gone (Ontario Heritage Trust 2018). Remnants of the original settlement include Barberton Road, which extends east from Mississauga Road and terminates at the Credit River, the mill bridge constructed in 1898, and a small recreational area (Wilkinson 2009). William Barber's House, a two-storey Italianate building constructed in 1860, remains on the northeast corner of Mississauga Road and Barbertown Road as a reminder of the former community (Canada's Historic Places 2018b).

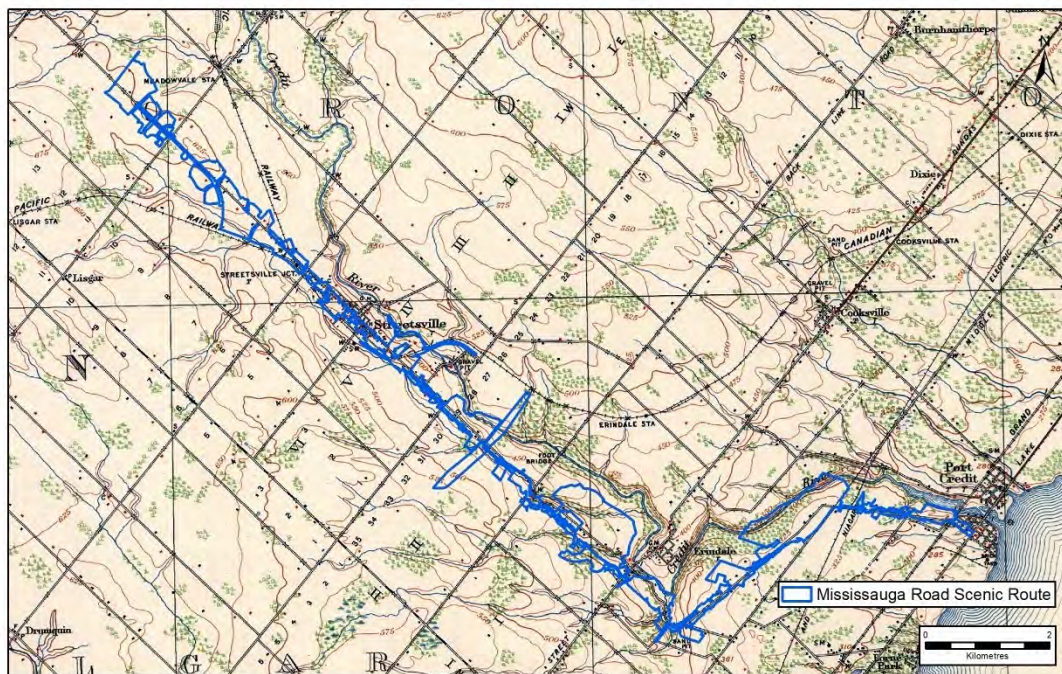


Figure 11-11: William Barber House, undated (Heritage Mississauga)



Figure 11-12: Close-up of 1877 Peel Atlas showing Harris' Corners at Mississauga Road and Derry Road (Walker and Miles 1877)

Mapping



Mississauga Road Scenic Route

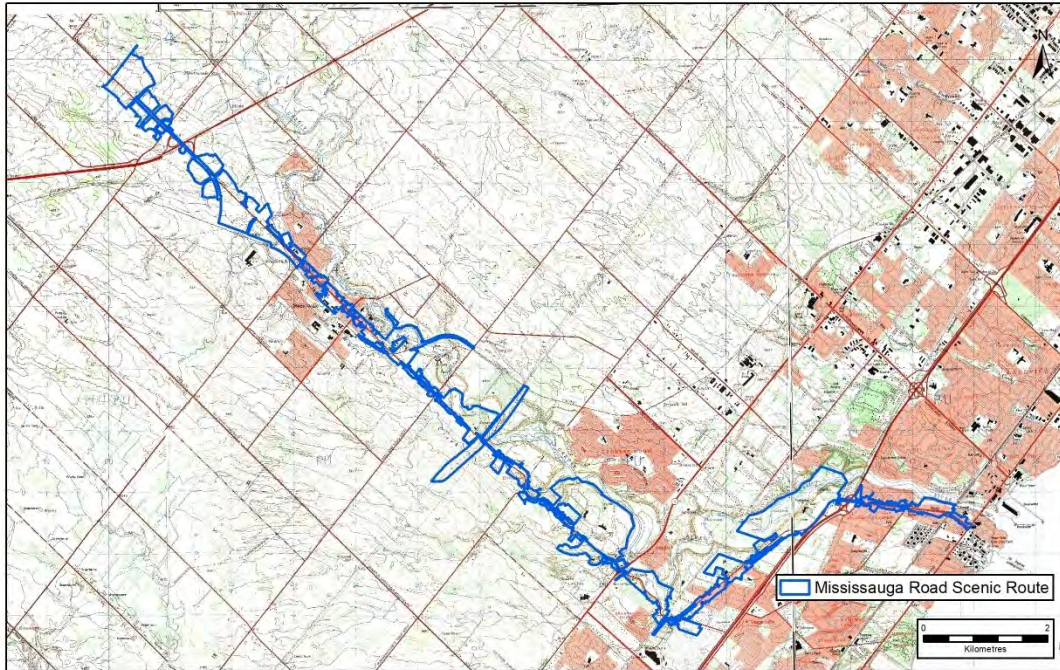


Figure 11-15: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1973 topographic map (Department of Energy, Mines and Resources 1973)

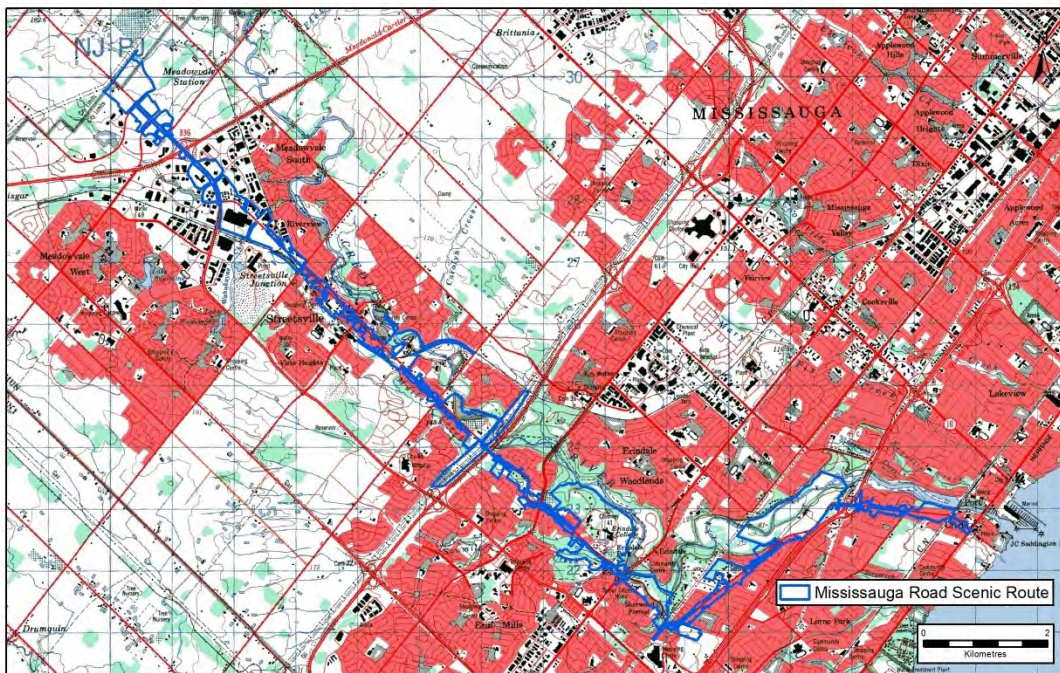


Figure 11-16: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1994 topographic map (Department of Energy, Mines and Resources 1994)

11.3 Existing Conditions

Inventory of Existing Resources

Table 11-1: Inventory of existing resources found within and adjacent to the Mississauga Road Scenic Route Cultural Features

Address	Recognition
1362 Mississauga Rd	Designated under Part IV of the O.H.A.
4415 Mississauga Rd	Designated under Part IV of the O.H.A.
4034 Mississauga Rd	Designated under Part IV of the O.H.A.
1993 Mississauga Rd	Designated under Part IV of the O.H.A.
3359 Mississauga Rd	Designated under Part IV of the O.H.A.
327 Queen St S	Designated under Part IV of the O.H.A.
307 Queen St S	Designated under Part IV of the O.H.A.
299 Queen St S	Designated under Part IV of the O.H.A.
295 Queen St S	Designated under Part IV of the O.H.A.
271 Queen St S	Designated under Part IV of the O.H.A.
265 Queen St S	Designated under Part IV of the O.H.A.
235 Queen St S	Designated under Part IV of the O.H.A.
223 Queen St S	Designated under Part IV of the O.H.A.
157 Queen St S	Designated under Part IV of the O.H.A.
47 Queen St S	Designated under Part IV of the O.H.A.
62 Queen St S	Designated under Part IV of the O.H.A.
7 Pearl St	Designated under Part IV of the O.H.A.
228 Queen St S	Designated under Part IV of the O.H.A.
234 Queen St S	Designated under Part IV of the O.H.A.
264 Queen St S	Designated under Part IV of the O.H.A.
274 Queen St S	Designated under Part IV of the O.H.A.
280 Queen St S	Designated under Part IV of the O.H.A.
292 Queen St S	Designated under Part IV of the O.H.A.
300 Queen St S	Designated under Part IV of the O.H.A.
11 Barry Ave	Designated under Part IV of the O.H.A.
13 Thomas St	Designated under Part IV of the O.H.A.
1786 Bristol Rd W	Designated under Part IV of the O.H.A.
7 Main St	Designated under Part IV of the O.H.A.
2025 Mississauga Rd	Designated under Part IV of the O.H.A.
1695 The Collegeway	Designated under Part IV of the O.H.A.
1665 The Collegeway	Designated under Part IV of the O.H.A.
10 Front St N	Listed on the City of Mississauga Heritage Register prior to 2005



Address	Recognition
1357 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1564 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1139 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
35 Front St N	Listed on the City of Mississauga Heritage Register prior to 2005
1259 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
2165 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
3041 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
221 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
279 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
3 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
319 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
307 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
93 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
317 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
287 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
343 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
337 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
151 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
201 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
345 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
85 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
261 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
41 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
167 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
357 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
365 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
252 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
242 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
19 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
214 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
11 Princess St	Listed on the City of Mississauga Heritage Register prior to 2005
296 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
13 Caroline St	Listed on the City of Mississauga Heritage Register prior to 2005
25 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
288 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
25 Princess St	Listed on the City of Mississauga Heritage Register prior to 2005
264 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
27 Pearl St	Listed on the City of Mississauga Heritage Register prior to 2005



Address	Recognition
356 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
340 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
42 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
364 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
360 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
28 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
350 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
263 Victoria St	Listed on the City of Mississauga Heritage Register prior to 2005
44 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
316 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
312 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
322 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
354 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
258 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
302 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
5306 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
154 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
6 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
3509 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
1462 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
299 Queen Street South	Fantastic Tree
	Registered Archaeological Site (AjGw-23)
	Registered Archaeological Site (AjGv-70)
	Registered Archaeological Site (AjGv-15)
	Registered Archaeological Site (AjGv-14)
	Registered Archaeological Site (AjGw-435)
	Registered Archaeological Site (AjGw-433)
	Registered Archaeological Site (AjGw-100)
	Registered Archaeological Site (AjGv-85)
	Registered Archaeological Site (AjGv-19)
	Registered Archaeological Site (AjGw-434)
	Registered Archaeological Site (AjGw-436)
	Registered Archaeological Site (AjGw-39)

Mississauga Road Scenic Route

Archaeological sites within and adjacent to the feature:

The McConnell site (AjGw-23) is a small precontact site of unknown date found in a hydro right-of-way on the east side of the Credit River near McConnell Drive (OASD Site Record Form).

The Mississauga Indian Village site (AjGv-14) was registered by Victor Konrad as an archaeological site and is located within the grounds of the Mississauga Golf Club. Although no formal research was carried out to determine the precise location or extent of the settlement, the registering archaeologist assumed that it had been destroyed by the development of the golf course, but this may not entirely be the case. The designation AjGv-70 refers to a component of the Mississauga Credit River settlement that was affected by landscaping at the Mississauga Golf Club in 2010. Limited surficial investigations were carried out by engineering firm A.M.E.C. prior to measures being undertaken to protect the site. It has been suggested that the finds may be associated with the chapel (Amec Earth & Environmental 2010).

The River Flat site (AjGv-15) was registered by Konrad as a Middle Archaic camp that was located on the river flats (OASD Site Record Form). It was apparently destroyed by earthmoving activities carried out by the Mississauga Golf and Country Club and the conservation authority in the 1970s.

Sites AjGw-433, AjGw-434, AjGw-435, and AjGw-436 are all Euro-Canadian farmstead sites. The sites were found during a Stage 2 assessment undertaken within a proposed City of Mississauga Park at 4415 Mississauga Road (AMICK Consultants Ltd. 2005) and have been subject to Stage 3 assessment (The Archaeologists Inc. 2007), but the reports are not available or contain limited information.

Site AjGv-19 consisted of few flint sherds and chips within a gravel pit. The site had been almost completely eradicated by gravel pit operations.

The Farmington Site (AjGw-39) is a small precontact period lithic site of unknown date found during a Stage 2 assessment.

The John Beatty Site (AjGw-64) is a Euro-Canadian farmstead site likely dating to the mid-nineteenth century. The site was excavated in 1985 and likely relates to the occupation of the nearby residence by John Beatty (Mayer, Poulton and Associates Inc. 1985).

There was no information available about sites AjGw-100 or AjGv-85.



Fantastic Trees⁶ within the study area

Next to the church parking lot located at 299 Queen Street South at the Streetsville Village Cemetery Park 412, there is a red oak tree (*Quercus rubra*). The tree is of large size. There is a high demand for the lumber of oak trees as it is strong and durable. Oak wood is used to make barrels as the wood is impermeable. Red oak leaves are resistant to decomposition and are therefore not good leaves for compost. The red oak tree is Prince Edward Island's provincial tree.

⁶ The Fantastic Tree Program offers Mississauga residents an engagement opportunity to recognize trees on city property and foster an appreciation of Mississauga's Urban Forest. This program is a continuation of the Significant Tree Program but provides a more interactive platform for residents to view current trees in the program through story maps, self-guided walking and cycling tours, as well use the updated nomination form to recruit more Fantastic Trees. The City of Mississauga had previously defined Significant Trees as a tree that is recognized because of its size, form, rarity of species, age, its association with a historical figure or event, and/or a tree that is distinctive in the community (City of Mississauga 2019c).

Mississauga Road Scenic Route

Fieldwork Photos



Figure 11-17: Canadian National Railway bridge crossing Mississauga Road (A.S.I. 2018)



Figure 11-18: Mississauga Road, south of Dundas Street (A.S.I. 2018)

11.4 Evaluation

Table 11-2: Summary of cultural heritage value for the Mississauga Road Scenic Route

Criteria	Meets criteria?
Design/Physical Value: Is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: Aesthetic/Scenic reasons	Yes
Design/Physical Value: High degree of technical/scientific interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	No

Table 11-3: Summary of community value for the Mississauga Road Scenic Route

Criteria	Meets criteria?
Community Identity	No
Landmark	No
Pride and Stewardship	Yes
Commemoration	No
Public Space	Yes
Cultural Traditions	No
Quality of Life	No
Local History	Yes
Visual Depiction	No
Genius Loci	Yes
Community Image	No
Tourism	Yes
Planning	Yes

Table 11-4: Summary of historical integrity for the Mississauga Road Scenic Route

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	Yes
Ruins	No
Restoration Potential	No

11.5 Statement of Significance

Cultural Heritage Value

The Mississauga Road Scenic Route has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.

The Mississauga Road Scenic Route has physical value as an early road and transportation route throughout the City of Mississauga. Few roads in the City of Mississauga have continued to be used in this manner and for such a length of time. South of Reid Drive to Lakeshore Road West, Mississauga Road has physical value for aesthetic and scenic reasons. This roadway is winding with a mature tree canopy and natural landscaping, undulating topography, historic stone walls and decorative fencing.

The Mississauga Road Scenic Route has historical and associative value as a historic Indigenous and European transportation route that has been in continuous use for many years. Originally a First Nations' trail, Mississauga Road is one of Mississauga's oldest northwest-southeast thoroughfares. This roadway has historically connected some of Mississauga's oldest communities including Port Credit, Erindale, Streetsville, and Meadowvale. Additionally, Mississauga Road has close ties to the Credit River, which has been historically significant for both Indigenous and European settlement in Mississauga. The proximity of Mississauga Road to the Credit River is a direct result of Indigenous use of the river. Later, European settlements using the river for industry and transportation would have similarly used Mississauga Road for land transportation, taking advantage of being positioned between the two routes. While the City of Mississauga's amalgamation is relatively new, these communities have been physically connected by Mississauga Road for a long time.

Mississauga Road Scenic Route

The Mississauga Road Scenic Route has contextual value as it is physically, visually and functionally linked to its surroundings, connecting some of Mississauga's oldest communities, following the route of a former Indigenous trail and providing visual links to the Credit River in some locations.

Community Value

The Mississauga Road Scenic Route is valued as a cultural heritage landscape due to its community value. The south terminus of Mississauga Road is within the Port Credit HCD, which is designated under Part V of the O.H.A., while along the corridor are several individual properties listed on the municipal register and designated under Part IV of the O.H.A. Additionally, two Ontario Heritage Trust plaques are located along the corridor: one is located on the grounds of St. Peter's Anglican Church in Erindale commemorating the Reverend James Magrath and the other is located near the entrance of the Mississauga Golf and Country Club commemorating the "Credit Indian Village 1826." Mississauga Road and resources along the roadway are written about in local history books. Finally, the south portion of Mississauga Road is subject to urban design guidelines in the Mississauga Road Scenic Route Official Plan policies (September 2017), to ensure new development is designed to be compatible with, and sensitive to the established character and to minimize undue impacts on adjacent properties.

Historical Integrity

The Mississauga Road Scenic Route is valued as a cultural heritage landscape due to its historical integrity. Mississauga Road has been continuously used as a transportation corridor since its origins as an Indigenous trail. Although some fence lines, rock walls and early residences have been removed, some are still extant. The winding roadway through varying topography offers historic views of the Credit River and provides visual relationships between the natural environment and trees and large residential homes with generous setbacks, particularly in the south portion of the landscape.

Cultural Heritage Attributes

- Use of Mississauga Road as a public transportation route
- Winding roadway
- Historic stone walls and decorative fencing
- Mature trees and natural vegetation
- Undulating topography
- Views to the Credit River and Credit River Valley



11.6 Boundary

The boundary for the Mississauga Road Scenic Route Cultural Heritage Landscape is as follows:

- The intersection of Mississauga Road and Lakeshore Road West to the south;
- the intersection of Mississauga Road and Britannia Road to the north; and,
- the rear lot lines of the properties fronting onto Mississauga Road on the east and west between Britannia Road to the north and Lakeshore Road West to the south.

The boundary is illustrated in Figure 11-19.

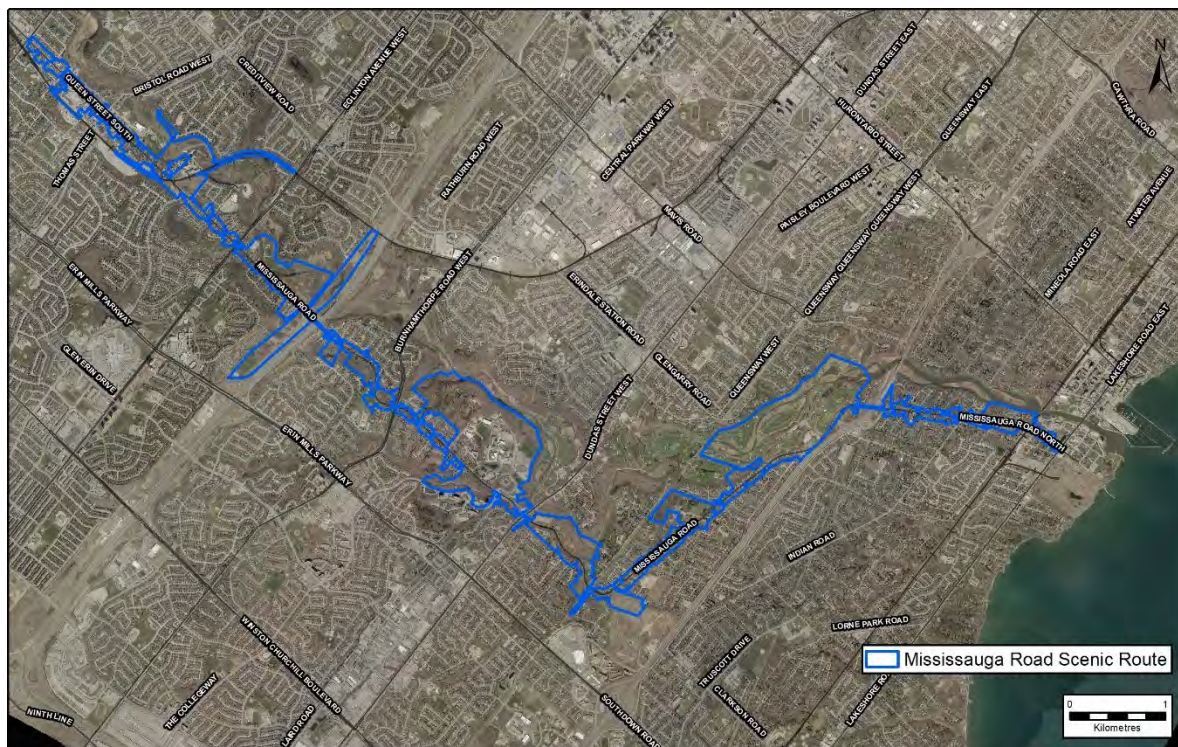


Figure 11-19: Boundary for the Mississauga Road Cultural Heritage Landscape

12.0 Streetsville Village Core

The Streetsville Village Core Cultural Landscape is located along Queen Street South, between Britannia Road West and Eglinton Avenue. This landscape encapsulates the historical village core of one of the oldest settlements in the City of Mississauga. The main thoroughfare demonstrates the distinct character of the area's rural roots, while the similar scale and character of the buildings within the commercial core extends into the historical homes on residential side streets. Over ninety heritage properties were listed within this landscape prior to the development of the 2005 Cultural Landscape Inventory (The Landplan Collaborative Ltd. et al. 2005), many of which are designated under Part IV of the *Ontario Heritage Act*, making Streetsville home to the largest concentration of historical buildings in Mississauga.

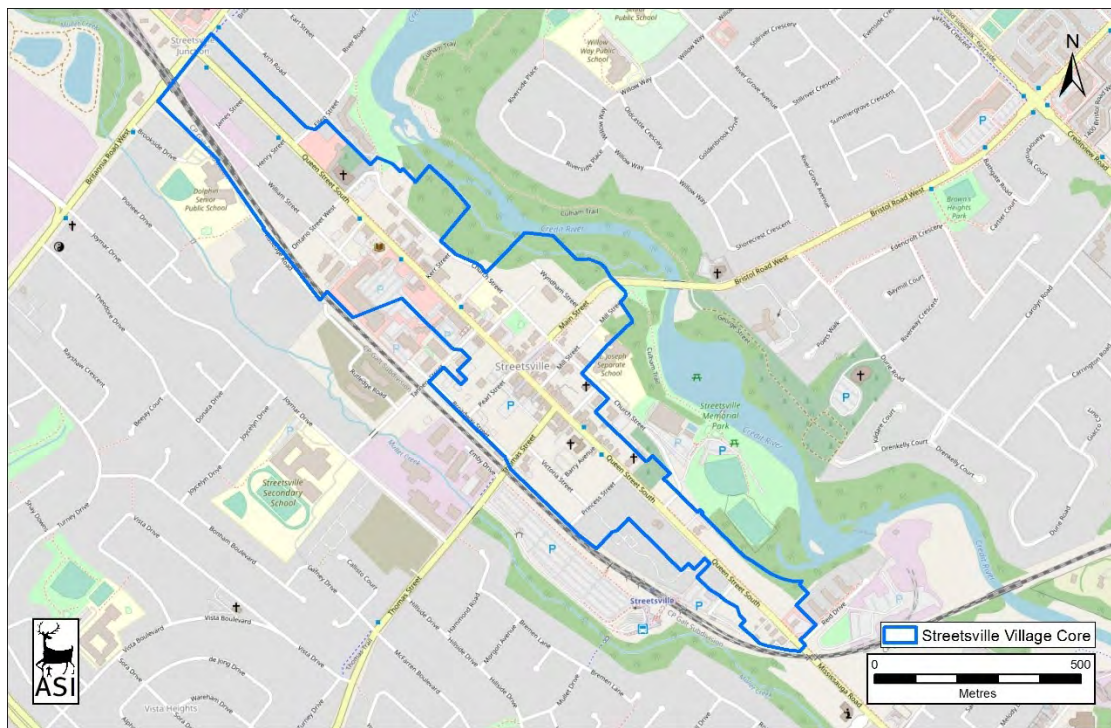


Figure 12-1: Location of the Streetsville Village Core study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

12.1 Historical Summary

The settlement of Streetsville began in 1819 on the banks of the Credit River, just east of Queen Street South in the City of Mississauga. The Crown acquired all lands north of present-day Eglinton Avenue and commenced a formal survey. Timothy Street, a businessman with numerous ventures and occupations yet often listed as a tanner and saddler by trade, together with his partner Richard Bristol, applied to undertake a survey of northern Toronto Township (Heritage Mississauga 2009h). Street, a Loyalist from Niagara, financed the work while Bristol



oversaw the actual survey. As partial payment for his services, Street was granted over 4500 acres of land throughout Peel and Halton, including land along the Credit River which would become the future village site (Heritage Mississauga 2009h).

The first settler to receive a land grant in the area was James Glendinning. On April 21st 1819 he received land along Mullet Creek (Heritage Mississauga 2009h). Glendenning Park is named for his family and he and his wife are buried in the pioneer cemetery at St. Andrew's Streetsville Presbyterian Church (Hicks 2008). Many early settlers were descended from United Empire Loyalists who left the United States during the War of Independence, including the Barnhart, Birdsall, Embleton, Glendinning, Leslie, Lewis, Lightheart, Row(e), Rutledge, and Switzer families, amongst others.

In 1821, Timothy Street built a grist mill along the Credit River, followed by a lumber and saw mill in 1822 (Heritage Mississauga 2009h; Heritage Mississauga 2011b). During this time, Street lived in the Niagara Peninsula with his family (Manning 2008). In 1821 a general store and trading post was opened by John Barnhart at the southwest corner of Queen Street and Pearl Street, called the Montreal House (Heritage Mississauga 2012; Manning 2008; Streetsville Women's Institute 1965). The first general store to serve the community still stands today as the oldest building in the area (Streetsville Women's Institute 1965). The Montreal House, together with the mills, helped to attract many settlers and early businesses to the village, propelling early growth.

As early as 1823 a bridge was built over the Credit River and established the community as a key crossing and stopping point. Street permanently relocated to the area in 1825. He built a brick home overlooking the river near his milling complex at the foot of Mill Street (Heritage Mississauga 2009h). This house still stands at 41 Mill Street and is considered to be the oldest surviving brick house in Peel Region, and was designated in 1977 (Manning 2008). In the years that followed other settlers began referring to the community in connection with both his mills and his name. The village officially became known as Streetsville in 1829 when the first post office opened, under post master Israel Ransom (Heritage Mississauga 2009h).

The late 1820s was a period of expansion for the village. In 1828, Branch 290 of the Loyal Orange Lodge was established, in part due to leadership of "Commodore" Henry Rutledge. The building stands today at 47 Queen Street South and is designated under the *Ontario Heritage Act* (Manning 2008; Heritage Mississauga 2009h). Rutledge would also donate land for the building of an Anglican Church and serve on the first Council. A colourful character in early Streetsville, a number of streets bear the names of some of his 17 children; Henry, William, John, Joseph, Ellen, and James (Manning 2008). The post office was located within Ransom's general store, opened in 1828 at the northeast corner of Queen Street and Main street. The building was a "one-storey red brick building with an ornate front that had church type windows" (Hicks 2008). Dr. John Crumbie was the first physician to arrive in the area in 1829, his practice served a wide area around the community (Heritage Mississauga 2009h).





Figure 12-2: Loyal Orange Lodge gathering, c. 1925 (Heritage Mississauga)

By 1835 grist mills, sawmills, a tannery, and several inns were in operation, making Streetsville the political and economic hub of the surrounding township, attracting merchants and tradesmen (Heritage Mississauga 2009h). By 1850 Streetsville had a population of 1000 and was the most prosperous and populated village in Peel County (Heritage Mississauga 2009h). Early directories list several mills, a tannery, foundry, cooperage, pottery, brickyard, blacksmiths, shoemakers, carriage shops, tinsmith, brewery, telegraph office, physicians, tailors, gunsmith, watchmaker, broom and pail factory, millinery, carpenter, furniture manufacturer, stave factory, bobbin factory, four churches, an Orange Lodge, and two schools (Heritage Mississauga 2009h). Streetsville also had several inns and hotels, including the Telegraph House, Globe Hotel, Tyrone Inn, Franklin House, Pacific Hotel, and Royal Hotel. The Telegraph House and the Globe Hotel were noted to be the most popular (Manning 2008). Meetings, banquets, auctions, balls, and concerts were held in hotels, and those hotels with dining rooms, stabling, and hostler services boasted the facilities to attract these large events. The Hyde's Reciprocity, built in the late 1850s at the corner of Queen Street and Ontario Street, boasted three floors, 60 bedrooms, and a ballroom. It burned down in the early twentieth century and the lot has not been built upon since.



Figure 12-3: The Globe Hotel and Queen Street South, looking south, c. 1880 (Heritage Mississauga)

The 1859 Tremaine's Map of the County of Peel shows a densely populated village core on either side of Queen Street South between Britannia Road West and Church Street. Many streets appear well-established in their current alignment at this point, indicating that the intersections between Britannia Road West and Church Street predate 1859. Dense settlement extends a block east of Queen Street and between Queen Street South all the way to the Credit River.

The first library in Toronto Township is believed to have been organized in Streetsville by 1826. However, it was in the 1850s when the Farmer's and Mechanics' Association was established to promote reading and education (Hicks 2008). The library was housed in John Embleton's store before it was moved in 1877 to Oddfellows Hall (built in 1875), where the books were kept in a room on the second floor, behind bars (Hicks 2008). In 1895 the Farmers and Mechanics Institute Library became the Streetsville Public Library, because of the Libraries Act passed by Ontario Legislature in 1882 that gave municipalities power to tax themselves to establish free libraries. In 1902 the library board purchased a white frame house for \$200 from Mrs. William Cunningham at 280 Queen Street South. The library was relocated and operated out of this building until 1967 when the new Centennial Library was opened (Hicks 2008). The building at 280 Queen Street South then became the municipal owned Streetsville Village Hall, designated under the *Ontario Heritage Act* (Mississauga Library System 2018a).



Figure 12-4: Streetsville Public Library at 280 Queen Street South, c. 1950 (Streetsville Historical Society)

Toronto Township's first high school, the Grammar School opened in Streetsville in 1851 at 327 Queen Street South (Heritage Mississauga 2012). In 1877, an addition was built on the front and contained two rooms, an office, and entrances in Tuscan style architecture. The building served as a school for a century. In 1966 it became the Town Hall and Police Station before becoming the Kinsmen and Seniors Centre in 1978 (Manning 2008; Mississauga Library System 2018b). The building is designated under the *Ontario Heritage Act*. John Embleton, the community surveyor, built a store at 213 Queen Street South in the 1840s. From 1854 to 1877 it housed the Library of the Farmer's and Mechanic's Institute, and between 1931 and 1952 it was used as the Post Office (Mississauga Library System 2018c). The intersection of Queen Street and Main Street became the commercial hub of the community, blossoming around Barnhart's Montreal House and John Embleton's Store.



Figure 12-5: Streetsville Grammar School, 1982 (Historic Images Gallery, <http://www.mississauga.ca/>)

By the 1870s, the village core had expanded substantially. Approximate boundaries of the village in 1877 are Britannia Road to the north, Old Station Road to the south, Theodore Drive to the west and Durie Road to the east. The Credit Valley Railway followed the same north-south alignment west of Queen Street South as it does today. While Streetsville was surrounded by agricultural land, development extended south as properties were already subdivided along the west side of Queen Street South and Mississauga Road. Clusters of structures were found on the lot occupying the north corner of the intersection of present-day Mississauga Road and Eglinton Avenue West.

The residents of Streetsville enjoyed recreational activities, including skating on the Credit River, tennis, and lacrosse. Lawn bowling rose in popularity during the 1890s, when a bowling green was put in on the grounds which would later share space with the library (Streetsville Women's Institute 1965). Mentions of an agricultural fair appear as early as 1843 and the annual Fall Fair of the Toronto Township Agricultural Society was held for over 100 years in the Fair Grounds, present day Streetsville Memorial Park (Manning 2008; Heritage Mississauga 2011c). Other traditional gatherings in the community included garden parties at the Fair Grounds during the summer and the Presbyterian "tea meeting" on New Year's Day (Manning 2008). The first Town Brass Band was organized in 1849 and often gave concerts from the bandstand, where the cenotaph stands today (Manning 2008).



Figure 12-6: Fairgrounds, c. 1910 (Peel Archives)

By 1858 the population of Streetsville had grown to 1,500. The same year, Streetsville incorporated as a village, with John Street, Timothy's son, serving as the first Reeve (Heritage Mississauga 2009h). Streetsville reached its apex by 1867 and while it continued to thrive after the construction of the Credit Valley Railway, it could not surpass Brampton as the centre of Peel County.

In the 1880s the village had wooden sidewalks, oil streetlamps, and two telephone subscribers (Manning 2008). Queen Street South was gravel (Hicks 2008). By 1910 the wooden sidewalks were replaced with over 4.8 km of cement sidewalks. These lasted well into the 1960s (Hicks 2008). Poles and electric lines were strung through the village in 1908 and electric streetlamps replaced earlier oil ones (Hicks 2008). In 1912 water mains and hydrants were installed, pumping water from the generating stations (Hicks 2008). The stretch of road between Streetsville and Erindale was paved with cement and opened on September 16, 1931, making for a much smoother ride (Hicks 2008).

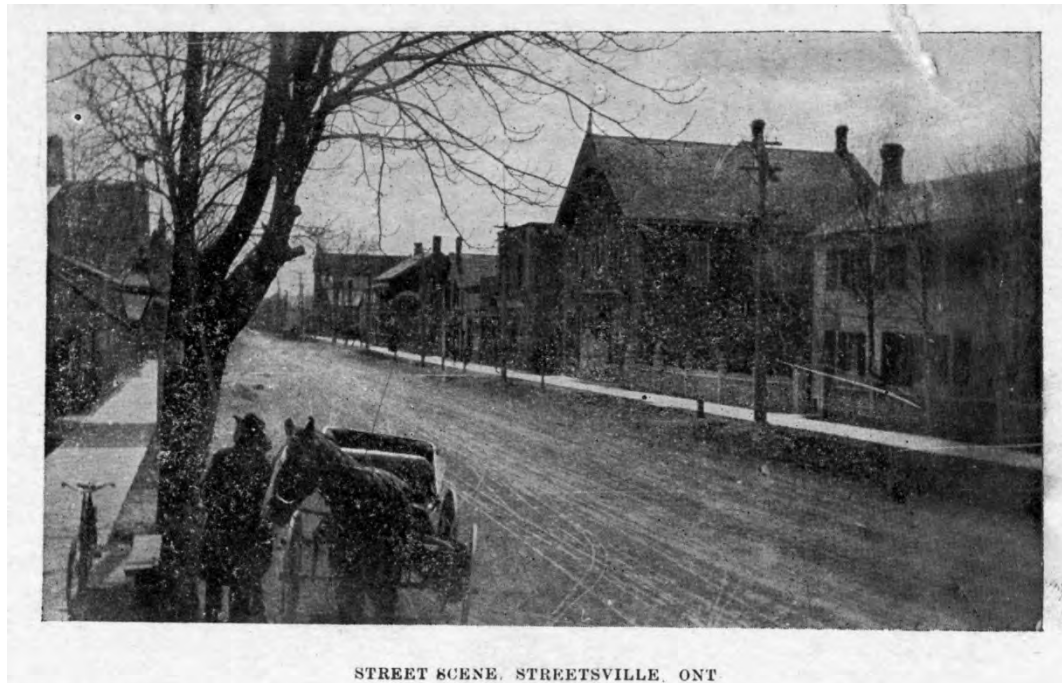


Figure 12-7: Queen Street, looking south, c. 1905 (Heritage Mississauga)



Figure 12-8: Queen Street at Water Street, looking north, photo is labelled c. 1910, likely dates between 1908 and 1910 as electric poles are present and a wooden sidewalk is visible (Heritage Mississauga)



Figure 12-9: Queen Street, looking north, c. 1910 (Heritage Mississauga)



Figure 12-10: Queen Street, looking south, c. 1915 (Heritage Mississauga)

By the early twentieth century Streetsville's mills began to close and the community gradually changed from an industrial mill-town into a small businesses and services centre. Joseph Phair erected a building for the Metropolitan Bank, later the Bank of Nova Scotia, at 242 Queen Street South in 1908 (Manning 2008). Various additions have been made to the building and in 1978 it began to be used for commercial purposes (Mississauga Library System 2018d). This building still stands on the property today.



Figure 12-11: Metropolitan Bank, later Bank of Nova Scotia, at 242 Queen Street South, 1909 (Historic Images Gallery, <http://www.mississauga.ca/>)

In the early twentieth century, several brick, stone, as well as frame structures lined Queen Street South as well as the village blocks to either side. The village had a train station at the end of Old Station Road and a school, hotel, post office, and blacksmiths shop as well as three churches, two of which had associated cemeteries. A photo dating to c. 1930 shows Queen Street (Mississauga Road) as an unpaved gravel roadway. A grist mill was found along the Credit River and a saw mill was located just outside of the village core to the southwest. The Canadian Pacific Railway crossed Queen Street South twice, at both the south and north ends of the village. There were four bridges carrying the rail corridor across unidentified topography adjacent to the village core.



Figure 12-12: Queen Street, looking south, c. 1930 (Heritage Mississauga)

Between the 1930s and 1960s, much of the institutional form of Streetsville remained as it had been in the early twentieth century. By 1951 the population had receded to 1,139. However, expansion began again when services such as water, power, sewers, and good fire protection attracted builders. In 1952 the annexations of lands added 500 acres to the community over the span of a few years. Subdivision planning began and three public schools, a separate school, and a million dollar high school were built in 1958 (Manning 2008). In the 1950s, the areas outside of the village core remained largely agricultural, though development of residential subdivisions had begun at the north end.

By 1959, as Streetsville celebrated its centennial anniversary of incorporation, the population had risen to 4,400 (Manning 2008). In 1962, Streetsville achieved Town status, and more residential development ensued, particularly in areas to the north and the west which were subdivided into mostly residential subdivisions. By the early 1970s, there was dense areas of development both within and outside of the Streetsville Village Core. Streetsville's town status only lasted between 1962 and 1974, when it was amalgamated into the City of Mississauga (Heritage Mississauga 2009h).

Hazel McCallion began her political career by joining the Planning Board for the Town of Streetsville in 1964 and became the town's first female mayor in 1970. In 1974 when Mississauga became a city, Streetsville was amalgamated and McCallion became the councillor for Streetsville. She became the mayor of Mississauga in 1978 and was the longest serving mayor of a city of 50,000 residents and over in Canada. She has received many awards including being appointed as a Member of the Order of Canada by Canada's Governor General Adrienne Clarkson in 2005 (Hicks 2008).

Streetsville Village Core

In 1987 a new district plan refurbished the core of the village, sidewalks were fixed, traditional lamp posts were put in, the cenotaph on Main Street was repaired, a millennium clock was installed, and new hiking and cycling trails were created (Manning 2008). By the 1990s, the core of Streetsville retained the distinct scale and character of a rural farming town. The original settlement centre has integrated with surrounding expansion and development and served a much larger community (The Landplan Collaborative Ltd. et al. 2005).

Mapping

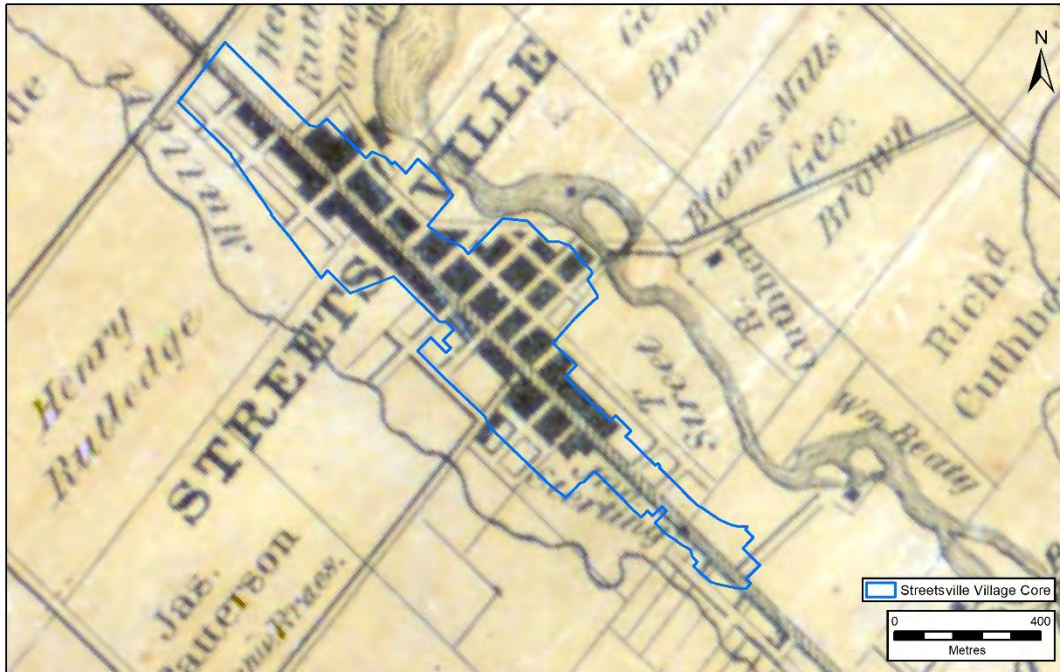


Figure 12-13: Location of the Streetsville Village Core study area overlaid on the 1859 Tremaine's map of the County of Peel (Tremaine 1859)



Figure 12-14: Location of the Streetsville Village Core study area overlaid on the 1922 topographic map (Department of Militia and Defence 1922)

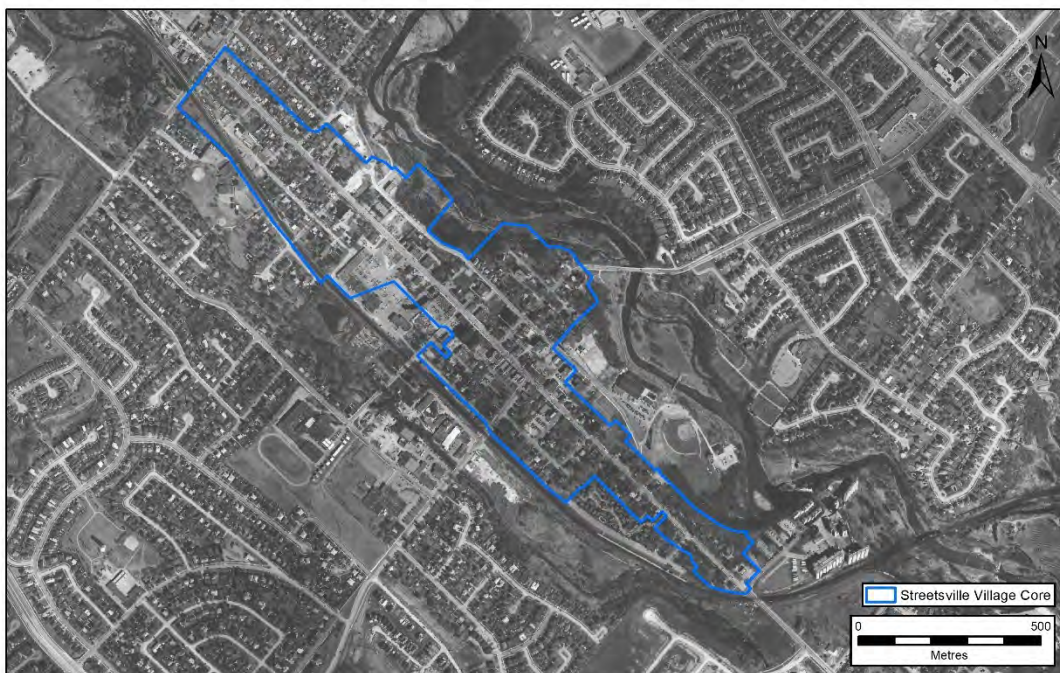


Figure 12-15: Location of the Streetsville Village Core study area overlaid on a 1995 aerial photograph (City of Mississauga)

12.2 Existing Conditions

Inventory of Existing Resources

Table 12-1: Inventory of existing resources found within and adjacent to the Streetsville Village Core Cultural Landscape

Address	Recognition
327 Queen St S	Designated under Part IV of the Ontario Heritage Act
307 Queen St S	Designated under Part IV of the Ontario Heritage Act
299 Queen St S	Designated under Part IV of the Ontario Heritage Act
295 Queen St S	Designated under Part IV of the Ontario Heritage Act
271 Queen St S	Designated under Part IV of the Ontario Heritage Act
265 Queen St S	Designated under Part IV of the Ontario Heritage Act
235 Queen St S	Designated under Part IV of the Ontario Heritage Act
223 Queen St S	Designated under Part IV of the Ontario Heritage Act
157 Queen St S	Designated under Part IV of the Ontario Heritage Act
47 Queen St S	Designated under Part IV of the Ontario Heritage Act
62 Queen St S	Designated under Part IV of the Ontario Heritage Act
7 Pearl St	Designated under Part IV of the Ontario Heritage Act
228 Queen St S	Designated under Part IV of the Ontario Heritage Act
234 Queen St S	Designated under Part IV of the Ontario Heritage Act
264 Queen St S	Designated under Part IV of the Ontario Heritage Act
274 Queen St S	Designated under Part IV of the Ontario Heritage Act
280 Queen St S	Designated under Part IV of the Ontario Heritage Act
292 Queen St S	Designated under Part IV of the Ontario Heritage Act
300 Queen St S	Designated under Part IV of the Ontario Heritage Act
19 Barry Ave	Designated under Part IV of the Ontario Heritage Act
11 Barry Ave	Designated under Part IV of the Ontario Heritage Act
34 Thomas St	Designated under Part IV of the Ontario Heritage Act
13 Thomas St	Designated under Part IV of the Ontario Heritage Act
27 Mill St	Designated under Part IV of the Ontario Heritage Act
41 Mill St	Designated under Part IV of the Ontario Heritage Act
21 Main St	Designated under Part IV of the Ontario Heritage Act
7 Main St	Designated under Part IV of the Ontario Heritage Act
54 William St	Designated under Part IV of the Ontario Heritage Act
74 William St	Designated under Part IV of the Ontario Heritage Act
56 Ontario St E	Designated under Part IV of the Ontario Heritage Act
221 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
51 Main St	Listed on the City of Mississauga Heritage Register prior to 2005

Address	Recognition
279 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
13 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
3 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
319 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
161 Church St	Listed on the City of Mississauga Heritage Register prior to 2005
31 Mill St	Listed on the City of Mississauga Heritage Register prior to 2005
307 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
25 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
93 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
317 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
287 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
343 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
337 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
151 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
201 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
345 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
29 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
85 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
261 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
41 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
167 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
357 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
365 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
19 Barry Ave	Listed on the City of Mississauga Heritage Register prior to 2005
252 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
242 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
19 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
214 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
11 Princess St	Listed on the City of Mississauga Heritage Register prior to 2005
48 William St	Listed on the City of Mississauga Heritage Register prior to 2005
296 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
13 Caroline St	Listed on the City of Mississauga Heritage Register prior to 2005
264 Victoria St	Listed on the City of Mississauga Heritage Register prior to 2005
25 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
288 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
25 Princess St	Listed on the City of Mississauga Heritage Register prior to 2005
264 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
27 Pearl St	Listed on the City of Mississauga Heritage Register prior to 2005



Address	Recognition
356 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
58 William St	Listed on the City of Mississauga Heritage Register prior to 2005
340 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
42 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
364 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
360 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
28 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
20 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
350 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
272 Victoria St	Listed on the City of Mississauga Heritage Register prior to 2005
263 Victoria St	Listed on the City of Mississauga Heritage Register prior to 2005
44 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
316 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
312 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
322 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
354 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
258 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
302 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
30 Thomas St	Listed on the City of Mississauga Heritage Register prior to 2005
5306 Mississauga Rd	Listed on the City of Mississauga Heritage Register prior to 2005
154 Queen St S	Listed on the City of Mississauga Heritage Register prior to 2005
6 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
17 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
26 Main St	Listed on the City of Mississauga Heritage Register prior to 2005
	Archaeological Site (AjGw-67)
	Archaeological Site (AjGw-574)

Archaeological sites within and adjacent to the landscape

Potential remains of the Timothy Street Mill (AjGw-67) were discovered through remote sensing on the floodplain of the river on the east side of the intersection of Main and Mill streets in Streetsville. The site is apparently buried beneath deep deposits of fill, but may comprise foundations and infilled cellars and possibly part of a turbine (MPPA 1986). The site was established by Timothy Street in 1821, originally as a grist mill, although a lumber and saw mill followed soon after, as were tannery and distillery operations. The mill complex was operated by a series of owners between the mid-nineteenth century and the early twentieth century.



Streetsville Village Core

The Wyndham H1 site (AjGw-574) is a nineteenth-century Euro-Canadian site registered by Archeoworks Inc. in 2017 (OASD Site Record Form). No further details concerning the site are available.



Streetsville Village Core

Fieldwork Photos



Figure 12-16: Commercial buildings along Queen Street South, looking south from intersection with Pearl Street/Main Street (A.S.I. 2018)



Figure 12-17: Queen Street South between Barry Avenue and Thomas Street, looking east (A.S.I. 2018)





Figure 12-18: Streetsville United Church (A.S.I. 2018)

12.3 Evaluation

Table 12-2: Summary of cultural heritage value for the Streetsville Village Core

Criteria	Meets criteria?
Design/Physical Value: Is a rare, unique, representative or early example of a landscape	Yes
Design/Physical Value: Aesthetic/Scenic reasons	Yes
Design/Physical Value: High degree of technical/scientific interest	No
Historical/Associative Value: Direct association with a theme, event, person, etc.	Yes
Historical/Associative Value: Contributes to an understanding of a community/culture	Yes
Historical/Associative Value: Reflects work or ideas of an architect, artist, builder, etc.	No
Contextual Value: Important in defining character of an area	Yes
Contextual Value: Historically, physically, functionally or visually linked to surroundings	Yes
Contextual Value: Landmark	Yes

Table 12-3: Summary of community value for the Streetsville Village Core

Criteria	Meets criteria?
Community Identity	Yes
Landmark	Yes
Pride and Stewardship	Yes
Commemoration	Yes
Public Space	Yes
Cultural Traditions	No
Quality of Life	Yes
Local History	Yes
Visual Depiction	No
Genius Loci	Yes
Community Image	Yes
Tourism	Yes
Planning	Yes

Table 12-4: Summary of historical integrity for the Streetsville Village Core

Criteria	Meets criteria?
Land Use	Yes
Ownership	No
Built Elements	Yes
Vegetation	Yes
Cultural Relationship	Yes
Natural Features	Yes
Natural Relationships	Yes
Views	Yes
Ruins	No
Restoration Potential	Yes

12.4 Statement of Significance

Cultural Heritage Value

The Streetsville Village Core has cultural heritage value as a cultural heritage landscape due to its design and physical value, historical and associative value, and contextual value.



Streetsville Village Core

The Streetsville Village Core has design and physical value as it contains the largest concentration of historic buildings in the City of Mississauga, with a relatively consistent scale of buildings and shop fronts within the village core providing a consistent historical aesthetic. Churches, cemeteries, public buildings and the former Streetsville Grammar School, together with generally sensitive contemporary infill within the Village Core, contribute to the historic aesthetic and scenic quality of the community.

The Streetsville Village Core has historical and associative value due to its historical associations with nineteenth-century milling activities along the Credit River, early settlement in Mississauga, and Timothy Street, the founder of Streetsville. Interpretive plaques throughout the Streetsville Village Core commemorate the early settlement of Streetsville and its history of milling activities, and historic commercial and residential buildings within the Streetsville Village Core serve as a visual reminder of the early rural community that has existed in this area continuously since the early nineteenth century.

The Streetsville Village Core also has contextual value as a distinct historic district within the City of Mississauga, one of the early crossroad communities connected to surrounding historic settlements by the Credit River and Mississauga Road. The Streetsville Village Core also has contextual value as a tourist destination in the City of Mississauga and is known for the Bread and Honey Festival established in 1973 and for its associations with Hazel McCallion, the former Mayor of Mississauga who began her political career in Streetsville.

Community Value

The Streetsville Village Core is valued as a cultural heritage landscape due to its community value. Historic tours, commemorative plaques, designation of properties under Part IV of the Ontario Heritage Act and historic street names signify Streetsville's connection to its history, and many local history books discuss the importance of Streetsville's beginnings as they are relevant today. The Streetsville Village Core is the setting for popular local events including the Bread and Honey Festival, which has been taking place annually since 1973. Known locally as "The Village in the City", Streetsville is a popular tourist destination within the City of Mississauga. Finally, Character Area policies in the City of Mississauga's Official Plan speak to the importance of maintaining Streetsville's character through planning tools and policy and underline the importance of the Streetsville Village Core as part of the larger City of Mississauga.

Historical Integrity

The Streetsville Village Core is valued as a cultural heritage landscape due to its historical integrity. The Streetsville Village Core has been continuously used as a commercial centre since the nineteenth century, while residential use along the side streets within the Streetsville Village Core has also remained constant. Many historic commercial and residential buildings remain throughout the area, intermixed with contemporary commercial and residential infill



Streetsville Village Core

buildings. Historically linked with the Credit River and Credit River Valley, views from the Streetsville Village Core to the Credit River to the east have remained relatively consistent since the founding of the village by Timothy Street.

Cultural Heritage Attributes

- The scale, form, massing and architectural details of the historic commercial buildings along Queen Street throughout the Streetsville Village Core
- The scale, form, massing and architectural details of the historic residential buildings along side streets throughout the Streetsville Village Core
- The historic aesthetic and scenic quality of the Streetsville Village Core, including existing churches, cemeteries, public buildings and the former Streetsville Grammar School
- Views along Queen Street through the Streetsville Village Core to the north and to the south
- Views to the Credit River and Credit River Valley
- Views to the steeple of St. Andrew's Presbyterian Church
- Physical, visual, and historical associations and connections with the Credit River and related features.

12.5 Boundary

The boundary for an H.C.D. study of the Streetsville Village Core Cultural Heritage Landscape is as follows:

- Britannia Road to the north;
- The railway tracks to the west and south; and
- The east side of the Credit River.

The boundary is illustrated in Figure 12-19.



Streetsville Village Core

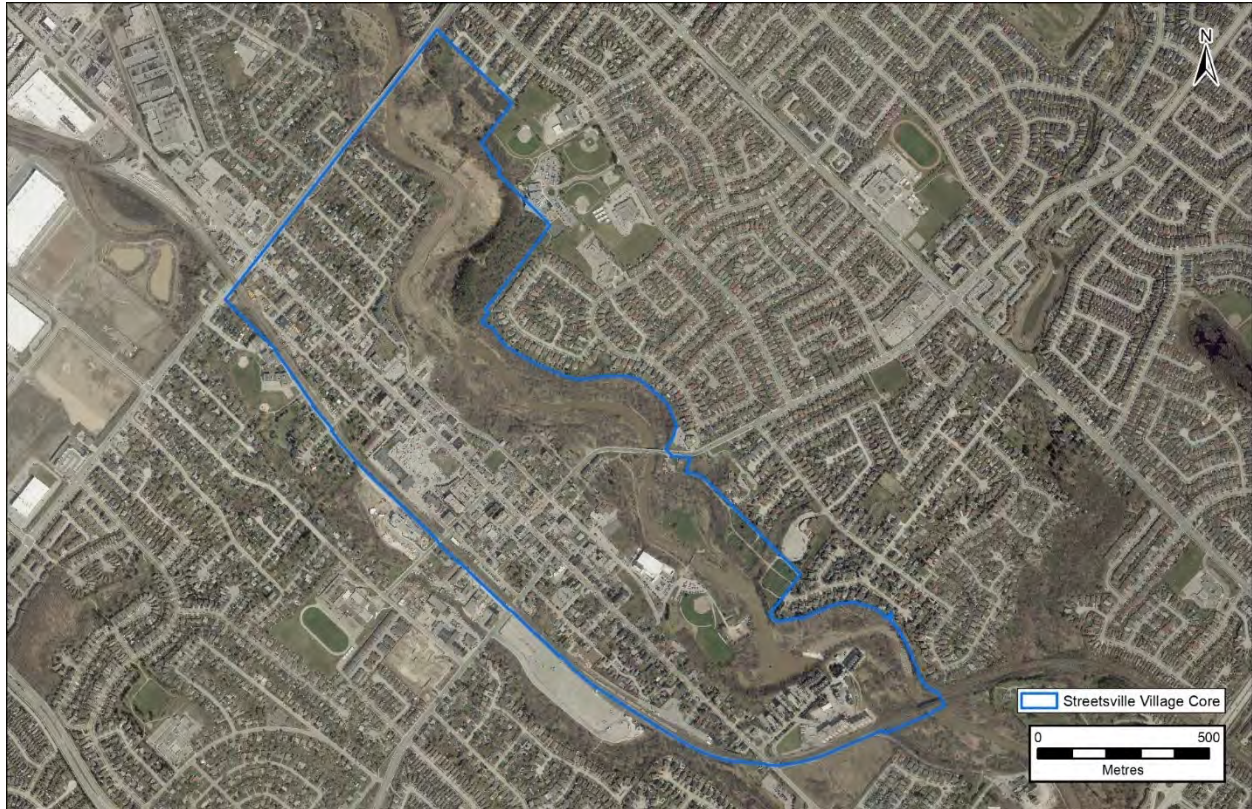


Figure 12-19: Boundary for the Streetsville Village Core Cultural Heritage Landscape

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Anonymous

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