

Heritage Impact Assessment

2935 & 2955 Mississauga Road

Mississauga, Ontario

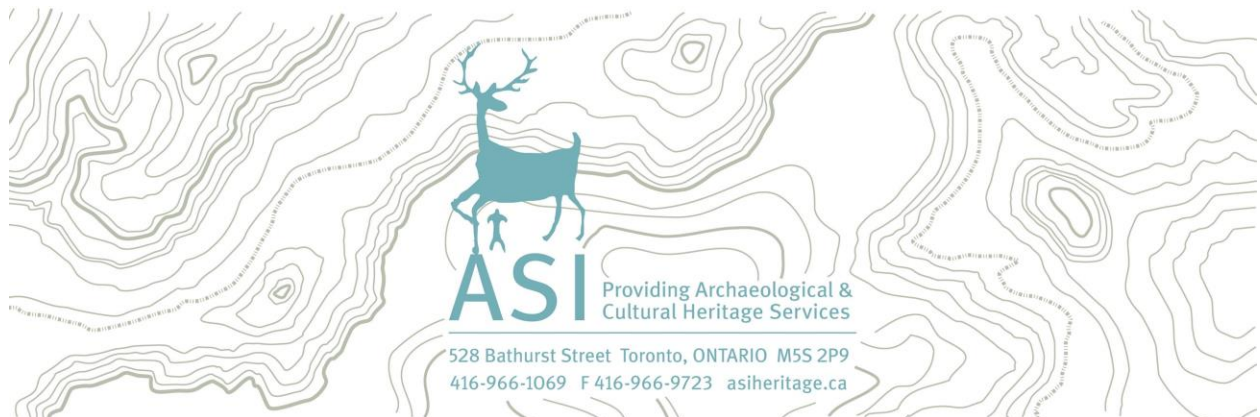
Final Report

Prepared for:

590816 Ontario Inc.
2616 Cynara Road
Mississauga, Ontario
L5B 2R7

Archaeological Services Inc. File: 26CH-050

April 2026



Executive Summary

Archaeological Services Inc. was contracted by 590816 Ontario Inc. to conduct a Heritage Impact Assessment (H.I.A.) for the subject properties at 2935 & 2955 Mississauga Road in Mississauga, Ontario. For ease of reporting, these adjoining properties will be referred to together as the “subject property” or the “site” throughout this H.I.A.

The H.I.A. is being undertaken as part of the development application process for the site, which is currently vacant, and is a revision of a previous H.I.A. undertaken in 2021 by Heritage Resources Consulting Ltd. This revised H.I.A. is required in response to updates to:

- The City of Mississauga’s *Cultural Heritage Landscape Heritage Impact Assessment Terms of Reference* (City of Mississauga, 2022);
- The City of Mississauga’s *Inventory of Cultural Heritage Landscapes (C.H.L.)*, with the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c) superseding the *Cultural Landscape Inventory* (City of Mississauga, 2005).

The subject property is located within the Credit River Corridor and Mississauga Road Scenic Route C.H.L.s, and as such requires an H.I.A. to assess how the proposed development may impact the cultural heritage attributes associated with each C.H.L. Mitigation measures have been developed to minimize anticipated negative impacts to the cultural heritage attributes. These measures are designed to support the conservation of the C.H.L.s and their identified Cultural Heritage Attributes through avoidance measures, ecologically sensitive site planning, and site monitoring, ensuring that their cultural heritage value is retained. A summary list of recommendations is listed below.



Recommendations:

- Establish fencing and no-go zones to avoid damage and/or disturbance to the geological formation along the bank of the Credit River;
- Staging and construction should be suitably planned and executed to ensure that unintended negative impacts to the identified cultural heritage attributes within the property;
- Continue to limit construction-related activity to the areas to be re-zoned as Residential High Density, avoiding any alterations to the Greenlands zoned areas;
- Provide construction crews with information about the identified Cultural Heritage Attributes located within the site, as well as instructions on avoidance of destruction or damage to any of the attributes;
- Continue to monitor slope stability of the riverbank, using existing slope stability data as a baseline;
- Encourage and enhance the vegetative and treed areas of the Greenlands zoning to provide a natural buffer surrounding the planned development that will support the character of both C.H.L.s and serve to limit visibility of the new development from both the river and road corridors;
- Ensure the building setback from Mississauga Road allows for the implementation of a comprehensive landscape and restoration planting program in order to maintain the scenic character of Mississauga Road.
- Within the planned vegetative buffer surrounding the proposed new construction, incorporate native plant species that will conserve the existing ecosystem and natural habitats within the surrounding area. Potentially invasive species should be avoided;
- Incorporate a drainage plan that will support the continued growth and health of the mature trees and vegetation on the site, particularly within the vegetative area along Mississauga Road;
- Consider scale and massing of the proposed development, siting the tallest element(s) of the planned mid-rise apartment tower towards Dundas Street West, where there are contextually higher-density buildings compared to the Mississauga Road corridor;



- Orient buildings on an angle within the site, rather than following a traditional north/south or east/west orientation, to indicate a transition to an urban context and scale; and,
- Incorporate materials into the design of the new buildings that reflect and/or are compatible with the environment and natural setting, such as wood cladding and/or masonry as reference to the surrounding forested areas and the rocky riverbed and stratigraphy of the gravely geological formation.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Practice Area at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



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- **Graphics Production:** Michelle Nguyen, BA, Archaeologist, GIS Technician - Operations and Elizabeth Antczak
- **Report Reviewer(s):** Meredith Stewart and Annie Veilleux



Glossary

Built Heritage Resource (B.H.R.)

Definition: "...a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community" (Ministry of Municipal Affairs and Housing, 2024, p. 40).

Cultural Heritage Landscape (C.H.L.)

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association"(Ministry of Municipal Affairs and Housing, 2024, p. 41).

Cultural Heritage Resource (C.H.R.)

The City of Mississauga's Official Plan introduces cultural heritage resources in the following manner: "Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and, as such, are imperative to conserve and protect. Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest."

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means "resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*" (Ministry of Municipal Affairs and Housing, 2024, p. 52).



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1.0 Introduction and Project Background

Archaeological Services Inc. was contracted by 590816 Ontario Inc. to conduct a Heritage Impact Assessment (H.I.A.) for the property at 2935 & 2955 Mississauga Road in Mississauga, Ontario. For ease of reporting, these adjoining properties will be referred to together as the “subject property” or the “site” throughout this H.I.A.

The H.I.A. is being undertaken as part of the development application process for the site, and is a revision of a previous H.I.A. undertaken in 2021 by Heritage Resources Consulting Ltd. (Heritage Resources Consulting, 2021). This revised H.I.A. is required in response to updates to:

- The City of Mississauga’s *Cultural Heritage Landscape Heritage Impact Assessment Terms of Reference* (City of Mississauga, 2022);
- The City of Mississauga’s Inventory of Cultural Heritage Landscapes (C.H.L.), with the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c) superseding the *Cultural Landscape Inventory* (City of Mississauga, 2005).

The subject property is currently comprised of open greenspace and a riverbank along the Credit River and is located within the Credit River Corridor and Mississauga Road Scenic Route C.H.L.s. As such, the subject property requires an H.I.A. to assess how the proposed development will impact the cultural heritage value of the subject property and the larger C.H.L.s.

The proposed development involves a 12-storey residential apartment building and a block of 3-storey stacked townhouses at the site and will require an Official Plan Amendment to redesignate a portion of the subject property from Greenlands zoning to Residential High Density. The remaining area of the site is proposed to be transferred to City ownership to be preserved as greenspace.



1.1 Description of the Subject Property



Figure 1: Location of the subject property at 2935 and 2955 Mississauga Road. (A.S.I., 2026)

2935 and 2955 Mississauga Road are two contiguous lots located at the corner of Dundas Street West and Mississauga Road, with Mississauga Road forming the south boundary of the site and the Credit River forming the north boundary (Figure 1). Sawmill Creek splits from the Credit River and runs immediately west of the site, with Dundas Street West beyond. To the east is a narrow, six-metre greenspace property, followed by an occupied residential lot. For the purposes of this H.I.A., the two lots of 2935 and 2955 Mississauga Road are described as a single subject property.

The subject property is in the Sheridan Neighbourhood in the City of Mississauga and consists of portions of Lots 3 and 4, Range 1, SDS (south of Dundas Street), Toronto Township, part of lands historically known as the Racey Tract. 2935 Mississauga Road is the easternmost lot (1.3 hectares), and 2955 Mississauga Road is to the west (0.8 hectares). Both properties are currently zoned as Greenlands Zones G1 and G2 (Figure 2).

The subject property is an open, vacant grass and gravel lot with varied topography, notably where the bank of the Credit River slopes steeply at the north end of the site (Figure 3 and Figure 4). Sawmill Creek runs to the west of the site, flowing into the Credit River via a concrete channel. A geological formation forms a ridge at the northeast of the subject property and remains prominent despite being graded, likely around 2008. In 2008, the subject property was converted to an agricultural land use to grow barley but is no longer used for agriculture (Heritage Resources Consulting, 2021).

The south and east boundaries of the subject property are bordered by trees, creating a buffer between the site and Mississauga Road, and between the site and the residential property to the east. There is a cluster of trees at the north of the site along the riverbank.

There are no buildings currently on the site, though the traces of a previous residence and garage, inground concrete swimming pool, and driveway remain at 2935 Mississauga Road. Beyond that residence, which was destroyed in the 1970s, there is no recorded history of buildings at the site.

Detailed documentation of current site conditions is found in Section 3.0.





Figure 2: Greenlands G1 and G2 zoning at the subject property (City of Mississauga, 2026)



Figure 3: The bank of the Credit River at the subject property with the Sawmill Creek flume channel immediately to the right, followed by the Dundas Street bridge over the Credit River (Google Maps, 2026)

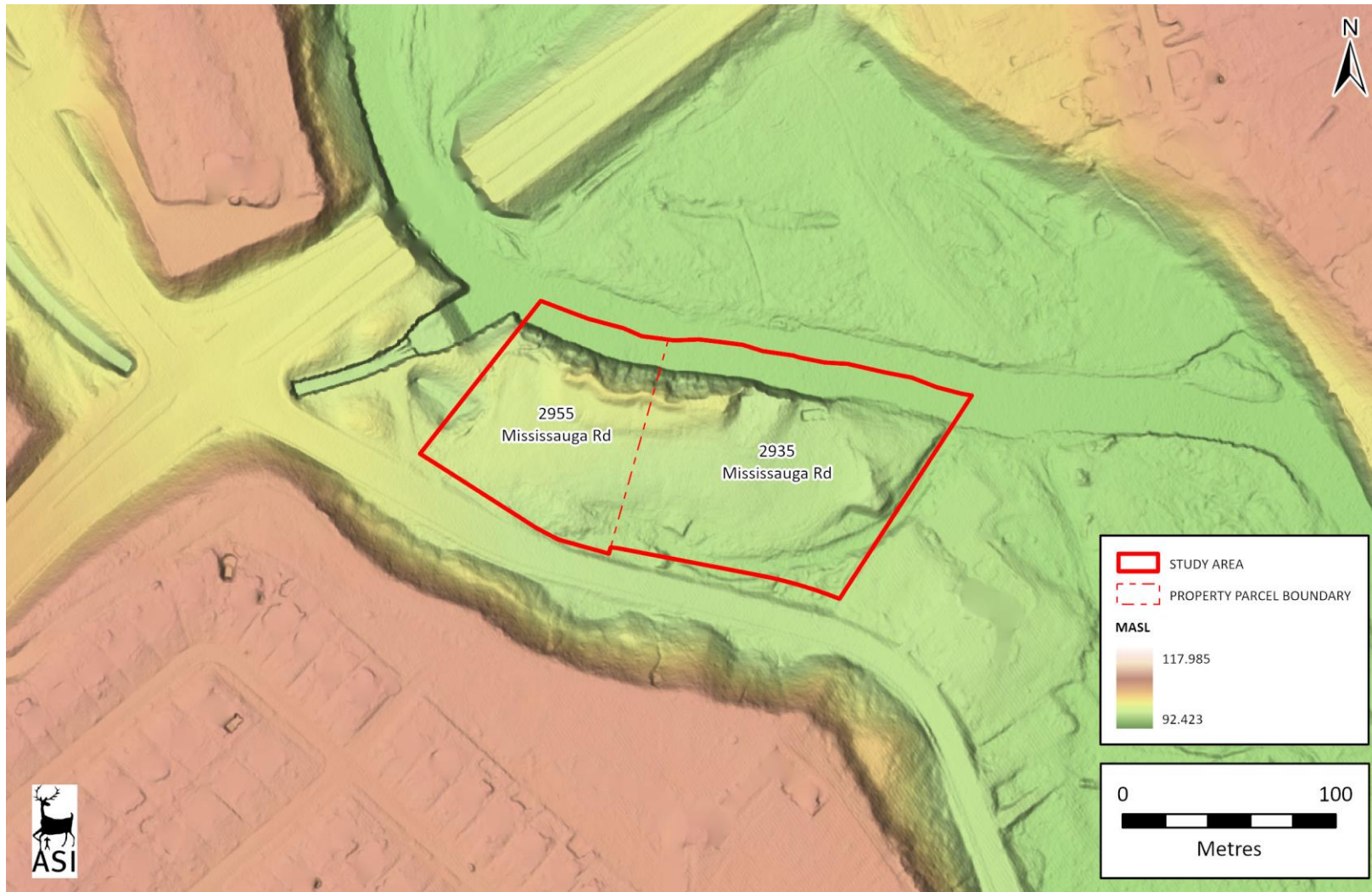


Figure 4: Lidar map showing site topography. Note the steep riverbank and the high curving ridge at the north of the property (A.S.I., 2026)

1.2 Heritage Recognitions

2935 and 2955 Mississauga Road are located within the Credit River Corridor and Mississauga Road Scenic Route C.H.L.s, as identified in the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c). Because they are located within the C.H.L.s, both properties are listed on the City of Mississauga’s Heritage Register. Neither property is designated under Part IV of the *Ontario Heritage Act*.

The previous 2021 H.I.A. describes the subject property as additionally located within the Credit River Geological Formations C.H.L. However, this C.H.L. was merged into the Credit River Corridor as part of the 2022 *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c). Associated cultural heritage attributes, including “[g]eological formations, in particular north and south of Dundas Street along the Credit River” are included as cultural heritage attributes of Credit River Corridor C.H.L. Cultural heritage attributes for the associated C.H.L.s are listed in Section 4.0, and further documentation is included in Appendices C and D .

1.3 General Legislation and Policy Context

In addition to the City of Mississauga’s *Cultural Heritage Landscape Heritage Impact Assessment Terms of Reference* (City of Mississauga, 2022) and *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c), this H.I.A. addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18 [as Amended in 2024], 1990);
- *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990) and the 2024 *Provincial Planning Statement* (Ministry of Municipal Affairs and Housing, 2024);
- *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2025);



- *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010).

1.4 Relevant Agencies and/or Stakeholders Engaged

The following stakeholders were contacted with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent built heritage resources or cultural heritage landscapes:

- Paula Wubbenhorst, Senior Heritage Coordinator, City of Mississauga (email communication 8 and 9 April 2026).

1.5 Archaeological Potential

Stage 1 and 2 archaeological assessments were undertaken by Archaeological Services Inc. (A.S.I.) and completed in 2021. The assessments recommended that no further archaeological assessment of the subject property is required. The assessment document (Archaeological Services Incorporated, 2021) summarizes the Stage 1 and 2 results as:

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends. The Stage 1 background research determined that there was potential for encountering both Indigenous resources and Euro-Canadian historical resources within the subject property.

The Stage 2 field assessment was conducted on November 19 and 20, 2020 by means of a test pit survey initiated at five-metre intervals and increased to ten-metre intervals when disturbance was encountered. Despite careful scrutiny, no archaeological materials were encountered during the course of the survey.



2.0 Historical Summaries

A site history was compiled as part of the heritage impact assessment (H.I.A.) previously published in 2021 and is included in Appendix B. That site history has been reviewed by A.S.I. and is summarized and supplemented in the following sections.

The subject property has been minimally developed throughout its settlement history, with only one recorded residence between the 1940s-1973. Despite the lack of historical associations at the subject property itself, the site is associated with the broader histories of the Credit River and Mississauga Road, which are summarized in the following section.

The presence on the land and use of the land by Indigenous peoples is significant, especially along the Credit River and in relation to the Mississaugas of the Credit First Nation and their ancestors. Other communities with connections to the area include the Haudenosaunee Confederacy, the Huron-Wendat and Wyandot Nations. Indigenous history, settlement and continuing cultural heritage interests are highlighted throughout the historical summaries and summarized in Section 2.3.

2.1 Historical Summary: The Credit River

The Credit River is almost 90 kilometres long and flows through nine municipalities before draining into Lake Ontario at Port Credit, approximately six kilometres west of the subject property (Credit Valley Conservation, 2024). Within the City of Mississauga, the Credit River runs for approximately 24 kilometres and has shaped the land, both physically and culturally, contributing largely to the region today. The Credit River Corridor is significant, historically and in the present, to the Mississaugas of the Credit First Nation community for fishing, hunting, gathering, and spiritual activities.

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. This may signify “the trusting creek,” although another translation is “to write or give and make credit” (Smith, 2013), 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” (Gibson, 2002; Jameson, 1923; Rayburn, 1997; Robb et al., 2003; Scott, 1997; Smith, 2013).

Indigenous and European settler inhabitants relied on the abundant fish in the Credit River, notably trout and salmon, as a key component of their diets. Fishing is arguably the earliest and most longstanding of the Credit River’s legacies and remains a popular activity today.

The river also provided waterpower and transportation for early industries, with lumber, flour and grist mills established along the river, which was also used as a shipping canal. By 1859, the Credit River flowed through several historical settlements, including Port Credit, Springfield (later Erindale), and Streetsville.

In the first half of the twentieth century, all major road and railway crossings over the Credit River had either wood or metal bridges, with five heritage bridges identified in the present day. The bridge along Dundas Street West adjacent to the subject property is not one of the five heritage bridges.

In the mid-twentieth century, agricultural land gave way to residential subdivisions and more commercial and industrial development. By the 1970s, only three percent of forest cover remained in the city (Puddister, 2002). Despite



this increased development the banks of the Credit River have generally remained consistently vegetated.

In 1954, the Credit Valley Conservation Authority (now Credit Valley Conservation) was established. Since then, various management documents and studies have been published by multiple organizations focusing on management and conservation of the Credit River.



Figure 5: Credit River, 1932 (Archives of Ontario)

2.2 Historical Summary: Mississauga Road

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).

The trail was surveyed in the 1820s (K. A. Hicks, 2008) and by 1831 had become a significant route for stagecoach service (City of Mississauga, 1983; K. Hicks, 2009). In 1836, a toll stop was established at Dundas Street and Mississauga Road (then called Streetsville Road), with revenue used to improve the roads (K. A. 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 (Figure 6) shows the road in mostly the same alignment as it exists presently, connecting the communities of Port Credit, Erindale, and Streetsville. The only major change in the road's alignment was made between 1954 and 1956 around the Mississauga Golf and Country Club.

The 1909 map labels the road as 'unmetalled', meaning a gravel or dirt roadway, and shows bridges across tributaries of the Credit River, including south of Dundas Street West near the subject property. 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.

In 1931, the road between Dundas Street and Streetsville, then named the Streetsville-Erindale Road, was paved and subsequently re-named Mississauga Road (K. Hicks, 2009).

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





Figure 6: 1909 topographic map with overlay of present-day City of Mississauga, Mississauga Road, and subject property (Department of Militia and Defence, 1909 with annotations by A.S.I., 2026)

2.3 Indigenous Presence at the Subject Property

The subject property is located within Cultural Heritage Landscapes (C.H.L.s) that have historical and present-day connections to Indigenous historical, cultural, and spiritual uses.

Properties located within the Credit River Corridor are associated with Indigenous land use, settlement activities, and continuing cultural practices as related to the location on the Credit River – a major transportation route, source of food and fishing activities, and spiritual connection to the water. The Credit River has a significant role in the Mississaugas of the Credit First Nation community with ongoing traditions of fishing, hunting, gathering, and spiritual activities.

The Mississauga Road Scenic Route has its foundation in the Indigenous trail which evolved over time into the winding Mississauga Road. As noted in the historical summary, the road is one of Mississauga's oldest northwest-southwest thoroughfares.

2.4 Detailed Site History

The following timeline list of property owners of the subject property extends from 1820 to the present day. It includes a listing of owners from the Land Registry Office, relevant information specific to any other individuals who may have resided or are associated with the property, and a history of the site uses. For additional details, including a historical mapping review, see the previously completed H.I.A. in Appendix B.



Subject property ownership timeline

- 1820: Treaties 22 and 23 surrender lands including the subject property to Crown ownership, after a one-mile tract was secured for use of the Mississaugas of the Credit through Treaty 14 in 1806.
- 1821: Lot 3, Conc. Range 1 SDS is patented to Samuel Smith and other as trustees. This lot contains the subject property.
- 1822: Crown agent Thomas Racey purchases the 'Racey Tract', a 1,638-acre (675 ha) tract of land including the subject property, in a failed development attempt.
- 1828: The 'Racey Tract' lands are returned to Crown control.
- 1867: Portion of the lot including subject property is sold to John Wilson.
- 1877: Portion of the lot including subject property is sold to William James Devline.
- 1890: Portion of the lot including subject property is sold to John Wilson.
- 1902: Portion of the lot including subject property is sold to Edward W. Pollock.
- 1909: Portion of the lot including subject property is sold to James Leith Ross and remains in the Ross family 1909-1946.
- 1946: Portion of the lot including subject property is sold to Oughtred family.
- Mid-1940s: Portion of Oughtred family's land (including combined subject property) sold to Gravely family.
 - A residence, garage and driveway are constructed on the eastern side of the property (Figure 7).
 - Oughtred family retains the adjacent land to the west and operates Springbank Fruit Market through the 1960s, after which the land is expropriated (not including the subject property).
- 1959: Gravely family splits the site into eastern and western properties:
 - Eastern property (now 2935 Mississauga Road) sold to Joan Eleanor Robinson.
 - Western property (now 2955 Mississauga Road) retained by Gravely family until 1967.



Eastern property (now 2935 Mississauga Road) 1960-present

- 1960: Joan Eleanor Robinson grants property to Miller family.
- 1969: Miller family sells property to Paul H. Durish.
- 1971: Durish sells property to Victor Ferko.
 - Victor Ferko is recorded as occupying the residence at the site, which burns down in 1973.
- 2003: Property sold to current owner.
- 2006: Current owner has rubble from destroyed residence removed.
- 2008: Current owner has property graded for agricultural use (Figure 8) “for purposes of tax relief and weed control” (Heritage Resources Consulting, 2021).
- Present: land remains under ownership of current owner.
 - Municipal Property Assessment Corporation Type listed as: Vacant residential/commercial/industrial land, owned by a non-farmer with a portion being farmed (VAC RES/COM/IND LND PARTLY FARMED-OWNER NON-FARMER).

Western property (now 2955 Mississauga Road) 1967-present

- 1967: Gravely family sells the western property to the current owner, who later obtain the eastern property in 2003, as noted above.
- 2001: Current owner uses 2955 Mississauga Road to store equipment for landscape maintenance and snow removal business and builds a fenced compound and shed.
- 2008: Current owner has property graded for agricultural use “for purposes of tax relief and weed control” (Heritage Resources Consulting, 2021).
- Present: land remains under ownership of current owner
 - Municipal Property Assessment Corporation Type listed as: Farm property without any buildings/structures (FARM PROPERTY WITHOUT ANY BLDGS.- NO STRUCT. EXIST).





Figure 7: 1966 aerial photograph of 2935 and 2955 Mississauga Road showing the location of the former driveway (City of Mississauga Interactive Maps)



Figure 8: Agricultural activity on the site in 2008 (Beacon Planning Services, 2020)

3.0 Documentation and Description of Existing Conditions

A site visit to the subject property was conducted on April 8, 2026, by Meredith Stewart and Annie Veilleux of ASI. The site visit included photographic documentation of the subject property and surroundings. There are no extant buildings on the site and as such, no interior documentation was needed. Permission to Enter was granted by the client to allow ASI to access the property.

The following section contains a written and visual inventory with photographs of all elements of the property that contribute to its cultural heritage value, including views of the streetscape, landscape and surroundings. Photo locations are keyed on the map below (Figure 9).

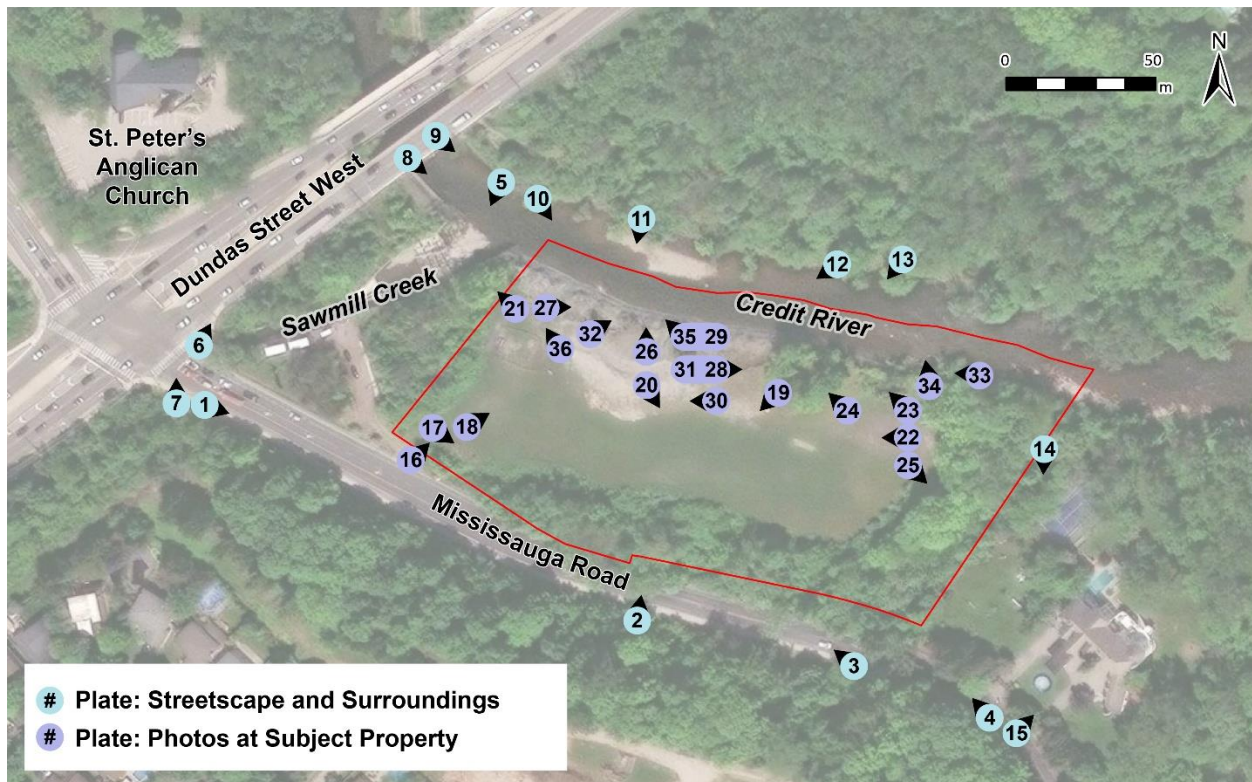


Figure 9: Photo location key map (A.S.I., 2026)

3.1 Streetscape and Surroundings

The main lot frontage of the subject property is along Mississauga Road, which forms the south boundary of the site (Plate 1-Plate 4). Trees are clustered along the south boundary, except at the gated site entrance at the southwest corner (Plate 16). From Mississauga Road at the east end of the site, the topography of the subject property drops below the roadway, there is a visible change in elevation and a view of the tops of the trees. Mississauga Road forms a scenic curve between the changes in topography, with the subject property dropping low on the north side of the road and a hillside rising up on the south side of the road. The topography and dense, tall trees on either side of the road obscure views to surrounding properties. The Credit River is not visible from the road.

Immediately west of the site is a lot containing a channel of Sawmill Creek, with Dundas Street West beyond (Plate 5). Northwest of the subject property, Dundas Street West crosses the Credit River via a concrete bridge which leads northeast to the historic Village of Erindale, today the neighbourhood of Erindale (Plate 6 and Plate 36). Immediately beyond Dundas Street West from the subject property is St Peter's Anglican church, a church with historic associations to Erindale (Plate 7 and Plate 35). A viewpoint from the Dundas Street West Bridge looks out over the Credit River, including views of the subject property (Plate 8 and Plate 9). The views from this point highlight the steep geological formations of the riverbank and the scenic quality and curve of the Credit River. The alluvial terraces of the riverbank are particularly visible from this viewpoint.

The north boundary of the site follows the Credit River and is characterized by steep riverbank conditions with highly textured topography (Plate 10-Plate 12) including a prominent ridge (Plate 13). At the time of field review, vegetation typical of riparian edge conditions was not present at the north boundary into the river and the riverbank was dominantly rocky with prominent geological formations, though small trees were growing from the steep bank. Review of imagery from other times of year suggests that this portion of the Credit River has gravel and rocky shores year-round, in addition to the concrete channelization at Sawmill Creek and below the Dundas Street West Bridge. Trails are located on the



north bank of the Credit River, across from the subject property, and provide views to the site. The trail views, views from the Dundas Street West Bridge, and views from the subject property capture the meandering quality of the river and the distinctive geology.

To the east of the subject property is a narrow, six-metre plot with a small watercourse, followed by an occupied residential property (Plate 14 and Plate 15).



Plate 1: Looking toward the subject property (located on the left side of the road in the photo) from the west, Mississauga Road forms a scenic curve between changes in topography (A.S.I., 2026)



Plate 2: Looking to the subject property through trees, from Mississauga Road (A.S.I., 2026)



Plate 3: Looking toward the subject property from Mississauga Road, near the southeast side of the site where the topography drops below the roadway (A.S.I., 2026)



Plate 4: Looking toward the subject property (located on the right side of the road in the photo) from the east, Mississauga Road forms a scenic curve between changes in topography (A.S.I., 2026)



Plate 5: Sawmill Creek flume channel viewed from across the Credit River (A.S.I., 2026)



Plate 6: A sign for Erindale Village over the Dundas Street West Bridge, looking northeast (A.S.I., 2026)

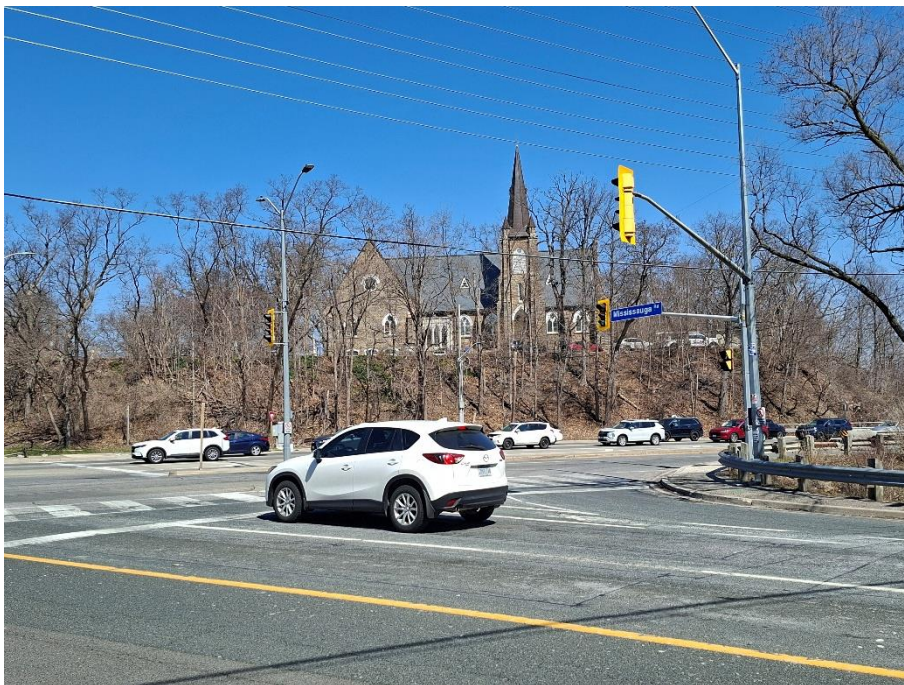


Plate 7: St. Peter's Anglican Church at the corner of Dundas Street West and Mississauga Road (A.S.I., 2026)



Plate 8: View of the Credit River, Sawmill Creek flume channel and subject property looking from Dundas Street West Bridge (A.S.I., 2026)



Plate 9: View from the viewpoint on the Dundas Street West Bridge, looking southeast toward the subject property (A.S.I., 2026)



Plate 10: View of the north riverbank of the subject property taken from the northwest, from trails across the Credit River (A.S.I., 2026)



Plate 11: View of the north riverbank of the subject property, from the trails across the Credit River (A.S.I., 2026)



Plate 12: View of the north riverbank taken from the northeast, from the trails along the north side of the Credit River (A.S.I., 2026)



Plate 13: View of the north riverbank with part of the ridge visible as a peak, taken from the northeast (A.S.I., 2026)



Plate 14: A small watercourse runs to the east of the subject property, with a residential property beyond (A.S.I., 2026)



Plate 15: The residential property east of the subject property beyond the small watercourse (A.S.I., 2026)

3.2 Conditions within the Subject Property

The subject property is accessed through a gate at the southwest of the site (Plate 16 and Plate 17). A gravel driveway (not within the subject property) leads to the site to the west, while the entrance to the subject property has a grass surface. The subject property is primarily an open space with short grass and gravel groundcover.

The subject property slopes slightly downward from west to east, and slopes down steeply at the Credit River to the north. A geological formation forms a ridge at the northeast of the site (Plate 18). The top of the ridge was flattened at an unknown time (indicated through verbal communication with the current property owner), but the landform remains prominent. In 2008, the subject property was converted to an agricultural land use to grow barley but is no longer used for agriculture.

The south, east, and west boundaries of the subject property are bordered by trees, creating a buffer between the site and Mississauga Road, the residential property to the east, and the channelized site to the west (Plate 19-Plate 20). These perimeter trees are primarily deciduous – at the time of field review the trees were bare and the road, residence, and Sawmill Creek channel were faintly visible, though they would be concealed at other times of year.

A cluster of deciduous and coniferous trees is located at the northeast of the site along the riverbank, with small shrubs and saplings (Plate 21). The cluster of trees is located near the residence previously on the site. While no buildings remain at the subject property, there are remnants of an inground concrete swimming pool, concrete pad from a garage, and rubble from the residence (Plate 23-Plate 25). The ruins of the residence, which burned down in the 1970s, were removed in 2006, with only traces remaining at the subject property.

At the north of the subject property, a riverbank slopes down to the Credit River, before the northern boundary of the site which is located at the approximate centreline of the river (Plate 26).



The slope is very steep at the west side of the riverbank, with dramatic geological formations including a narrow curving ridge that rises above the ground plane of the subject property (Plate 27- Plate 31). Small trees grow out of the gravel ridge and riverbank (Plate 32).

The east side of the riverbank slopes more gently; the topography of the east side of the site is lower overall compared to the west. This section of the riverbank has mature trees and a shoreline of rubble and rocks (Plate 33 and Plate 34).

There are views from the subject property to the north, east, and west of the meandering Credit River and the surrounding landscape. To the west, there are also views of the Dundas Street West Bridge and St. Peter's Anglican Church (Plate 35 and Plate 36). To the east, the view captures the curve of the Credit River (Plate 27) and the north view looks to the Credit River directly (Plate 26 and Plate 34). These views can be seen from the high and low sections of the riverbank. There is no trail or public access to the Credit River through the subject property.



Plate 16: Entry to the site at the southwest corner of the subject property (A.S.I., 2026)



Plate 17: Looking east into the subject property at the entrance (A.S.I., 2026)



Plate 18: Looking northeast across the subject property from the entrance, with the ridge visible to the left (A.S.I., 2026)



Plate 19: Looking southwest across the property toward Mississauga Road. The ridge is visible at the right (A.S.I., 2026)



Plate 20: Looking southeast across the property toward Mississauga Road, from the ridge at the north of the site (A.S.I., 2026)



Plate 21: Looking through trees to the Sawmill Creek channel to the west (A.S.I., 2026)



Plate 22: Looking west across the subject property from the northeast. There is a cluster of trees at the north of the site, and a remnant inground pool visible to the right (A.S.I., 2026)



Plate 23: Remnants of an inground swimming pool (A.S.I., 2026)



Plate 24: Concrete previously part of a garage at the subject property (A.S.I., 2026)



Plate 25: Rubble related to the previous residence at the site, running along the eastern side of the subject property (A.S.I., 2026)



Plate 26: Looking north into the Credit River from the top of the riverbank (A.S.I., 2026)



Plate 27: The steep west section of the riverbank, looking east from the west end of the site (A.S.I., 2026)



Plate 28: The steep west section of the riverbank, looking east from the centre of the site (A.S.I., 2026)



Plate 29: The steep west section of the riverbank, looking west from the centre of the site (A.S.I., 2026)



Plate 30: Looking west at the raised ridge on the subject property (A.S.I., 2026)



Plate 31: Looking east along the ridge (A.S.I., 2026)



Plate 32: Trees growing out of the gravelly ridge (A.S.I., 2026)



Plate 33: The east side of the riverbank is treed and has a gentle slope to the Credit River (A.S.I., 2026)



Plate 34: The Credit River from the shallow east side of the riverbank (A.S.I., 2026)



Plate 35: Looking west from the subject property to the Dundas Street West Bridge and St. Peter's Anglican Church beyond (A.S.I., 2026)



Plate 36: The Dundas Street West Bridge, view from the subject property (A.S.I., 2026)

4.0 Associated Cultural Heritage Landscapes

The subject property is located within the Credit River Corridor and Mississauga Road Scenic Route Cultural Heritage Landscapes (C.H.L.s), as identified in the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c). The 2022 *Cultural Heritage Landscape Project* built upon and superseded the previous *Cultural Landscape Inventory* (City of Mississauga, 2005). Because they are located within the C.H.L.s, both 2955 and 2953 Mississauga Road are listed on the City of Mississauga's Heritage Register.

The Credit River Corridor and Mississauga Road Scenic Route are extensive C.H.L.s with overlapping boundaries. The Credit River Corridor C.H.L. follows the Credit River from Port Credit to the north boundary of Mississauga, extending further north than the Mississauga Road Scenic Route, which is a transportation thoroughfare centered on Mississauga Road. As Mississauga Road generally follows the path of the Credit River, the two C.H.L.s overlap significantly.

A boundary map and list of cultural heritage attributes associated with each C.H.L. are included in the following sections, and further documentation is included in Appendices C and D.

The subject property is also adjacent to the Erindale Village C.H.L., which is located to the north of the Credit River at this location. The impact assessment in Section 5.0 comments on potential indirect impacts to this C.H.L.





Figure 10: Location of the subject property in relation to Cultural Heritage Landscapes in Mississauga (A.S.I., 2026)

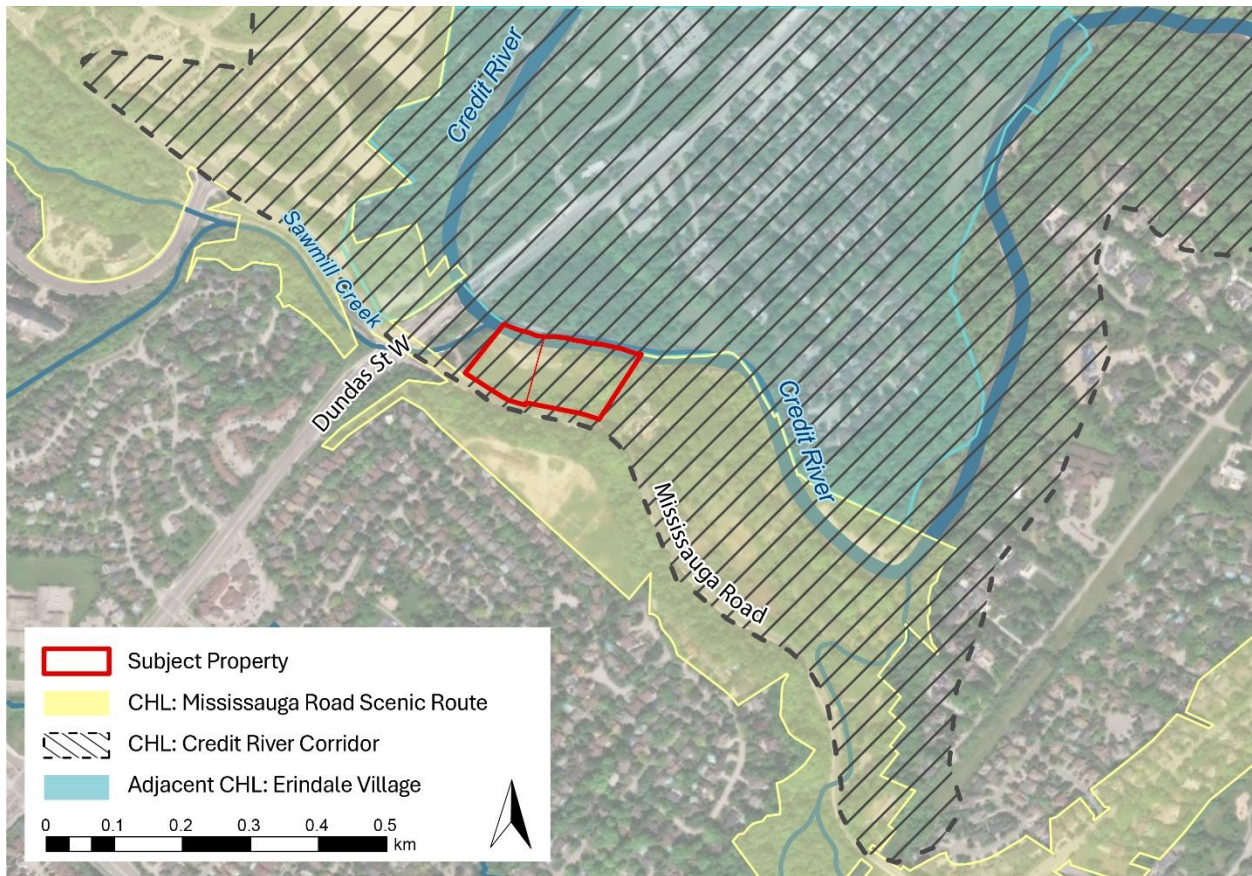


Figure 11: Location of the subject property in relation to Cultural Heritage Landscapes in the area (A.S.I., 2026)

4.1 The Credit River Corridor Cultural Heritage Landscape

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

See Appendix C for the written description of the Cultural Heritage Value, Community Value, Historical Integrity and the list of Cultural Heritage Attributes for the Credit River Corridor C.H.L. The list of Cultural Heritage Attributes is also included below for reference.



Figure 12: Boundary for the Credit River Corridor Cultural Heritage Landscape

4.1.1 Cultural Heritage Attributes

The following attributes are taken directly from the City of Mississauga's Inventory of Cultural Heritage Landscapes (C.H.L.), with the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c).

- 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.



4.2 Mississauga Road Scenic Route Cultural Heritage Landscape

The Mississauga Road Scenic Route C.H.L. includes Mississauga Road from Port Credit to the south side of the 407 (Figure 13). 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.

See Appendix D for the written description of the Cultural Heritage Value, Community Value, Historical Integrity and the list of Cultural Heritage Attributes for the Mississauga Road Scenic Route C.H.L.

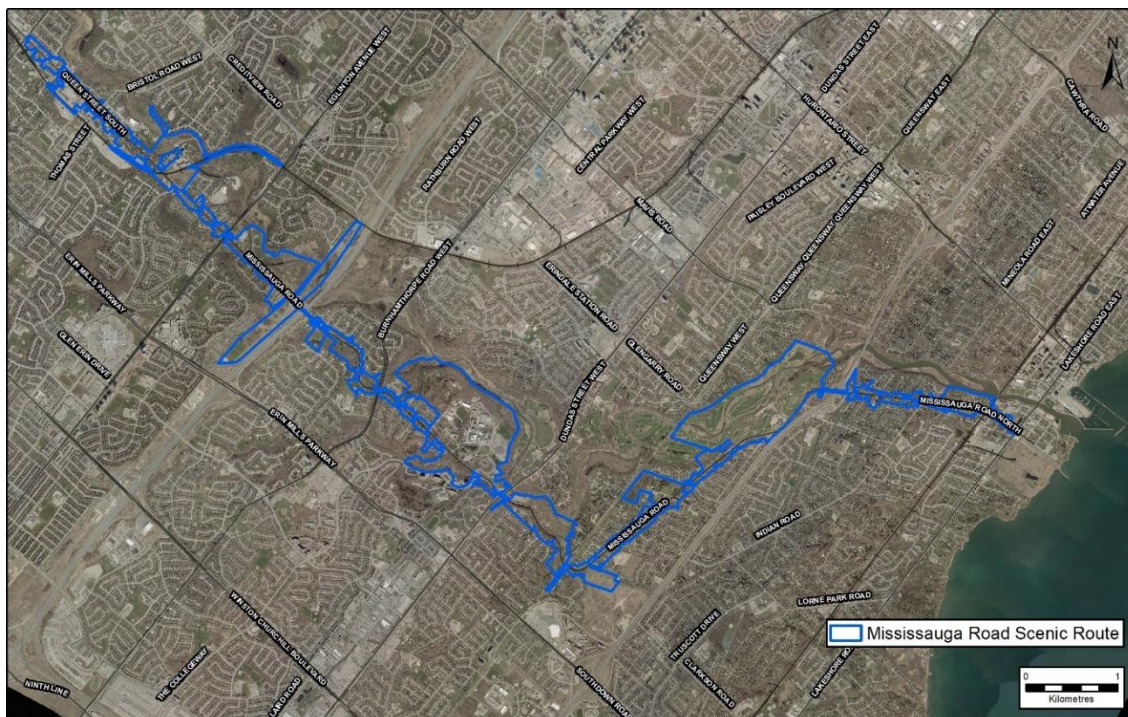


Figure 13: Boundary for the Mississauga Road Cultural Heritage Landscape

4.2.1 Cultural Heritage Attributes

The following attributes are taken directly from the City of Mississauga's Inventory of Cultural Heritage Landscapes , with the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c).

- 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



5.0 Impact of Development or Site Alteration

This section presents a description of the proposed development, an assessment of impacts, mitigation recommendations and a discussion of alternatives.

5.1 Description of Proposed Development

The proposed development for the subject property consists of:

- One 12-storey residential apartment building with 196 residential units;
- One block of three-storey townhouses with 15 units;
- A circular driveway between the two proposed buildings with site access fronting on Mississauga Road (31.81 metres frontage);
- One three-level underground parking lot spanning below both buildings, approximately 4000 square metres per level, with 107 vehicular spaces and 80 bicycle spaces; and
- A proposed new property line, see below for details.

The proposed development will also involve the removal of:

- Remnants of the inground pool and concrete pad from a former garage associated with the previous residence at the site; and
- 32 trees, including 22 trees in good to fair health.

Overview 3D renderings, a site plan, and all elevations of the proposal are included below (Figure 14-Figure 18)¹.

¹ It was confirmed via email communication on April 9, 2026, with Paula Wubbenhorst, Heritage Planner at the City of Mississauga that a streetscape elevation was not necessary for the submission of this H.I.A. Given the topography and winding nature of Mississauga Road, a streetscape elevation would not be the clearest way to capture how the proposed development would be experienced at the streetscape level.



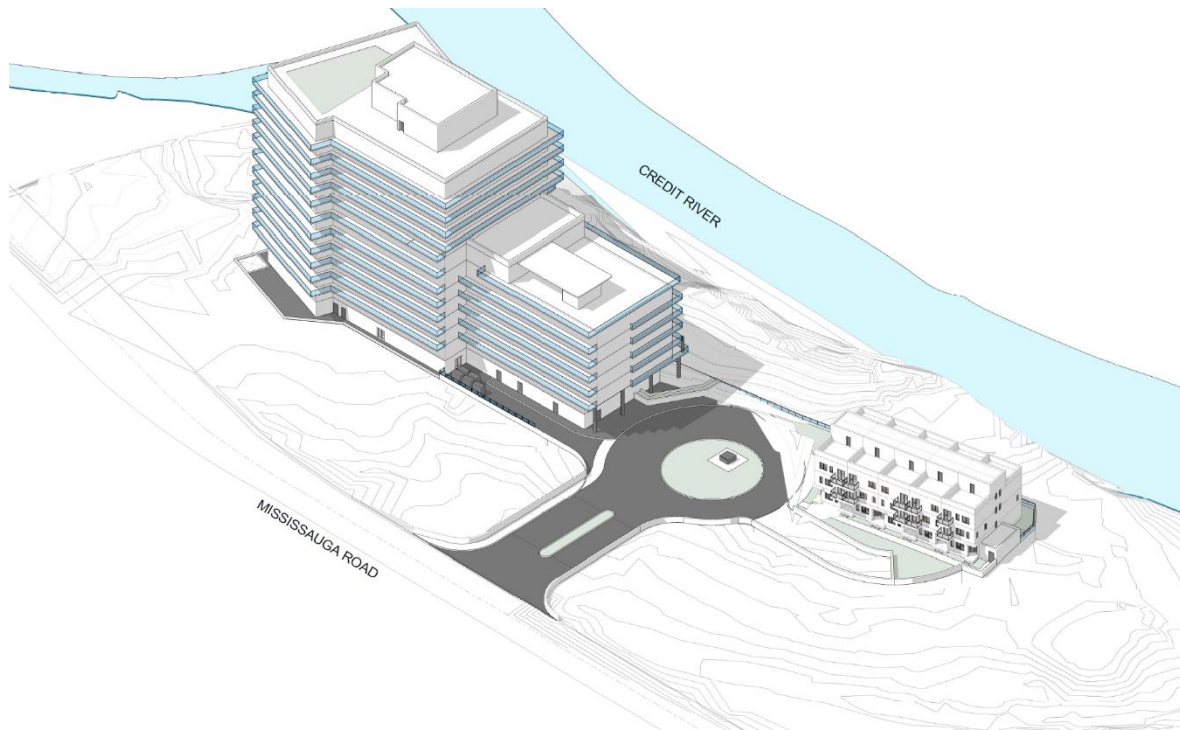


Figure 14: 3D site overview looking northwest (Caricari Lee Architects, 2026)

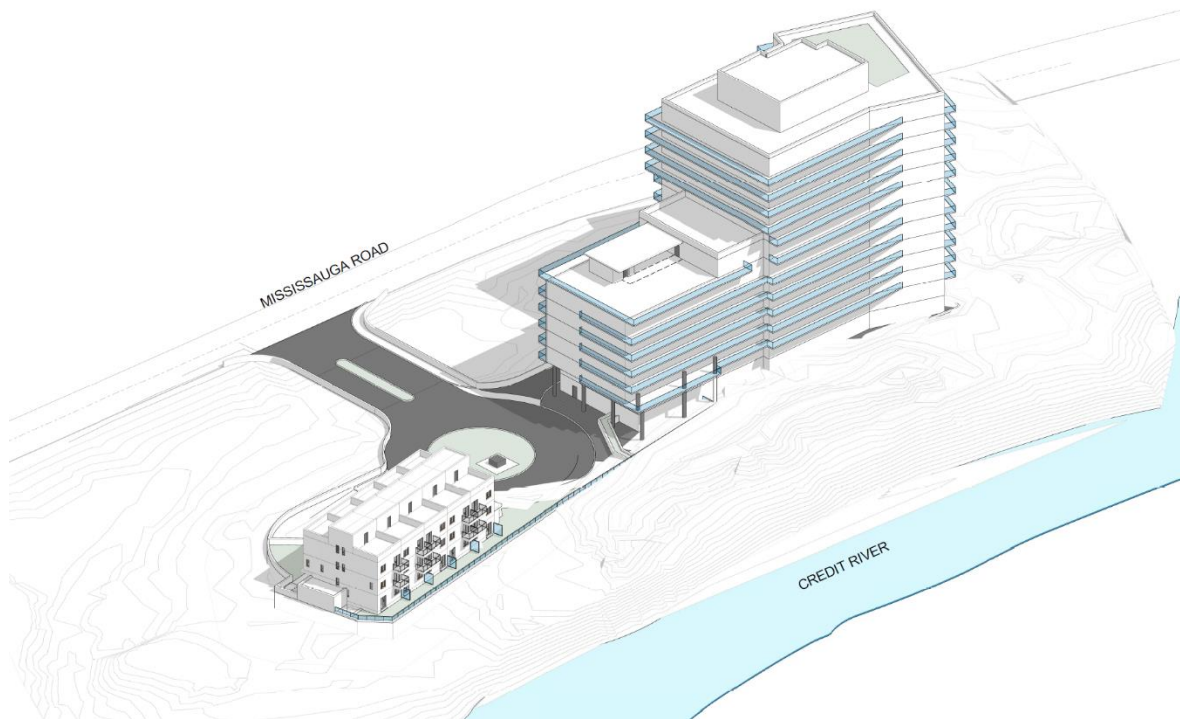


Figure 15: 3D site overview looking southwest (Caricari Lee Architects, 2026)

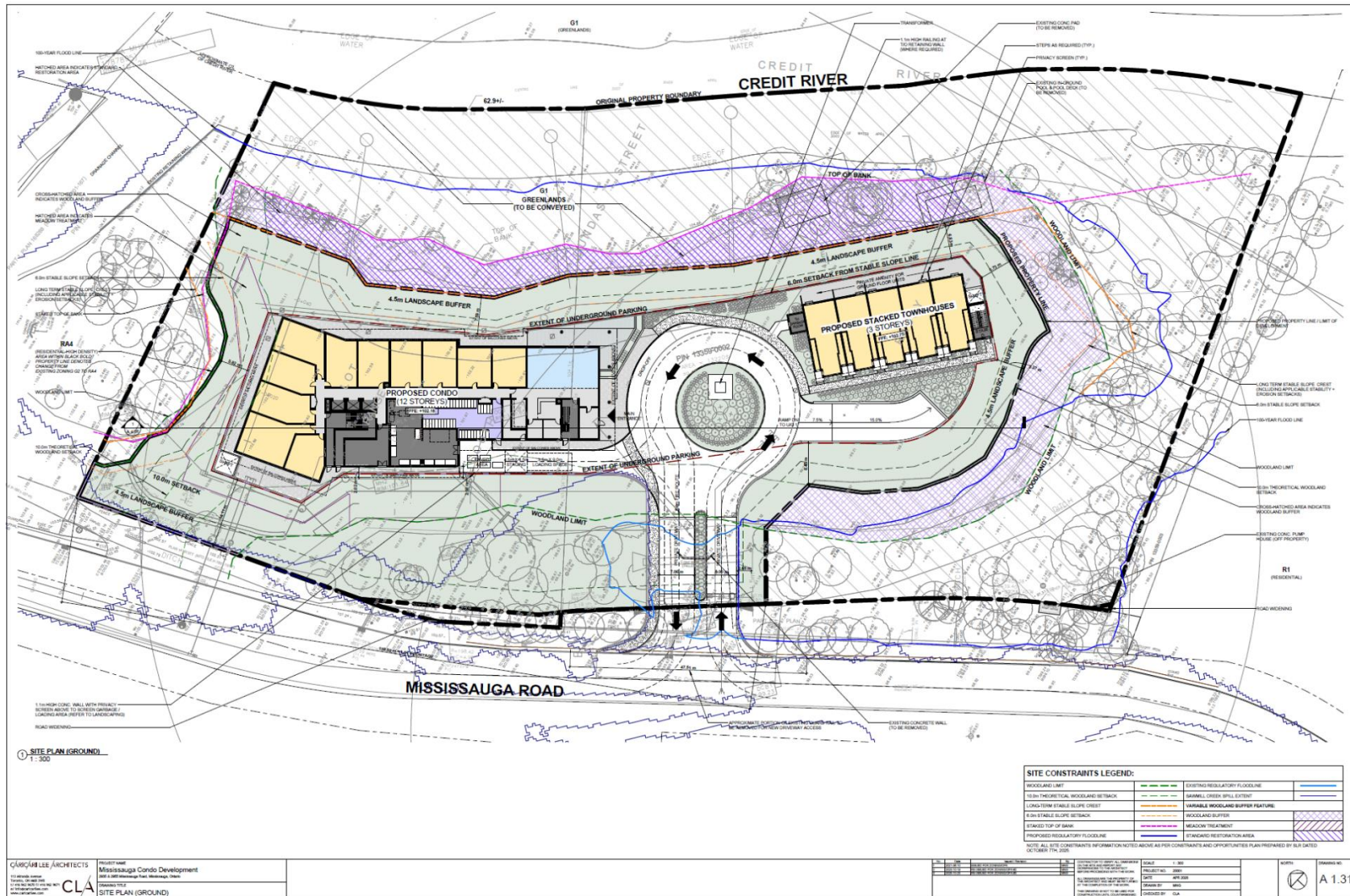


Figure 16: Site plan at ground floor (Caricari Lee Architects, 2026)



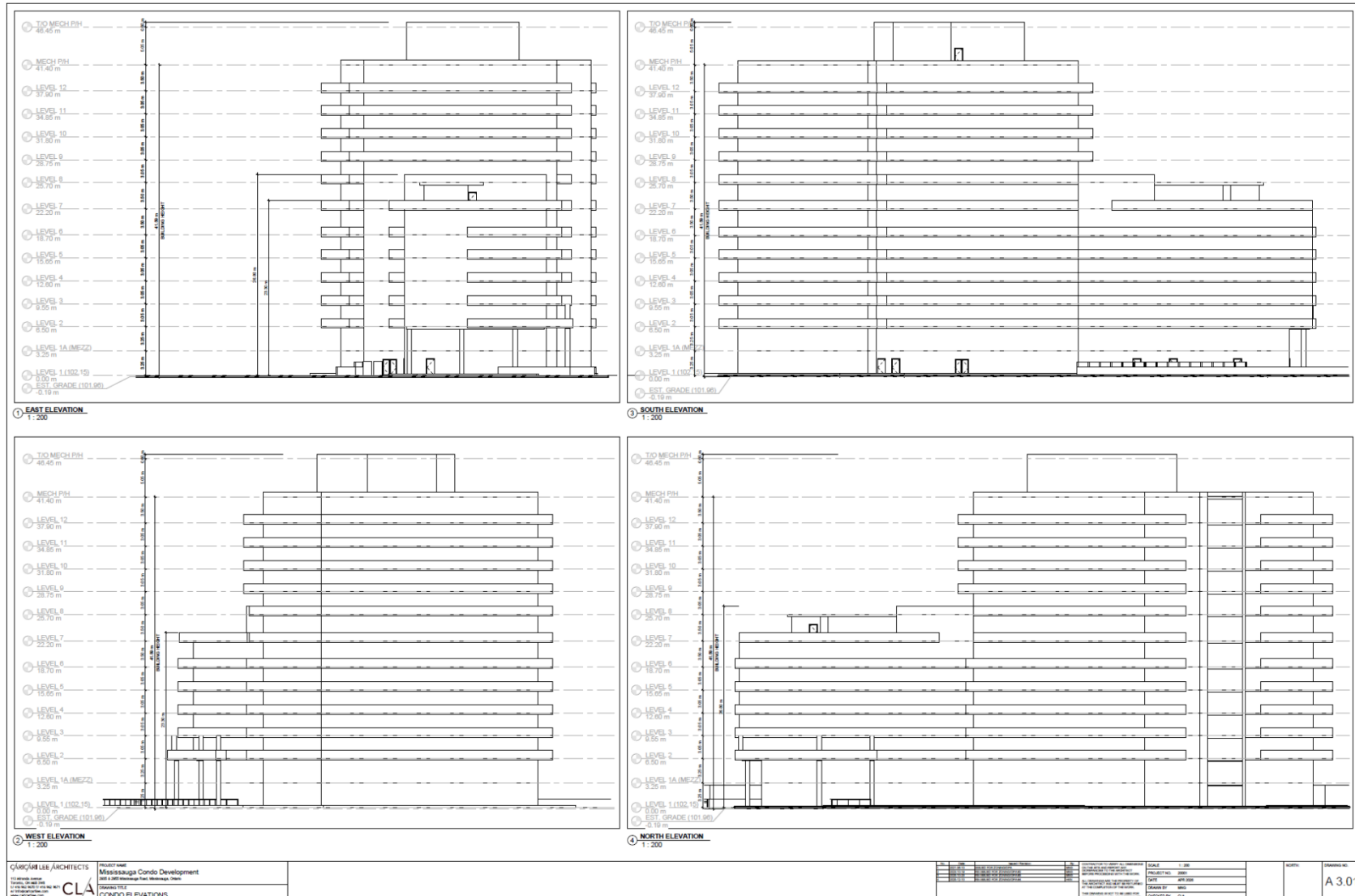


Figure 17: Elevations of the proposed 12-storey tower (Caricari Lee Architects, 2026)



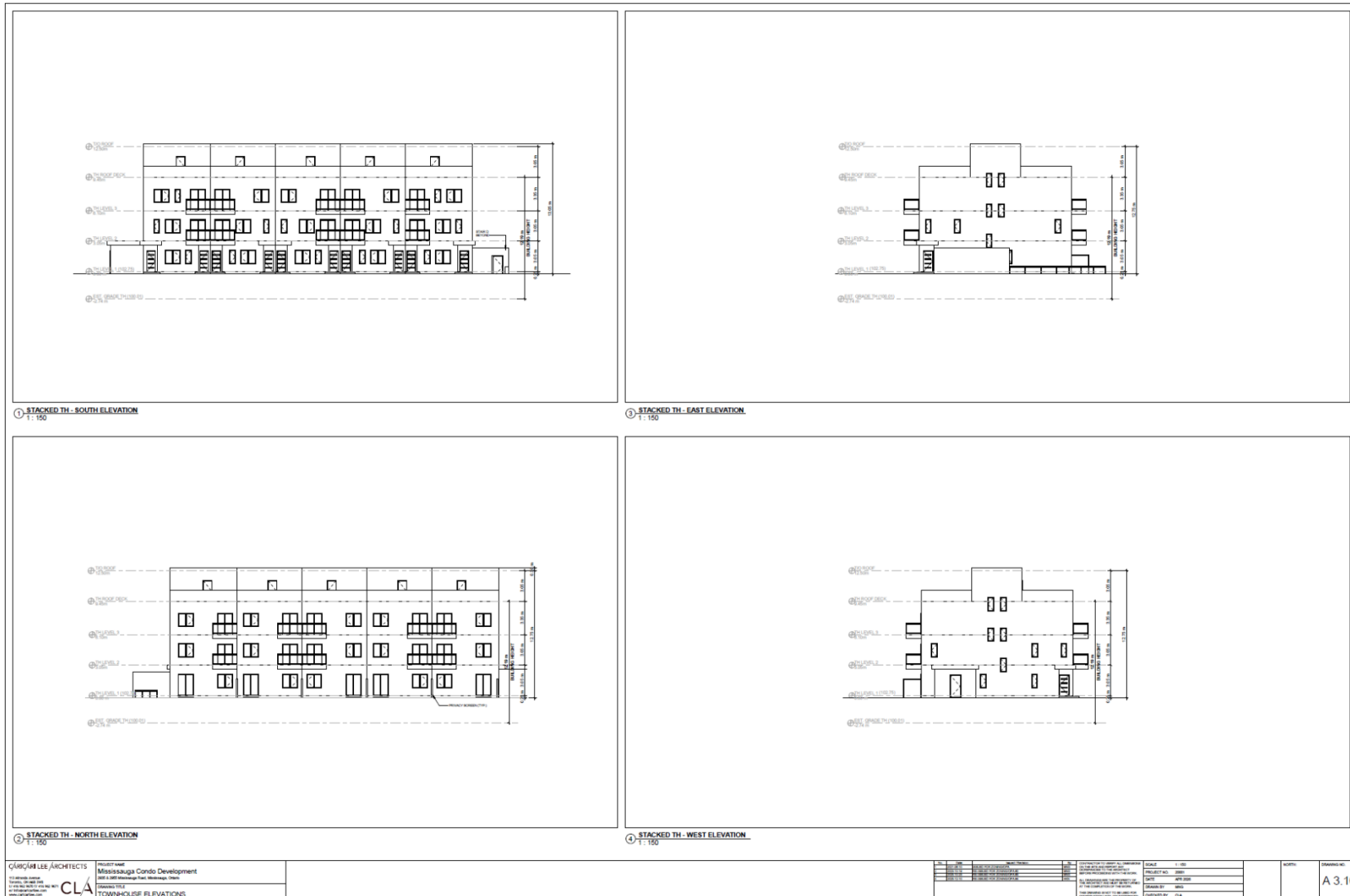


Figure 18: Elevations of the proposed townhouse block (Caricari Lee Architects, 2026)

5.1.1 Proposed Official Plan and Zoning By-law Amendment

To facilitate the proposed development, the Official Plan Amendment seeks to redesignate the lands from Greenlands to Residential High Density (Figure 19), and to introduce site-specific policies permitting increased building height and the inclusion of standalone townhouse dwellings. As expressed in the previous H.I.A., ownership of the portion of the site that will retain Greenlands zoning will be transferred to the City of Mississauga:

The development proposal would convey approximately one half of the subject lands to the City of Mississauga to ensure long term protection of these Greenbelt lands (Heritage Resources Consulting, 2021, p. 19).

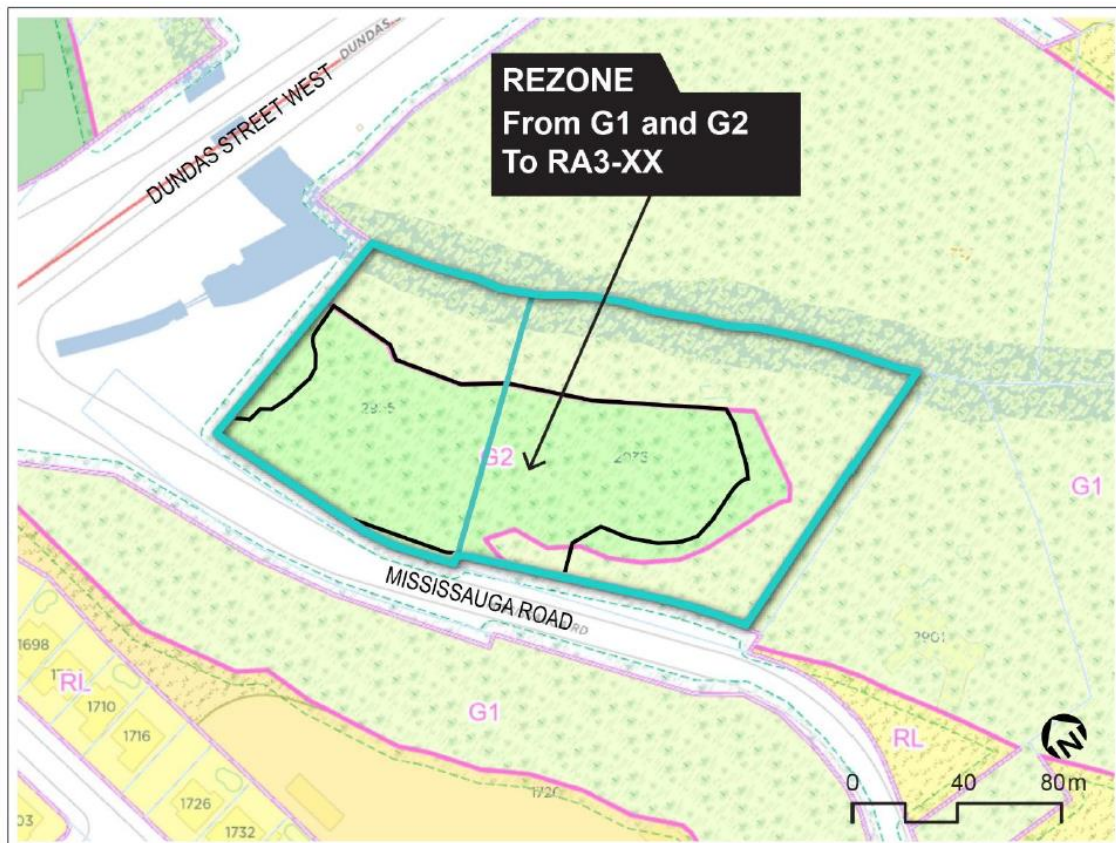


Figure 19: Diagram from proposed zoning by-law amendment, the black outline is the proposed development area and new property line, with the remaining lands to retain Greenlands zoning.

5.1.2 Summary of Changes to Vegetation

129 individual trees were recorded on site. Of these, 87 are proposed to be retained and 32 are proposed to be removed. Of the 32 removals, 22 are of trees in good to fair health that are within the footprint of the proposed development, one tree is in poor or dead condition and within the proposed footprint, and the remaining 9 are dead ash trees proposed to be removed due to their condition.

The 22 healthy trees to be removed are indicated on the plan below in red, with the 87 trees to be retained in green (Figure 20). The trees proposed for removal are largely around the proposed entry driveway, or close to the south elevation of the proposed tower, at the rear of the stand of trees facing Mississauga Road. Two trees are highlighted on the plan in yellow as being proposed for retention but facing potential damage due to the proposed works.

The full arborist report is included in Appendix E.

A vegetative buffer is proposed around the development to transition between the residential structures and the Greenlands area (**Error! Reference source not found.**). The west side yard, adjacent to the proposed tower, will be 8.80 metres at its narrowest point and contains a path and landscaping to the property line which generally aligns with the Woodland Limit (Figure 22). A 4.5 metre landscape buffer (**Error! Reference source not found.**) is proposed along the inside of the north, east and southeast property line, and additional landscaping is proposed beyond the proposed property line to the Woodland Limit and Top of Bank. Along the southwest, a landscaped buffer is proposed between the constructed areas and the Woodland Limit and to the property line at the southwest corner.



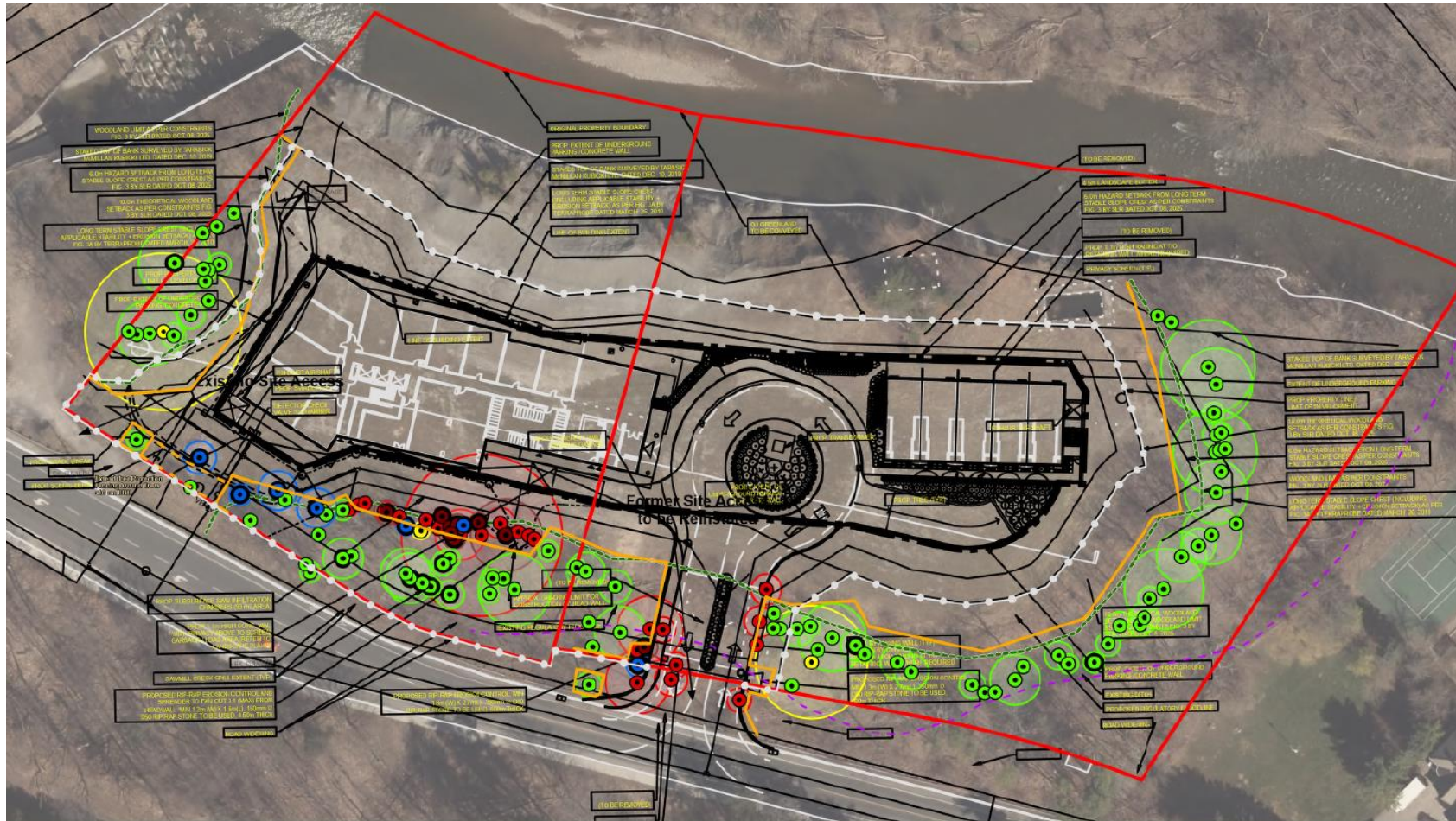
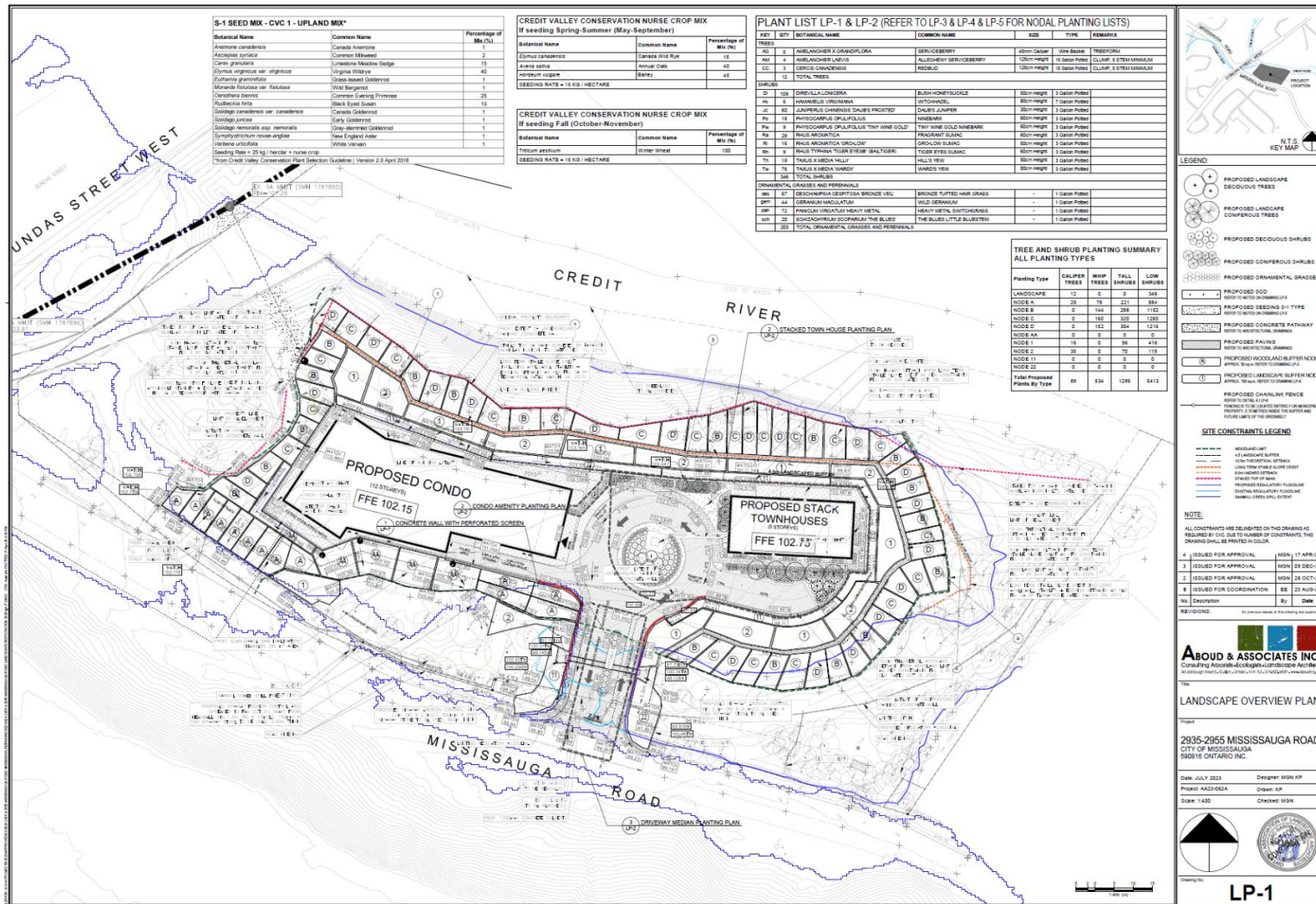
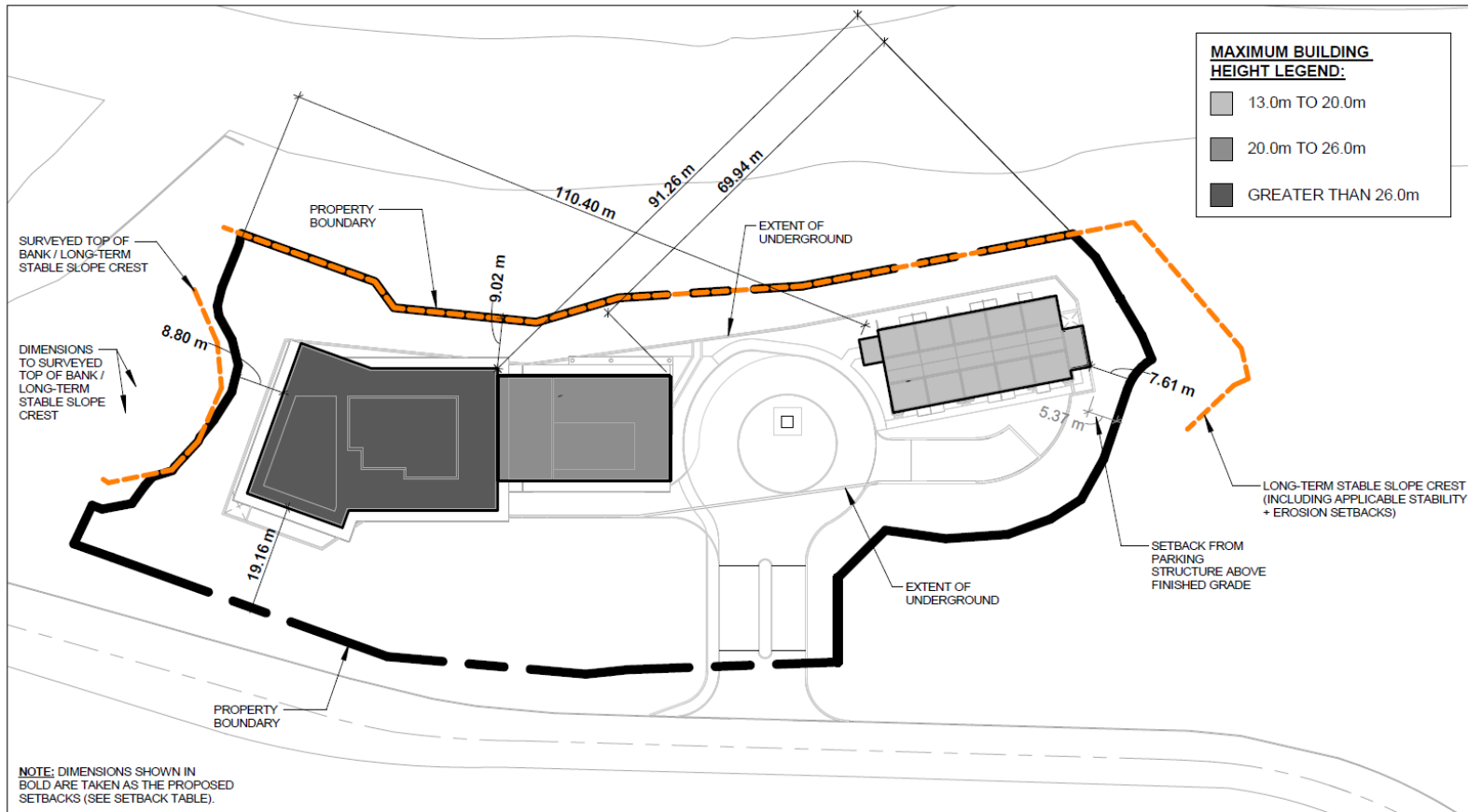


Figure 20: Tree protection plan (SLR Consulting (Canada) Ltd., 2025)





② **HEIGHT & SETBACK DIAGRAM**
1 : 1000

Figure 22: Side yard setbacks around the proposed buildings (Caricari Lee Architects, 2026)

5.1.3 Summary of Changes to Topography and Grading:

The area being rezoned to Residential High Density (see Section 5.1.1) will be subject to regrading as part of the proposed development, including the excavation of a portion of the area for a three-level underground parking garage.

The area designated for the proposed driveway will require backfilling, as a former creek bed has formed a shallow valley along Mississauga Road. The former concrete swimming pool, located in the northeast portion of the site, will also require backfilling once removed from the site. Specifications on infilling the decommissioned pool have been included in an updated Slope Stability Review for the site (Englobe Corporation, 2025) to prevent any potential erosion of the riverbank in that area (Figure 24).

The geological formation located along the west side of the riverbank, within the northwest corner of the site, is not included in the regrading anticipated for the development of the site. The 2025 Slope Stability Review provides the location of long-term stable slope crests for the formation and concluded that the proposed development could be constructed safely and should not adversely affect the existing overall stability of the valley slope (Englobe Corporation, 2025). The letter also provides recommendations on site drainage, temporary fencing to be used during construction, and directions on plantings and vegetation to further protect the existing geological formation (Englobe Corporation, 2025).



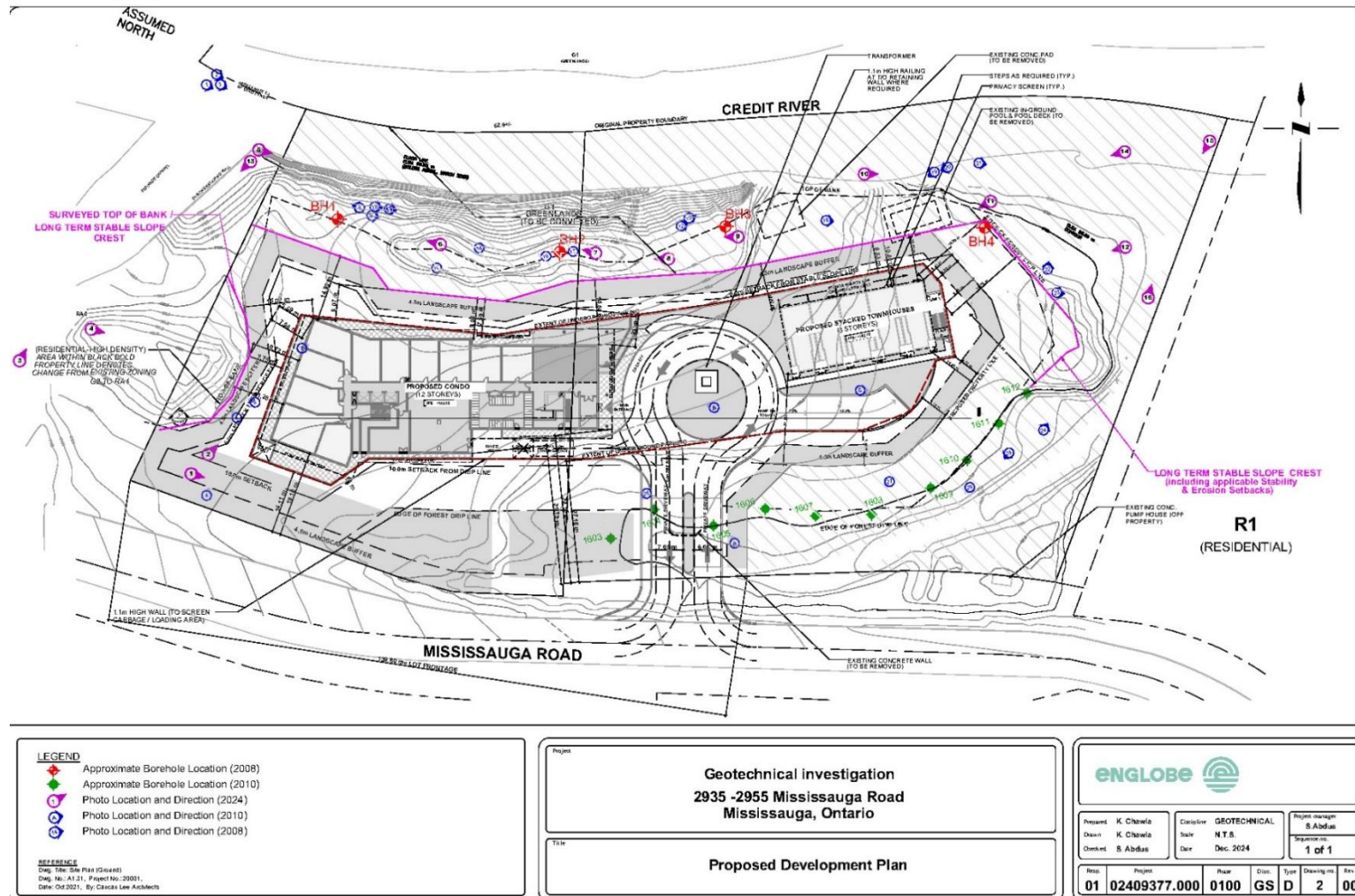


Figure 24: Geotechnical investigation plan showing the extant site topography and the long-term stable slope crest of the geological formation on the north side of the site (in pink) (Englobe Corporation, 2024)



5.2 Impact Assessment

To assess the potential impacts of the proposed works on the cultural heritage value of the Credit River Corridor and Mississauga Road Scenic Route Cultural Heritage Landscapes (C.H.L.s), a range of possible impacts were considered against the cultural heritage attributes identified in the *Conserving Heritage Landscapes – Cultural Heritage Landscape Project* (Archaeological Services Inc., 2022a, 2022b, 2022c) and listed in Section 4.0. Possible impacts include:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

The results of the impact assessment are based on the description of the project works provided by the client. The impact assessment considers possible direct adverse impacts, indirect adverse impacts, and positive impacts.



5.2.1 Potential Impacts to the Credit River Corridor C.H.L.

Identified Cultural Heritage Attributes associated with the Credit River Corridor C.H.L. located within the site that are anticipated to be potentially negatively impacted by the proposed work are discussed below.

Destruction of any, or part of any, significant heritage attribute or feature are not anticipated, as the proposed development is planned for areas that do not contain identified Cultural Heritage Attributes. There is potential that the Cultural Heritage Attribute associated with the scenic quality of the natural environment, including the river and vegetation of the Valley, may be impacted by the proposed work, as the height of the 12-storey residential apartment building will be visible from the river corridor and may not be considered compatible with the appearance of the environment. However, the proposed development will not destroy or interfere with the meander of the river or the vegetation located along its bank, as they are within the Greenlands zoning.

A sun shadow study report of the proposed development determined that shadow impacts on the public realm and neighbouring properties are minimal (Caricari Lee Architects, 2025). The report acknowledged that the shadows created by the new development would be greater than the existing conditions, however, those shadows produced would have limited impact on the surrounding context.

Isolation of a heritage attribute from its surrounding context is not anticipated, as the proposed development is occurring beyond the river corridor and vegetation, which is contained within the zoned Greenlands. The combination of steep valley walls created by geological formations, meandering river, scenic quality of the natural environment, including river and vegetation will continue to be integrated and experienced collectively.

The proposed development will be visible from the Credit River corridor, particularly the 12-storey residential apartment, however, the structures are located beyond the natural and environmental features that define and characterize the river valley. The identified viewpoint from the Dundas Street



West Bridge along the river corridor is not anticipated to be impacted by the proposed development, as the new construction will not obstruct or impede the views of the meandering river, geological formation or vegetation along the riverbank.²

The rezoning from Greenlands to Residential High Density zoning for the central portion of the property where the proposed development is planned may potentially have an impact on the identified Cultural Heritage Attributes within the project site, as it would result in a change in land use. However, identified Cultural Heritage Attributes are located within an area determined to remain Greenlands zoning, and, therefore, are anticipated to be minimally impacted by the proposed rezoning.

The area where the planned development will occur will be subject to regrading, but the limits of any changes to the existing grading will extend only to lands rezoned as Residential High Density. Zoned Greenlands, where the geological formations and vegetation along the Credit River are located will not be subject to regrading. Previous Stage 1 and 2 Archaeological Assessment of the site, conducted by A.S.I. in 2021, determined there is no archeological potential within the two properties. As a result, construction-related land disturbance from the proposed development is not anticipated to impact an archeological resource. There is potential for negative impacts to the steep valley walls and geological formations along the river if the new construction changes the drainage patterns on site, which could lead to erosion.

² Note: A view of St. Peter's Anglican Church, located north of the subject site, from Erindale Village along Dundas Street West is an identified Cultural Heritage Attribute within the Erindale Village C.H.L. in the City of Mississauga's Cultural Heritage Landscape Inventory. The site visit conducted by A.S.I. on April 8, 2026 confirmed that it is not anticipated that this view would be impacted by the proposed development at 2935 & 2955 Mississauga Road.



5.2.2 Potential Impacts to the Mississauga Road Scenic Corridor C.H.L.

Identified Cultural Heritage Attributes associated with the Mississauga Road Corridor C.H.L. located within the site that are anticipated to be potentially negatively impacted by the proposed work are discussed below.

The removal of mature trees and vegetation through the introduction of a new driveway as part of the proposed development has the potential to impact that Cultural Heritage Attribute identified within the site. The existing vegetative buffer located along Mississauga Road within the site is planned to remain. The addition of a driveway is compatible with the historic fabric and appearance of the corridor, as access to other properties from the roadway are present. Additionally, the location of the proposed driveway aligns with the location where a driveway was former located on the property in the mid-twentieth century (Figure 7 in Section 2.4). The driveway and other proposed changes to the site are not anticipated to alter the use of Mississauga Road as a public transportation route, its winding quality, or the undulating topography that the roadway follows.

A sun shadow study report of the proposed development determined that shadow impacts on the public realm and neighbouring properties are minimal (Caricari Lee Architects, 2025). The report acknowledged that the shadows created by the new development would be greater than the existing conditions, however, those shadows produced would have limited impact on the surrounding context.

Isolation of a heritage attribute from its surrounding context is not anticipated, as the proposed development is occurring beyond the road corridor and vegetation, which is contained within the zoned Greenlands. The combination of winding roadway, mature trees and natural vegetation, and undulating topography will continue to contribute to the scenic quality of Mississauga Road in the location of the proposed development.



The proposed development will be visible from Mississauga Road, particularly the 12-storey residential apartment, however, the structures are located beyond the mature trees and vegetative row located along the roadway. The new development will not obstruct views of the vegetation along the roadway or scenic views within the corridor.

The rezoning from Greenlands to Residential High Density zoning for the central portion of the property where the proposed development is planned may potentially have an indirect impact on the identified Cultural Heritage Attributes within the project site, as it would result in a change in land use. However, a portion of the Greenlands zone will remain along the frontage of Mississauga Road, maintaining its current vegetative quality and the identified Cultural Heritage Attributes within that area.

The area where the planned development will occur will be subject to regrading, but the limits of any changes to the existing grading will extend only to lands rezoned as Residential High Density. Within the Mississauga Road Scenic Corridor, regrading is anticipated to occur where the new driveway is planned, as the area will likely require backfilling. As a result, construction-related land disturbance from the proposed development is expected to be minimal. There is potential for indirect impacts to the mature trees and vegetation along the roadway should a change in drainage alter the moisture level in the soil. Previous Stage 1 and 2 Archaeological Assessment of the site, conducted by A.S.I. in 2021, determined there is no archeological potential within the two properties that form the site.

5.3 Mitigation

An assessment of alternative development approaches and mitigation measures that are being undertaken or should be considered in order to avoid or limit the negative impact on the Cultural Heritage Attributes identified within the site are detailed below. Methods of minimizing or avoiding negative impact on a cultural heritage resource and its attributes as stated in the Ontario Heritage Tool Kit (InfoSheet #5, Ministry of Culture) include, but are not limited to:



- Alternative development approaches
- Isolating development and site alteration from significant built and natural heritage features and vistas
- Design guidelines that harmonize mass, setbacks, setting and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

Given the physical constraints of the site and the number of units planned for the development, there are limited alternative approaches that can be taken to re-orient, re-locate, or re-scale the current site designs. The current site plans indicate measures have already been undertaken to manage negative impacts, including providing a suitable setback that allows a buffer for landscape design and vegetative buffer along Mississauga Road, orienting the buildings at an angle to indicate a transition into an urban context, and locating the highest point of the proposed development towards the west end of the property in proximity to Dundas Street West which has a context of higher-density buildings compared to the Mississauga Road corridor. Additionally, surface parking has been reduced through the planned incorporation of underground parking.

While the planned 12-storey tower will be visible from both Cultural Heritage Landscape corridors, its location within the site does not isolate identified Cultural Heritage Attributes, interrupt identified views, or create shadows that are anticipated to have major indirect impacts to the surrounding area. Any considered alternative to reduce visibility, which is currently not anticipated to negatively impact the overall character of the area or identified Cultural Heritage Landscapes (C.H.L.s), should be considered against the other growth and density targets achieved with the current plan.

The proposed driveway location is anticipated to impact the vegetation currently located along Mississauga Road, as tree removals will be required. To minimize impacts to this vegetative area, the proposed driveway has been located at a former access point for the property, aligning with the historical



land use for the property. Further, an arborist report has been conducted and a planned vegetative buffer incorporated into the plans for the site so that the natural environment and scenic quality of Mississauga Road is maintained where the property is located. Additionally, the central location of the proposed driveway provides access to both the apartment tower and townhouses, reducing the need for multiple driveways or access points, which would provide greater disruption to the vegetative buffer along Mississauga Road.

Beyond the alternative development approaches being undertaken, the mitigation measures have been identified to reduce, limit or eliminate the anticipated potential direct and indirect impacts to the identified Cultural Heritage Attributes within the Credit River Corridor C.H.L. and the Mississauga Road Scenic Route C.H.L. These measures are presented as recommendations in Section 6.0.



6.0 Recommendations

As the site does not contain any built features, an evaluation using Regulation 9/06 of the *Ontario Heritage Act* is not required. However, the site is located within two Cultural Heritage Landscapes (C.H.L.s) within the City of Mississauga's Inventory of Cultural Heritage Landscapes. Cultural Heritage Attributes located within the site that are associated with the Credit River Corridor C.H.L. and the Mississauga Road Scenic Route C.H.L. have been identified within this Heritage Impact Assessment (H.I.A.). Potential direct or indirect impacts to the identified Cultural Heritage Attributes as a result of the proposed site development have been assessed, and mitigation measures provided to limit the impacts to the identified attributes. As the identified Cultural Heritage Attributes are largely contained within land zoned as Greenlands and will not be developed as part of the proposed changes to the site, there are minimal impacts anticipated to the cultural heritage value of both the Credit River Corridor C.H.L. and the Mississauga Road Scenic Route C.H.L. The mitigation measures included in this H.I.A. are designed to support the conservation of the C.H.L.s and their identified Cultural Heritage Attributes through avoidance measures, ecologically sensitive site planning, and site monitoring, ensuring that their cultural heritage value is retained.

Mitigation measures that are recommended include:

- Establish fencing and no-go zones to avoid damage and/or disturbance to the geological formation along the bank of the Credit River;
- Staging and construction should be suitably planned and executed to ensure that unintended negative impacts to the identified cultural heritage attributes within the property;
- Continue to limit construction-related activity to the areas to be re-zoned as Residential High Density, avoiding any alterations to the Greenlands zoned areas;



- Provide construction crews with information about the identified Cultural Heritage Attributes located within the site, as well as instructions on avoidance of destruction or damage to any of the attributes;
- Continue to monitor slope stability of the riverbank, using existing slope stability data as a baseline;
- Encourage and enhance the vegetative and treed areas of the Greenlands zoning to provide a natural buffer surrounding the planned development that will support the character of both C.H.L.s and serve to limit visibility of the new development from both the river and road corridors;
- Ensure the building is setback from Mississauga Road allows for the implementation of a comprehensive landscape and restoration planting program, in order to maintain the scenic character of Mississauga Road.
- Within the planned vegetative buffer surrounding the proposed new construction, incorporate native plant species that will conserve the existing ecosystem and natural habitats within the surrounding area. Potentially invasive species should be avoided;
- Incorporate a drainage plan that will support the continued growth and health of the mature trees and vegetation on the site, particularly within the vegetative area along Mississauga Road;
- Consider scale and massing of the proposed development, siting the tallest element(s) of the planned mid-rise apartment tower towards Dundas Street West, where there are contextually higher-density buildings compared to the Mississauga Road corridor;
- Orient buildings on an angle within the site, rather than following a traditional north/south or east/west orientation, to indicate a transition to an urban context and scale; and,
- Incorporate materials into the design of the new buildings that reflect and/or are compatible with the environment and natural setting, such as wood cladding and/or masonry as reference to the surrounding forested areas and the rocky riverbed and stratigraphy of the gravely geological formation.



Should the proposed development for the site change, particularly if there is an alteration to the boundary of the planned re-zoning of the Residential High Density area, a qualified heritage professional should be consulted to conduct an updated H.I.A. to evaluate the change and potential impacts to the Cultural Heritage Attributes within the site.

This H.I.A. should be sent to Heritage Planning staff at the City of Mississauga for review and approval.



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Appendix A: Qualified Persons Involved in the Project

Annie Veilleux, M.A., C.A.H.P.

Senior Cultural Heritage Specialist, Manager, Cultural Landscape & Community Planning - Cultural Heritage

The Senior Project Manager for this Cultural Heritage Report is **Annie Veilleux** (M.A., C.A.H.P.), who is a Senior Cultural Heritage Specialist and Manager of Cultural Landscape & Community Planning, Cultural Heritage Practice Area. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Annie is academically trained in the fields of cultural landscape theory, historical research, archaeology, and collections management and has over twenty years of experience in the field of cultural heritage planning and management. This work has focused on the identification and evaluation of cultural heritage resources, both above and below ground. Annie has served as Senior Project Manager and Cultural Heritage Specialist on numerous built heritage and cultural heritage landscape assessments, heritage recordings and evaluations, and heritage impact assessments as required for Environmental Assessments and Planning projects throughout the Province of Ontario. She has extensive experience leading and conducting research for large-scale heritage planning studies, heritage interpretation programs, and projects requiring comprehensive public and Indigenous engagement programs. Annie is a trained facilitator with IAP2 certification.

Meredith Stewart, M.A., M.S.c., C.A.H.P. Intern

Cultural Heritage Specialist, Project Manager - Cultural Heritage

The report writer for this report is **Meredith Stewart** (M.A., Art History, M.S.c., Historic Preservation), who is a Cultural Heritage Specialist within the Cultural Heritage Practice Area. She was responsible for preparing and contributing research and technical reporting. Meredith's work as a cultural heritage



professional has focused on historical research, large-area studies, and survey work. Meredith holds a M.A. in Art History from Carleton University, where she focused on architectural history and the built environment, and graduated with a M.S.c. in Historic Preservation from the School of the Art Institute of Chicago. Meredith utilizes her knowledge of architectural history and building materials in the identification and evaluation of heritage buildings and structures. Meredith is an Intern member in good standing of the Canadian Association of Heritage Professionals.

Elizabeth Antczak, M.Arch., Building Conservation Analyst – Cultural Heritage

The report writer for this report is **Elizabeth Antczak** (M.Arch.), who is a Building Conservation Analyst within the Cultural Heritage Practice Area. They were responsible for preparing research and technical reporting. Their role as a Building Conservation Analyst at A.S.I. involves background research, assessment, and evaluation of cultural heritage resources in Ontario, with a focus on architectural attributes. Elizabeth has over a decade of combined academic and workplace experience in architecture, having worked at design firms on projects across a range of scales, from large infrastructure projects to single family residential, as well as in the field of architectural salvage, deconstruction, and material re-use.



Appendix B: Land Use History from 2021 Heritage Impact Assessment

2935 & 2955 MISSISSAUGA ROAD, MISSISSAUGA HERITAGE IMPACT ASSESSMENT

SITE HISTORY

The following overview traces the evolution of the property now identified as 2935 and 2955 Mississauga Road, City of Mississauga.

PRE-SETTLEMENT TO 1821

By the end of the 17th century much of what is now southern and south-western Ontario was occupied by the Ojibwa who pushed the Iroquois Confederacy south of the Lower Great Lakes during these years. The Credit River valley and a large tract of territory around it became the traditional hunting lands of the Mississauga, part of the larger Ojibwa cultural group early in the 18th century.² Here, at the mouth of the Credit River, the Mississauga met French traders and began exchanging furs for European manufactured goods. It is said that the name of the river derives from the willingness of the French to extend credit to their native partners, a gesture of good will by and no doubt an economic benefit for the French.

By the 1780s settlers began to stream into what would become Upper Canada, and eventually Ontario. The first arrivals were refugees of the American Revolution, the United Empire Loyalists, and they settled mostly in the eastern portion of the territory and in the Niagara Peninsula. In 1791 Upper Canada was established as a separate colony and two years later its first Lieutenant Governor, John Graves Simcoe, had a road cut through the western lands. This was Dundas Street which runs in an east-west direction near the subject property and remains a major transportation artery to this day.

In the first years of the 19th century it was becoming clear that European settlement was only going to increase along lakes Ontario and Erie. In 1805 the Mississauga sold their lands around the Credit River, retaining a reserve on the river and a one-mile wide stretch of land on either side of the river for fishing and hunting.³ The Mississauga Purchase in the southern half of Toronto Township was surveyed by Samuel Wilmot.⁴ Further sales took place in 1818 and 1820, an indication of the unrelenting tide of newcomers seeking farmland and establishing communities. The following maps show the Mississauga lands, both the areas ceded and those for a time retained. The one-mile wide strip of land on either side of the Credit River was also ceded in the 1820 treaties but would remain largely unsettled for another quarter century. The maps also show the first survey boundaries established after the Mississauga People surrendered their treaty land along both sides of the Credit River.

In 1826 Thomas Racey, a veteran of the War of 1812 and a merchant in the Niagara area, persuaded the government at York [Toronto in 1834] to provide him with a grant of over 1,600 acres straddling Dundas Street and the Credit River. Racey in turn promised to build mills at the confluence of Dundas Street and the Credit River to attract new settlers to whom he would offer 50 acre grants in his domain. Racey's plans failed when he was unable to interest settlers in his

² Mississauga Heritage Web Site, Aboriginal Culture; <http://www.heritagemississauga.com/page/Aboriginal-Culture>.

³ Kathleen A. Hicks, *Port Credit: Past to Present* (Mississauga Library System: Mississauga, ON, 2007), p. xiii.

⁴ D. B. Simpson, "Major Samuel Street Wilmot," *Association of Ontario Land Surveyors*, <https://www.aols.org/sites/default/files/Wilmot-S.S.pdf>, pp. 108-11.

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scheme and could not make the first payment on his land which was shortly returned to Crown control. The nearby village, once called Springfield and then Credit, is now known as Erindale.



Figure 4 *Lands along the Credit River surrendered by the Mississauga, 1818 and 1820, detail. The arrow indicates the location of our property. (Library and Archives Canada [hereafter LAC], National Map Collection [hereafter NMC], 13121.)*

1821 TO 1946

Lot 3, Conc. Range 1 SDS which contains most of our property of interest was patented to Samuel Smith and other as trustees in 1821. In 1867 a portion of this lot was sold to John Wilson for \$1,500 and, in 1877, was again sold to William James Devline [Devlin] for \$3,800. This lot was once more sold first to John Wilson in 1890 and then to Edward W. Pollock in 1902. Pollock in turn sold the land to James Leith Ross in 1909 and it remained in the Ross family until 1946 when it was sold to members of the Oughtred family. The Oughtred family sold a portion of this land including what is now 2935 and 2955 Mississauga Road to Eleanor M. Gravely and William H. Gravely for \$50,000.



Figure 5 Detail of the Tremaine Map of 1859 showing the location of our property and Sawmill Creek which then ran through it. (McGill Map Project; <https://digital.library.mcgill.ca/countyatlas/searchmapframes.php>.)



Figure 6 Detail of 1877 Historical Atlas of Peel County showing location of our property. (Internet Archive; <https://archive.org/details/illustratedhisto00popeuft/page/24/mode/2up>.)

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1946 TO 2020

2935 Mississauga Road

In 1959 Eleanor and William Gravely sold some of their land, now 2935 Mississauga Road, to Joan Eleanor Robinson for \$28,500 and she in turn granted this property to William Miller and his wife in 1960 for \$26,000. In 1969 Loretta Miller sold the property to Paul H. Durish. Two years later Durish sold to Victor Ferko who occupied a residence there and held the land until 2003 when he sold it to 590816 Ontario Inc. for \$500,000. The property remains in the hands of this company to this day.

2955 Mississauga Road

In the 1950s the Oughtred family operated the Springbank Fruit Market at the southwestern portion of land that would be appropriated by the Department of Highways, now the Ministry of Transport in 1964 to widen Dundas Street, reconstruct the Dundas Street Bridge over the Credit River and, in 1976-77 construct the Sawmill Creek diversion outflow. In 1967 Eleanor Mary Gravely sold the remaining land, now 2955 Mississauga Road, to members of the Merulla family and it remains with the family today.



Figure 7 *The Springbank Fruit Market, ca. 1955. (Courtesy of Matthew Wilkinson, Historian, Heritage Mississauga.)*

2935 and 2955 Mississauga Road

Aerial photos taken between 1946 and 2020 show the general evolution of the property in the intervening years. The 1946 photos show the property prior to construction of a residence at 2935 Mississauga Road. The property is largely tree covered at this time and Sawmill Creek is visible in places. The 1950 and 1960 photos reveal the new residence with its entranceway bridge over Sawmill Creek, the creek itself and the former iron truss bridge crossing the Credit River at Dundas Street. The residence burned down in 1973.⁵ The 1965 photo shows the infrastructure of the Springbank Fruit Market at the western edge of the property. The 1977

⁵ Information courtesy of Matthew Wilkinson, Historian, heritagemississauga.com.

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image shows the creation of a new spillway for Sawmill Creek west of our properties and the gradual fading of the former creek bed. The 2005 photo shows the temporary storage areas for the current owner's landscaping business. The 2009 and 2015 photos reveal the open nature of both properties, now used as farmland. Only the inground pool, and the remnants of a concrete bridge that once provided access to Mississauga Road, remain of the former residence and is the sole indication of human habitation.



Figure 8 An aerial view of the property in 1946, (*Canada, Ministry of Natural Resources, National Aerial Photo Library, item 1946 A10111_0031.*)



Figure 9 An aerial view of the property in 1946, (*Canada, Ministry of Natural Resources, National Aerial Photo Library, item 1946 A10072_0032.*)

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Figure 10 An aerial view of the property in 1950, (*Canada, Ministry of Natural Resources, National Aerial Photo Library, item 1950 A13024_0032.*)



Figure 11 Detail of aerial photo taken in 1954. (*Image from the Map Database, City of Mississauga, Jan. 2021.*)

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Figure 12 An aerial view of the property in 1960, (*Canada, Ministry of Natural Resources, National Aerial Photo Library, item 1960 A16996_0032.*)



Figure 13 An aerial view of the property in 1965, (*Canada, Ministry of Natural Resources, National Aerial Photo Library, item 1960 A18943_0032.*)

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Figure 14 *Detail of aerial photo taken in 1966. (Image from the Map Database, City of Mississauga, Jan. 2021.)*



Figure 15 *Detail of aerial photo taken in 1975. (Image from the Map Database, City of Mississauga, Jan. 2021.)*

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Figure 16 *Detail of aerial photo taken in 1977. (Image from the Map Database, City of Mississauga, Jan. 2021.)*



Figure 17 *Detail of aerial photo taken in 2005. (Image from the Map Database, City of Mississauga, Jan. 2021.)*

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Figure 18 *Detail of aerial photo taken in 2009. (Image from the Map Database, City of Mississauga, Jan. 2021.)*



Figure 19 *Detail of aerial photo taken in 2020. (Image from the Map Database, City of Mississauga, Jan. 2021.)*

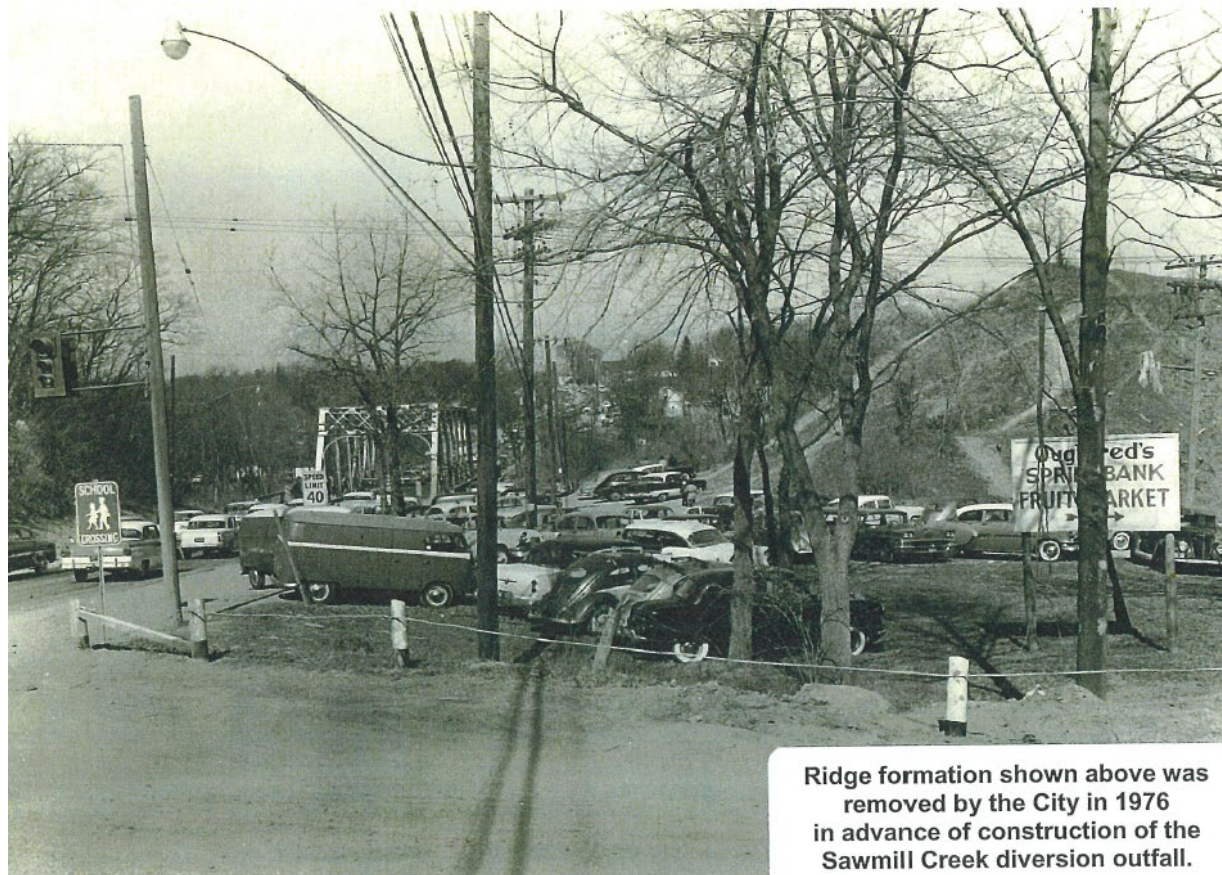


Figure 20 *The Oughtred family Springbank Fruit Market, ca. 1958, at the western portion of the land expropriated by the Department of Highways in 1964. (Beacon Planning Services, “Planning Justification & Rationale: Report prepared in support of proposed development at 2935 & 2955 Mississauga Road,” 13 Apr. 2020, figure A.)*

Both properties have been in the hands of the same owner since 2003. In the intervening years changes have been minimal. The owner used the western portion of the land to store equipment for his landscape maintenance and snow removal business, Value Property Services, and built a fenced compound and shed there in 2001. These were removed in 2008. In the same year part of the land was graded for agricultural purposes and since then a crop of barley has been planted for purposes of tax relief and weed control.⁶ The current owner had the rubble from the destroyed residence excavated and removed in 2006.

⁶ Beacon Planning Services, “Planning Justification & Rationale: Report prepared in support of proposed development at 2935 & 2955 Mississauga Road,” 13 Apr. 2020, p. 2.

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Figure 21 *Cultivating and seeding the first barley crop on the property, Spring 2008. (Beacon Planning Services, "Planning Justification & Rationale: Report prepared in support of proposed development at 2935 & 2955 Mississauga Road," 13 Apr. 2020, figure B.)*

2935-55 MISSISSAUGA ROAD: ANALYSIS OF THE EXISTING PROPERTY

2935 and 2955 Mississauga Road are two contiguous properties containing respectively 3.2 and 2 acres of land, or 5.2 acres in total. The property is bounded by the Credit River on the north,



Figure 22 *An oblique aerial view of the property looking north in 2020. (Google Maps; <https://www.google.com/maps/@43.5402589,-79.6583728,176a,35y,20.17h,54.1t/data=!3m1!1e3>.)*

Appendix C: Credit River Corridor Cultural Heritage Landscape

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.

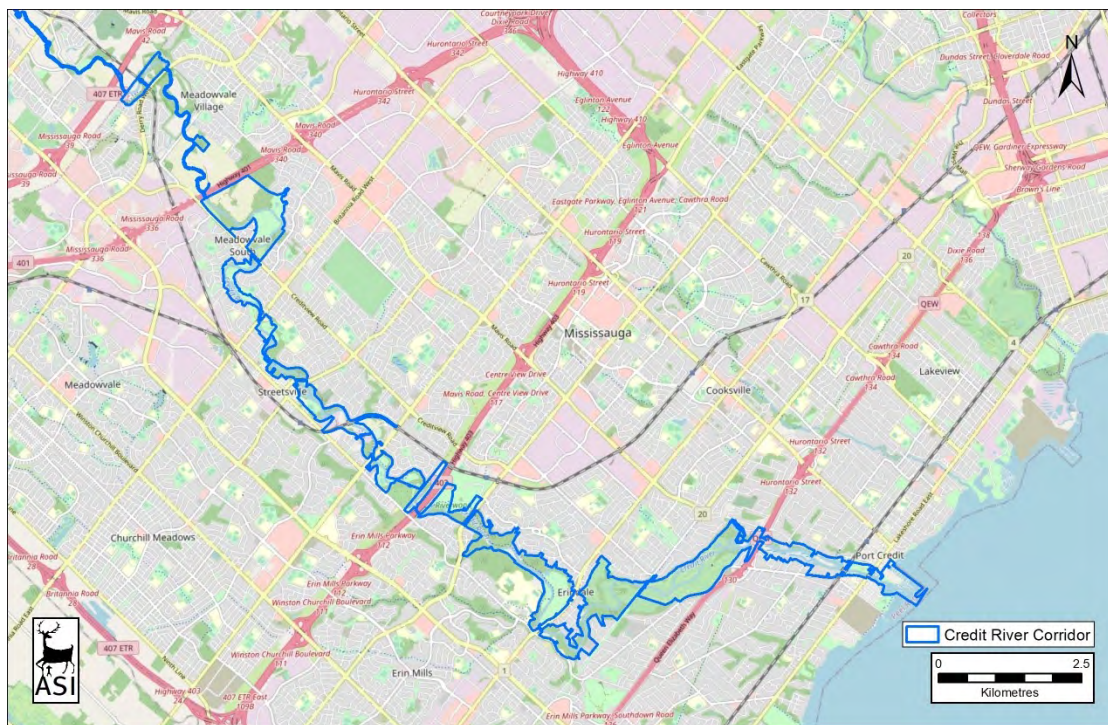


Figure 3-1: Location of the Credit River Corridor Cultural Landscape (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

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.

Credit River Corridor

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 Corridor

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).

Credit River Corridor



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



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

Credit River Corridor



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)

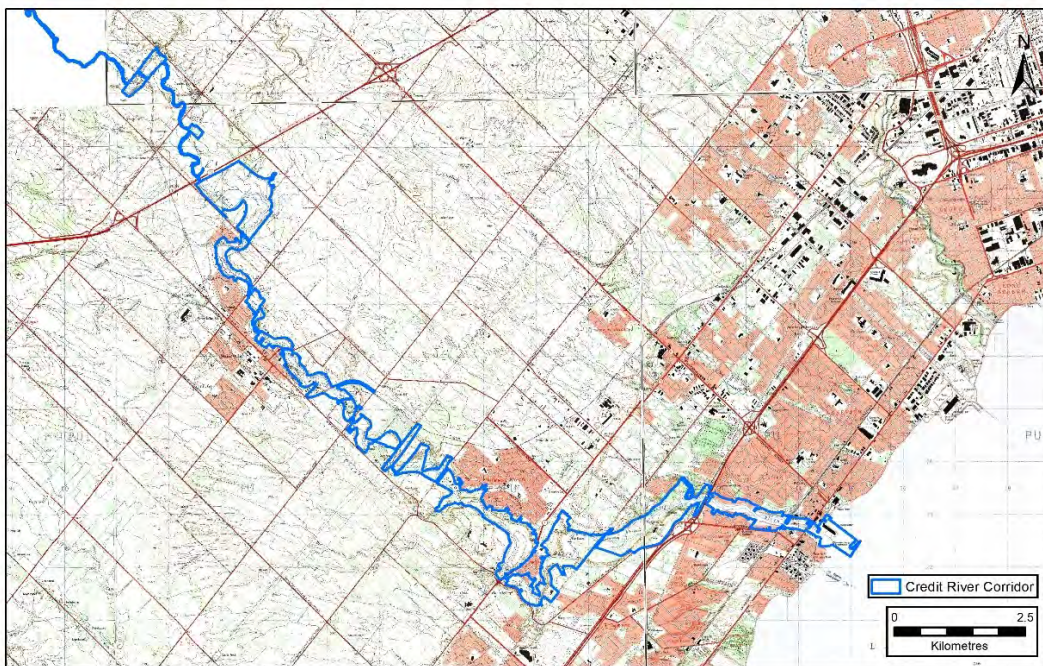


Figure 3-11: Location of the Credit River Corridor Cultural Landscape overlaid on the 1973 and 1974 topographic maps (Department of Energy, Mines and Resources 1973; Department of Energy, Mines and Resources 1974a; Department of Energy, Mines and Resources 1974b)



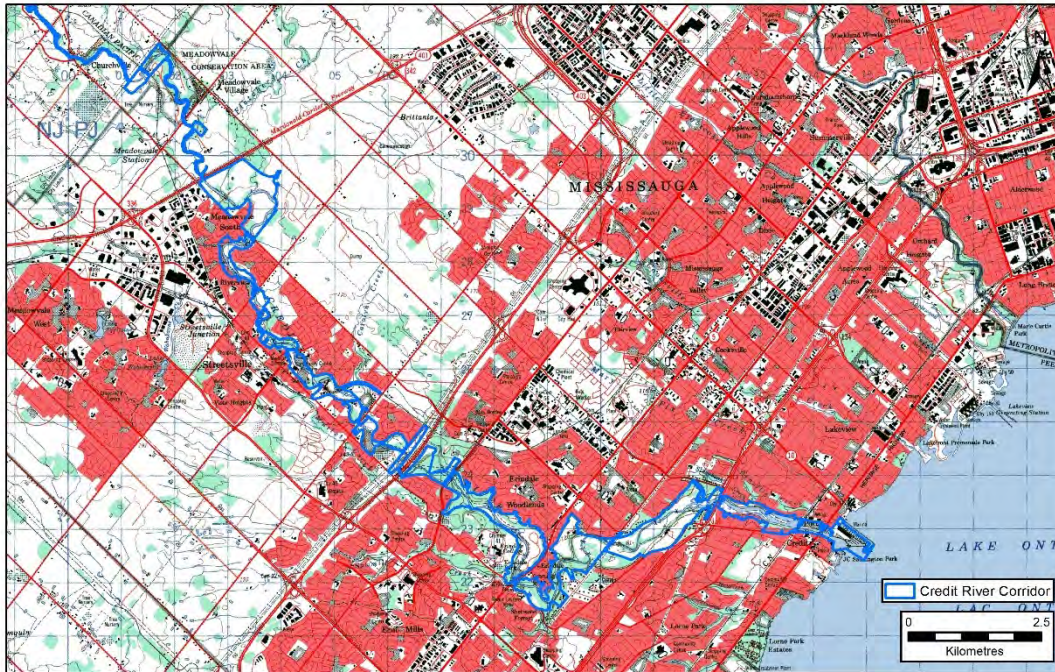


Figure 3-12: Location of the Credit River Corridor Cultural Landscape overlaid on the 1994 topographic map (Department of Energy, Mines and Resources 1994)

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



Credit River Corridor

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.



Credit River Corridor

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;



Credit River Corridor

- 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.



Appendix D: Mississauga Road Scenic Route 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.

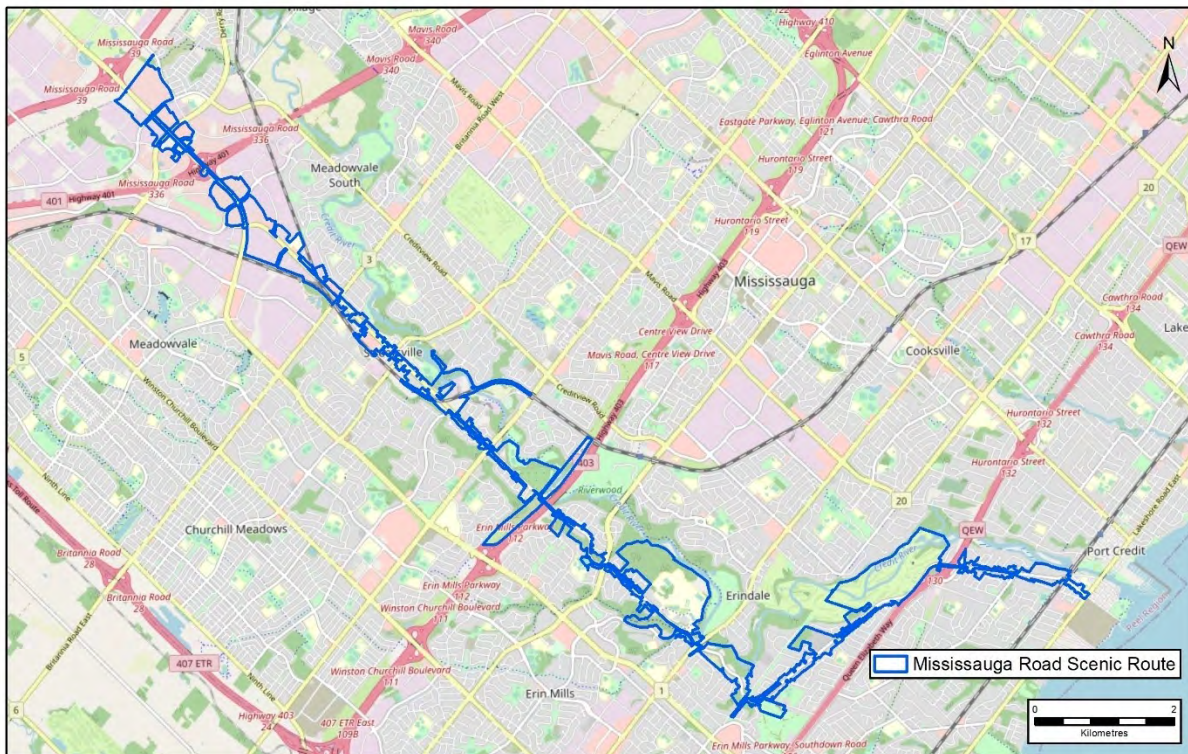


Figure 11-1: Location of the Mississauga Road Scenic Route Cultural Feature (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))



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



Mississauga Road Scenic Route

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.



Mississauga Road Scenic Route

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

Mississauga Road Scenic Route

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).

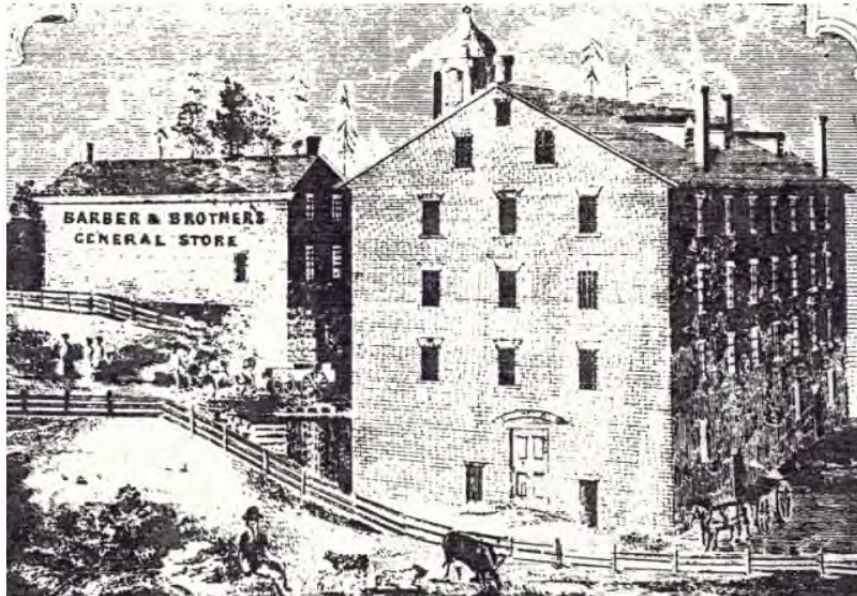


Figure 11-8: Toronto Woollen Mills, 1859 from the Tremaine Map of Peel County (Heritage Mississauga)



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).

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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)

Mississauga Road Scenic Route

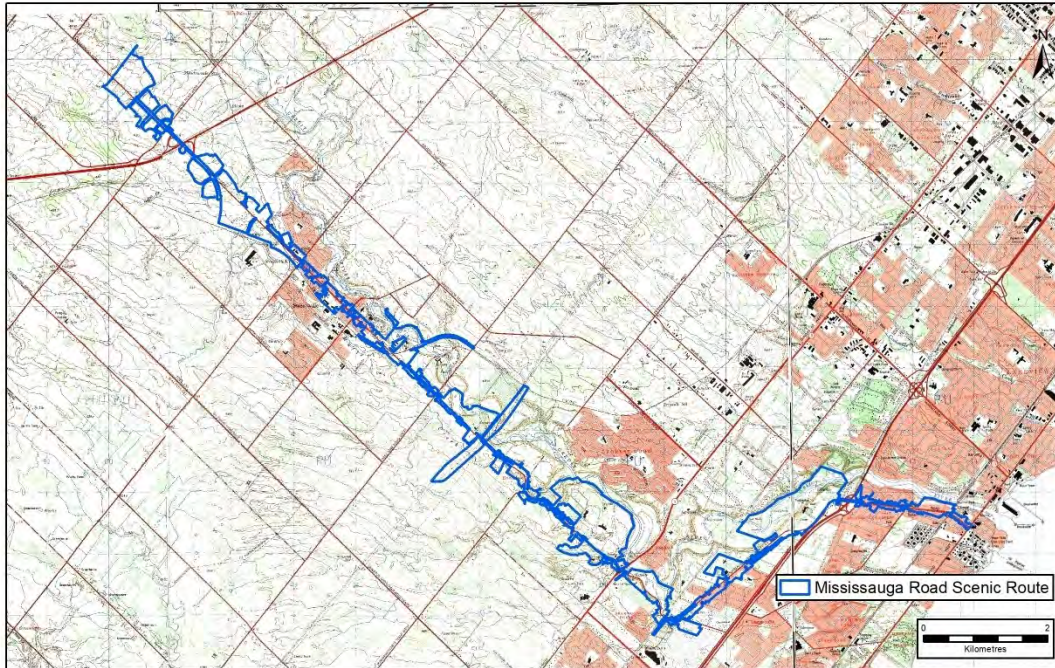


Figure 11-15: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1973 topographic map (Department of Energy, Mines and Resources 1973)

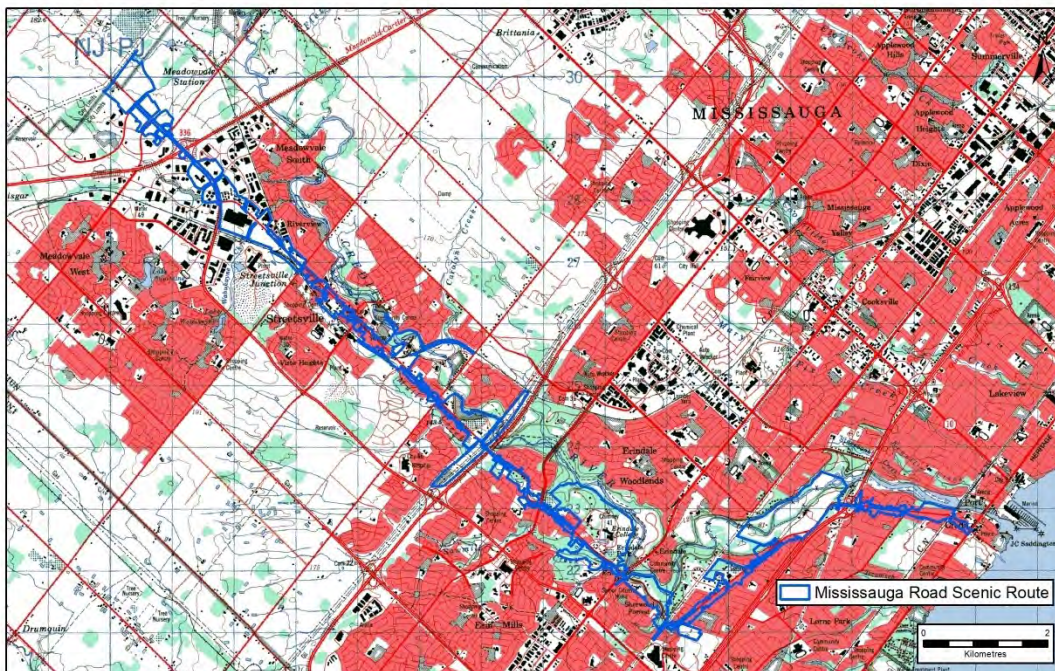


Figure 11-16: Location of the Mississauga Road Scenic Route Cultural Feature overlaid on the 1994 topographic map (Department of Energy, Mines and Resources 1994)

Mississauga Road Scenic Route

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



Mississauga Road Scenic Route

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



Mississauga Road Scenic Route

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.



Mississauga Road Scenic Route

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



Mississauga Road Scenic Route

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.

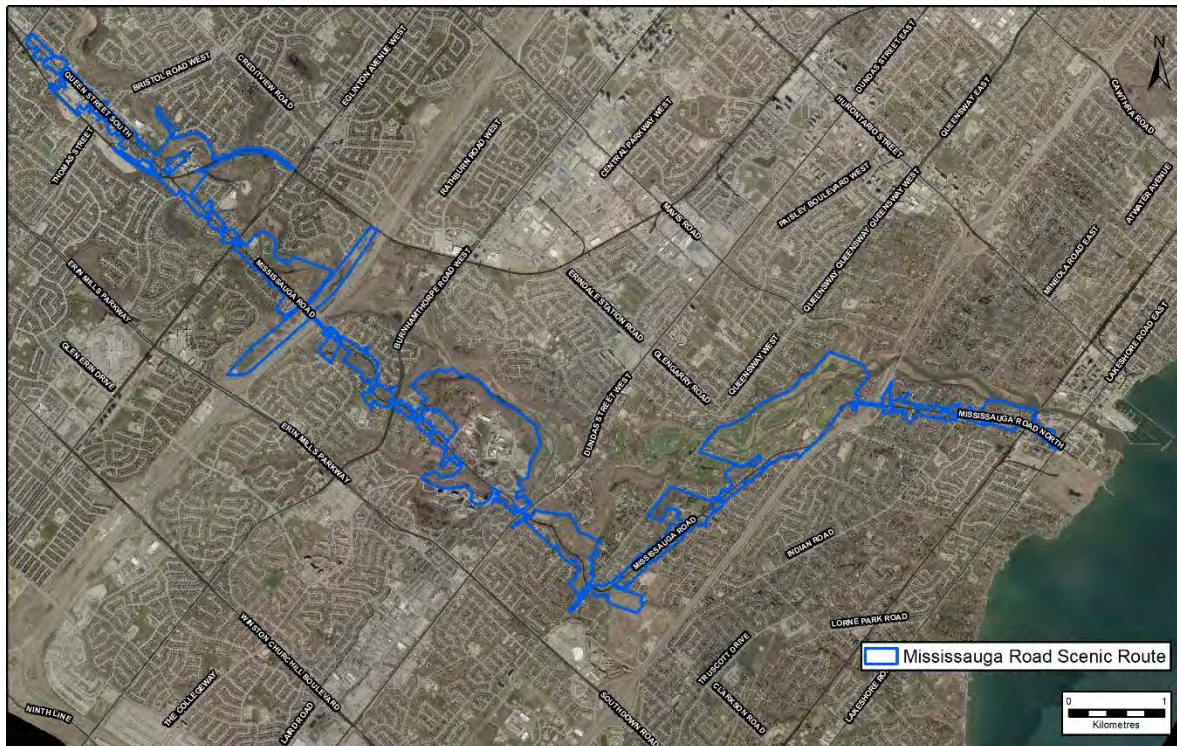


Figure 11-19: Boundary for the Mississauga Road Cultural Heritage Landscape

Appendix E: Arborist Report



Updated Arborist Report

2935 & 2955 Mississauga Road, City of Mississauga

590816 Ontario Inc.

2616 Cynara Road
Mississauga, ON, L5B 2R7

Prepared by:

SLR Consulting (Canada) Ltd.

300 Town Centre Blvd., Suite 200, Markham, ON L3R 5Z6

SLR Project No.: 209.065271.00001

Client Reference No: 1903701

December 18, 2025

Revision: C

Revision Record

Revision	Date	Prepared By	Checked By	Authorized By
B	November 26, 2025	ND	ED	AA
C	December 18, 2025	ND	ED	AA



Statement of Limitations

This report has been prepared by SLR Consulting (Canada) Ltd. (SLR) for 590816 Ontario Inc. (Client) in accordance with the scope of work and all other terms and conditions of the agreement between such parties. SLR acknowledges and agrees that the Client may provide this report to government agencies, interest holders, and/or Indigenous communities as part of project planning or regulatory approval processes. Copying or distribution of this report, in whole or in part, for any other purpose other than as aforementioned is not permitted without the prior written consent of SLR.

Any findings, conclusions, recommendations, or designs provided in this report are based on conditions and criteria that existed at the time work was completed and the assumptions and qualifications set forth herein.

This report may contain data or information provided by third party sources on which SLR is entitled to rely without verification and SLR does not warranty the accuracy of any such data or information.

Nothing in this report constitutes a legal opinion nor does SLR make any representation as to compliance with any laws, rules, regulations, or policies established by federal, provincial territorial, or local government bodies, other than as specifically set forth in this report. Revisions to legislative or regulatory standards referred to in this report may be expected over time and, as a result, modifications to the findings, conclusions, or recommendations may be necessary.



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Appendix A Tree Inventory

Appendix B City of Mississauga Tree Protection Details



Acronyms and Abbreviations

cm	Centimetre
DBH	Diameter at Breast Height
ESC	Erosion and Sediment Control
ISA	International Society of Arboriculture
Ha	hectares
m	Metre
TPP	Tree Protection Plan
TPZ	Tree Protection Zone
SAR	Species at Risk



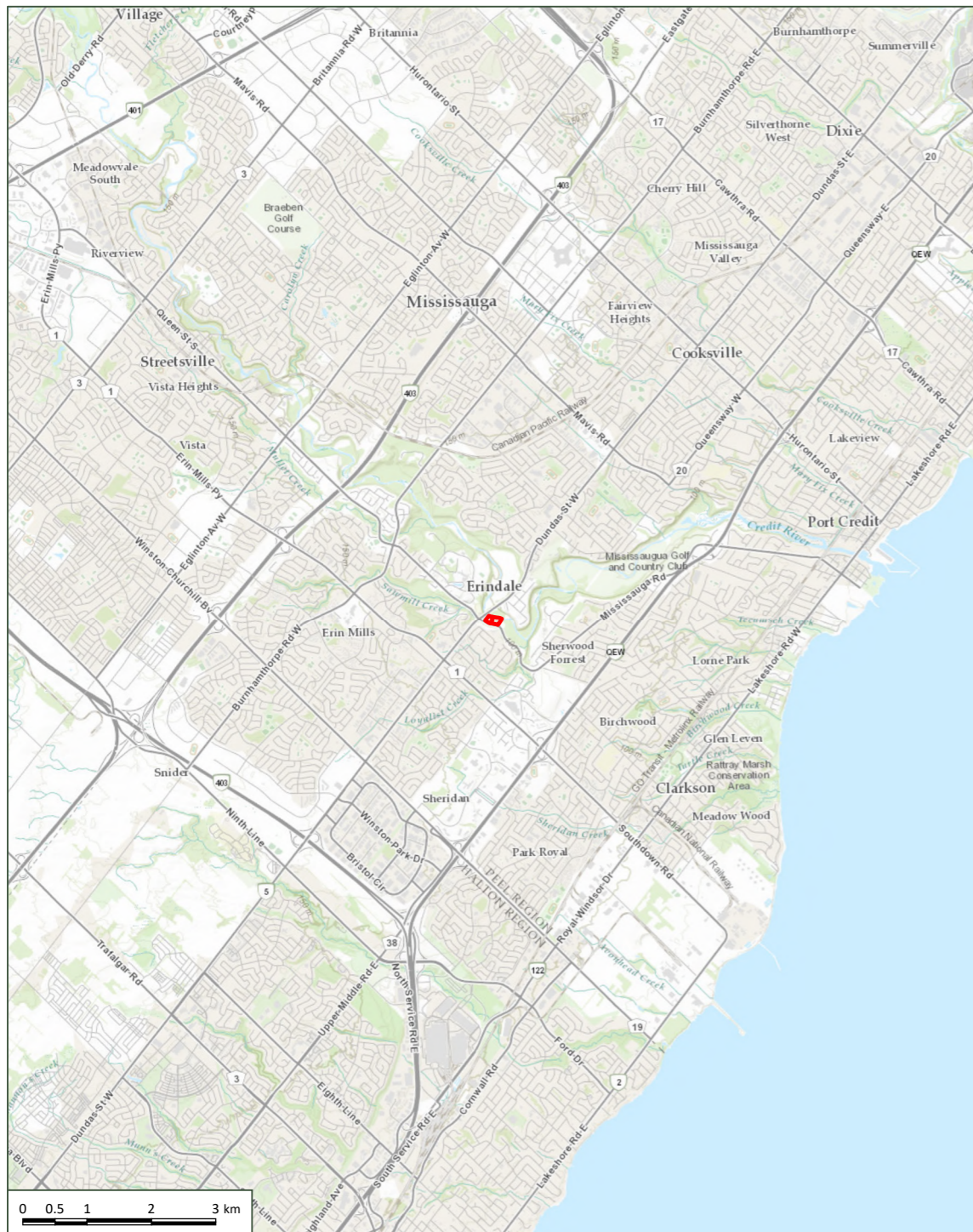
1.0 Introduction

SLR Consulting (Canda) Ltd. (SLR) is pleased to provide this Arborist Report and Tree Protection Plan (TPP) for the proposed development of 2935 & 2955 Mississauga Road in the City of Mississauga, Ontario (The Subject Lands – **Figure 1**). The Subject Lands are approximately 2.13 hectares (ha) and are largely comprised of a central open meadow surrounded by naturalized treed areas to the east, south, and west. The northern limit of the Subject Lands is directly adjacent to the Credit River. The proposed development includes a high-rise building consisting of a six-storey podium and a 12-storey tower, a stacked townhouse complex, and three levels of underground parking.

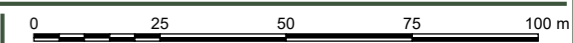
This report includes a review of relevant tree preservation policies, the tree inventory methods and results, a tree protection plan identifying trees proposed to be retained and recommended tree protection measures, as well as tree replacement recommendations for trees proposed to be removed. Recommendations for construction methods are also detailed, as they pertain to trees.



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LEGEND:
 SUBJECT SITE (2.13 HA)



SCALE 1:1,500
 PAGE SIZE 11 x 17
 NAD 1983 CSRS UTM Zone 17N
 THIS MAP IS FOR CONCEPTUAL PURPOSES ONLY
 AND SHOULD NOT BE USED FOR NAVIGATION

590816 ONTARIO INC. C/O G. MERULLA INC.
 2935 & 2955 MISSISSAUGA RD
 MISSISSAUGA ON

2935 & 2955 MISSISSAUGA RD - 2025

SITE LOCATION

SLR FIGURE NO:
1

SERVICE LAYER CREDITS: PEEL REGION 2020, CITY OF TORONTO, REGION OF PEEL, PROVINCE OF ONTARIO, ONTARIO MNR, ESRI CANADA, ESRI, HERE, GARMIN, INCREMENT P, USGS, METI/NASA, EPA, USDA, AAFC, NRCAN

DATE: November 26, 2025 PROJECT NO: 209.065271.00001

2.0 Relevant Policy

2.1 City of Mississauga

2.1.1 Private Tree Protection By-law (0021-2022)

The removal of trees of private property must comply with the City's Private Tree Protection By-law (City of Mississauga, 2022). A permit is needed to injure, destroy or remove any individual tree greater than 15 cm in diameter at breast height (DBH). However, this Arborist Report has been prepared in support of a Development Application and Site Plan process. Tree removal as part of an approved Development Plan is an exempt activity under Part 7, Section 17(9) of the By-law.

As the proposed development requires an approval under the *Planning Act*, this Arborist Report provides the information and mitigation recommendations necessary to provide an exemption under Part 7 of the By-law. Regardless, replacement recommendations within this report are in keeping with the criteria of By-law 0021-2022.

2.1.2 Arboricultural Guidance Documents

The City of Mississauga created a *Terms of Reference for Arborist Reports* to ensure "that the potential effects of proposed development on existing trees and vegetation and to ensure the proposal conforms to the relevant Official Plan policies, Urban Design Guidelines, standards and details of the City of Mississauga" (City of Mississauga, 2022). This document details the trees that should be inventoried for a report and the data to be collected, the content and format for an Arborist Report (including compensation ratios), and the content and format for the companion Tree Preservation Plan.

Additionally, the City of Mississauga *Tree Preservation and Protection Standards* identify the procedures and standards required by the City to protect private and public trees through the development review process (City of Mississauga, 2017). This document provides direction on technical report contents required for staff to assess how a proposed development will impact existing trees and recommended preservation and compensation methods.

The most current compensation requirements for private trees are documented on the City's website - *Request to injure or remove trees* (City of Mississauga, 2025).

2.1.3 City of Mississauga's Official Plan

The City of Mississauga's Official Plan (Chapter 19, Section 19.4, sub-section 19.4.5) states that an Arborist Report including Tree Survey/Tree Preservation Plan may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision, condominium, consent application or site plan application to supplement the development proposal (City of Mississauga, 2019).

2.1.4 Migratory Birds Convention Act

The *Migratory Birds Convention Act* (MBCA), 1994 and *Migratory Birds Regulations* (MBR), 2014 protect most species of migratory birds and their nests and eggs anywhere they are found in Canada (Government of Canada, 1994). General prohibitions under the MBCA and MBR protect migratory birds, their nests, and eggs, and prohibit the deposition of harmful substances in waters/areas frequented by them. The MBR includes an additional prohibition against incidental take, which is the inadvertent harming or destruction of birds, nests, or eggs.



3.0 Methods

This Arborist Report was directed by an International Society of Arboriculture (ISA) Certified Arborist. A tree inventory was completed on June 23, 2021, for all trees with a DBH equal or greater than 6 cm, that are found 6 m adjacent to the development limit. Due to changes in the development configuration, an additional survey was conducted on August 13, 2025 to add trees to 6 m adjacent of anticipated construction. Tree data from 2021 at the development limit was also confirmed and updated.

Information collected during the inventory included species name, tree tag number, geo-location, DBH, dripline, general health condition, and notes on tree trunk and canopy conditions. A Tree Protection Zone (TPZ), which is based on the DBH of a tree, was calculated for each tree based on the City’s *Tree Preservation and Protection Standards* (City of Mississauga, 2017).

4.0 Results

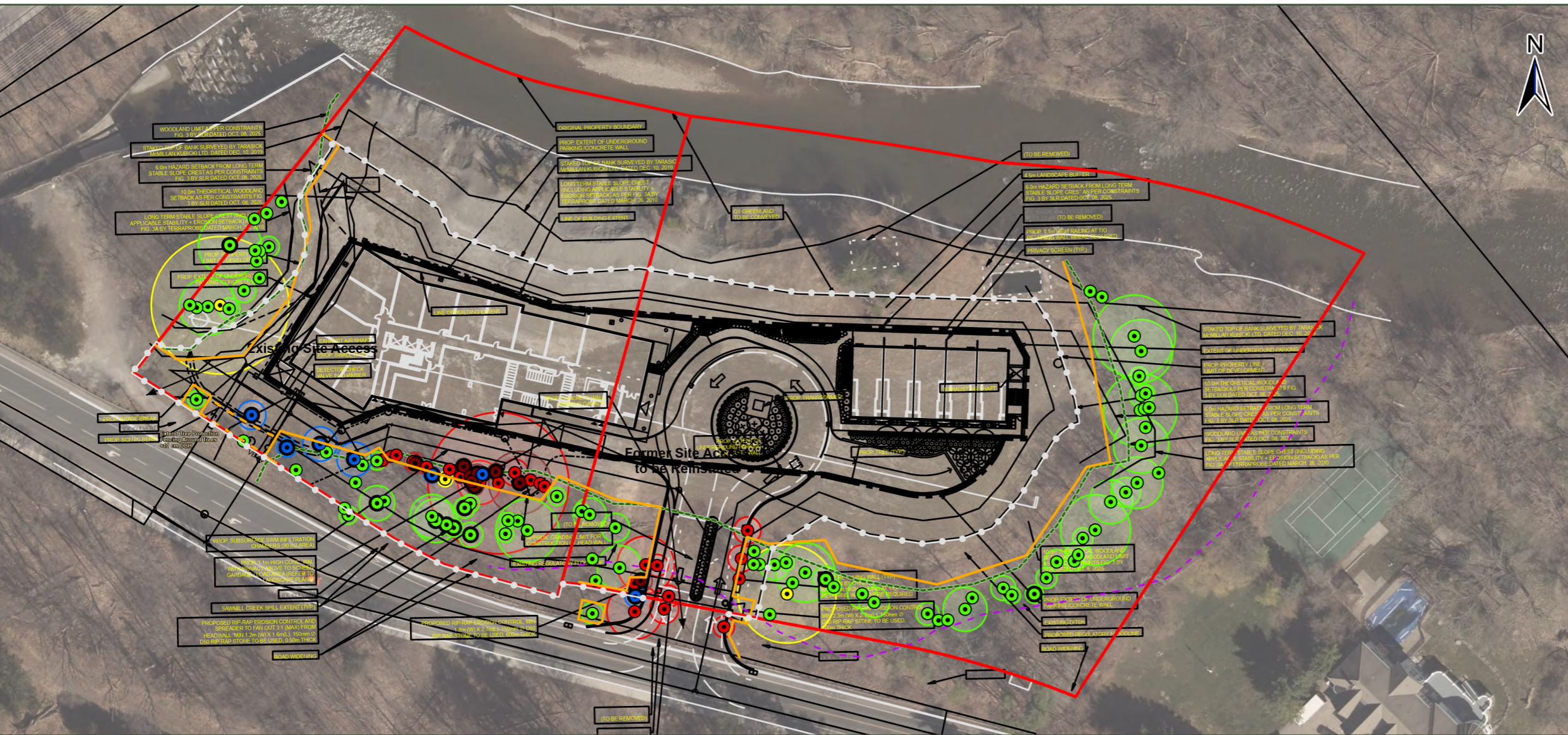
4.1 Tree Inventory

The tree inventory included a total of 129 individual trees (**Figure 2**). The woodland edges were dominated by native species including Sugar Maple (*Acer saccharum*) (in fair to good condition) as well as White Ash (*Fraxinus americana*) in poor or dead condition (**Table 1**). Abundant Manitoba Maple (*Acer negundo*) was also recorded, a species with invasive traits that allow it to spread aggressively and outcompete other species in Ontario. There were no Species at Risk (SAR) tree observed during the 2021 or 2025 field investigations. The full tree inventory is provided in **Appendix A**.

Table 1. Summary of Tree Inventory Results

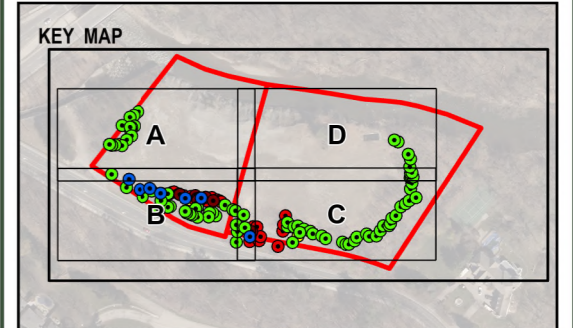
Scientific Name	Common Name	Quantity
<i>Acer negundo</i>	Manitoba Maple	15
<i>Acer saccharinum</i>	Silver Maple	1
<i>Acer saccharum</i>	Sugar Maple	64
<i>Fraxinus americana</i>	White Ash	16
<i>Fraxinus</i> sp.	Dead Ash	18
<i>Juglans nigra</i>	Black Walnut	1
<i>Morus alba</i>	White Mulberry	1
<i>Ostrya virginiana</i>	Ironwood	1
<i>Prunus cerasus</i>	Sour Cherry	1
<i>Prunus nigra</i>	Black Cherry	1
<i>Salix exuina</i>	Crack Willow	1
<i>Salix</i> sp.	Willow Species	4
<i>Tilia americana</i>	Basswood	5
Total Inventoried Trees		129



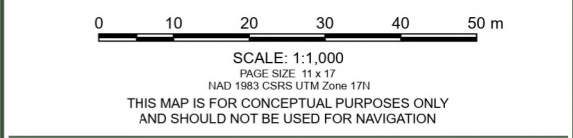


LEGEND:

- INVENTORIED TREE (W TPZ)
 - RETAIN
 - POTENTIAL INJURY
 - REMOVE
 - REMOVE - CONDITION
 - ASH TREES PREVIOUSLY REMOVED
 - DEAD TREE
- PROPOSED CHAIN FENCE
- TREE PROTECTION FENCING
- - - EPHEMERAL NATURALIZED DRAINAGE SWALE
- - - WOODLAND LIMIT (DELINEATED ON-SITE BY PALMER, FEB 2020)
- SITE PLAN
- SERVICING PLAN
- SUBJECT SITE (2.23 HA)



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590816 ONTARIO INC. C/O G. MERULLA INC.
2935 & 2955 MISSISSAUGA RD
MISSISSAUGA ON

2935 & 2955 MISSISSAUGA RD - 2025

TREE PROTECTION PLAN

SLR 2-Overview

TREE PRESERVATION SPECIFICATIONS

TREE PROTECTION AND FENCING

- ALL EXISTING TREES, THAT ARE DESIGNATED TO REMAIN, MUST BE FULLY PROTECTED WITH TREE PROTECTION FENCING IN ACCORDANCE WITH CITY OF MISSISSAUGA DETAIL 02830-6, WHICH IS TO BE ERECTED BEYOND THE TREE PROTECTION ZONE.
- TREE PROTECTION ZONES ARE TO INCLUDE SIGNAGE (AS PER BELOW) AT REGULAR INTERVALS ON THE FENCING. THE SIGNS ARE TO BE 40.64 CM X 60.96 CM AND ON A WATERPROOF MATERIAL.

MISSISSAUGA

Tree Protection Zone (TPZ)

BY-LAW #

No construction activities, including grade changes, storage of materials or equipment, dumping, excavation is permitted within this TPZ

This tree protection barrier must remain in good condition and must not be removed or altered without the authorization of City of Mississauga, Urban Forestry.

Concerns or inquires regarding this TPZ can be directed to:

(3-1-1) Dial 3-11 | 905-615-4311 outside city limits

- NO CONSTRUCTION EQUIPMENT OR MOTORIZED VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION ZONE AND ALL TREE PROTECTION ZONES MUST REMAIN UNDISTURBED AT ALL TIMES. THE FOLLOWING ACTIVITIES ARE ALSO PROHIBITED WITHIN THE TREE PROTECTION ZONES:
 - CONSTRUCTION ACTIVITIES;
 - STORAGE OF MATERIALS
 - STORAGE OF EQUIPMENT
 - EXCAVATION (UNLESS APPROVED FOR ROOT PRUNING)
 - GRADE CHANGES
 - CUTTING, TEARING, BREAKING TREE'S ROOTS, BRANCHES AN TRUNK
 - DUMPING
 - PARKING
 - STRINGING CABLES/WIRES
- TREE PROTECTION FENCING IS TO BE INSPECTED REGULARLY TO ENSURE IT IS PERFORMING ITS INTENDED FUNCTION. IF ANY SECTION IS FOUND TO BE DAMAGED OR NON-FUNCTIONAL, IT SHOULD BE REPLACED IMMEDIATELY.
- TREE PROTECTION FENCING MUST REMAIN IN EFFECTIVE CONDITION UNTIL ALL SITE ACTIVITIES INCLUDING LANDSCAPING ARE COMPLETE. IT MUST NOT BE REMOVED WITHOUT THE WRITTEN AUTHORIZATION OF THE CONSULTING LANDSCAPE ARCHITECT OR ARBORIST.

TREE AND ROOT PRUNING

- PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, PRUNE LIMBS THAT MAY BE NEGATIVELY IMPACTED DURING CONSTRUCTION UTILIZING PRUNING SHEARS, PRUNING SAW, OR CHAIN SAW. PRUNE CLEANLY THE ROOTS OF EXISTING TREES THAT ARE ANTICIPATED TO BE DISTURBED BY EXCAVATION. PRUNING SHOULD BE CARRIED OUT AS SPECIFIED BY AN ISA

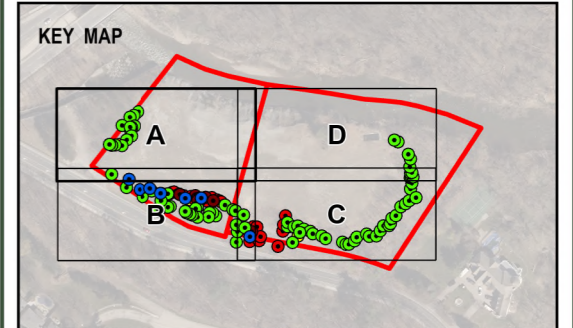
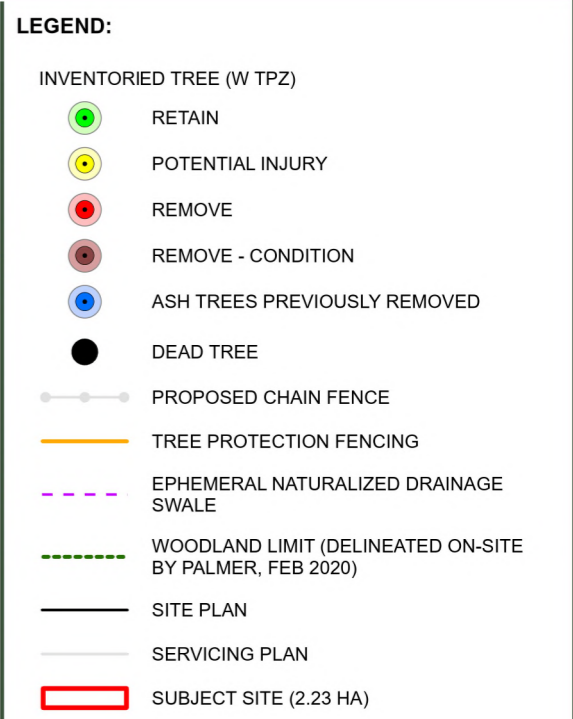
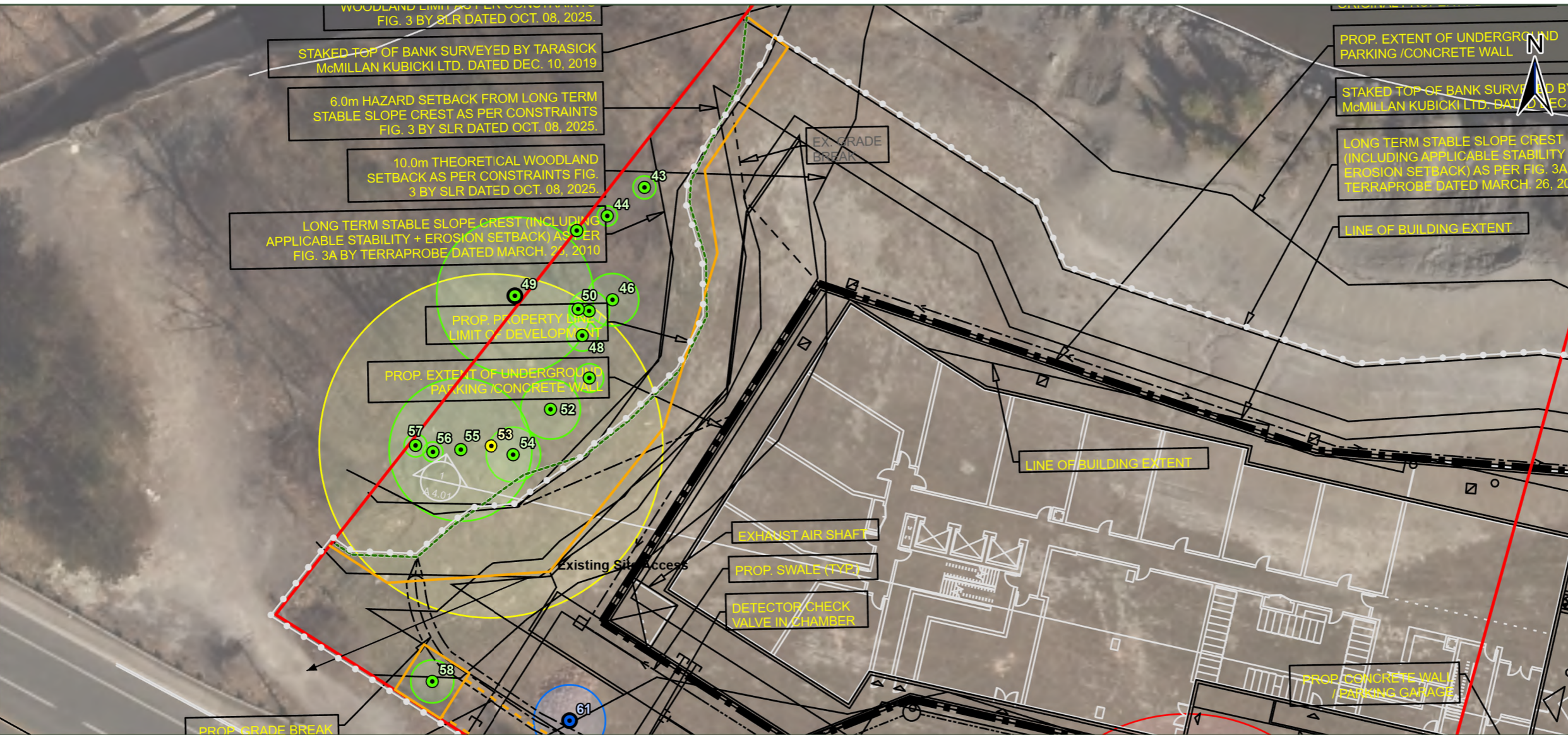
CERTIFIED ARBORIST.

- WHERE DIRECTED BY THE CITY'S ARBORIST, THE CONTRACTOR SHALL MAKE ALL DAMAGE CAUSED TO THE AREAS SURROUNDING PLANT MATERIAL, INCLUDING REPLACING DAMAGED OR DESTROYED PLANT MATERIALS, TO THE SATISFACTION OF THE CITY'S ARBORIST.
- DO NOT STOCKPILE MATERIAL WITHIN THE DRIP LINE OF TREES OR SHRUBS TO BE RETAINED.
- DO NOT ALLOW TRAFFIC, VEHICLES OR EQUIPMENT TO COMPACT SOIL WITHIN THE DRIP LINE OF TREES OR SHRUBS TO BE RETAINED.

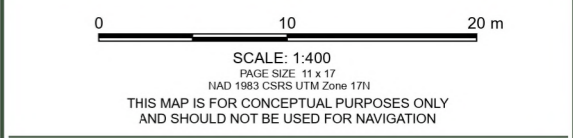
TREE REMOVAL:

- TREES ARE TO BE FELLED INTO THE CONSTRUCTION AREA TO REDUCE THE POTENTIAL FOR INJURY/DAMAGE TO PROTECTED AREAS.
- TO AVOID INTERFERENCE WITH THE EGGS, NESTS OR YOUNG OF BIRDS PROTECTED UNDER THE FEDERAL MIGRATORY BIRDS CONVENTION ACT (GOVERNMENT OF CANADA, 1994), REMOVALS SHOULD NOT OCCUR FROM APRIL 1 TO NOVEMBER 31 OF ANY GIVEN YEAR. IDEALLY, REMOVAL SHOULD OCCUR FROM AUGUST THROUGH DECEMBER TO AVOID INTERFERENCE WITH ALL NESTING BIRDS. SHOULD REMOVAL BE REQUIRED WITHIN THE APRIL 1 TO NOVEMBER 31 BREEDING PERIOD, A QUALIFIED AVIAN BIOLOGIST SHOULD CONDUCT A THOROUGH SURVEY IMMEDIATELY PRIOR TO THE DESIRED TREE REMOVAL DATE TO CONFIRM PRESENCE OR ABSENCE OF PROTECTED SPECIES. IF PROTECTED SPECIES ARE PRESENT, REMOVAL CANNOT OCCUR WITHOUT A PERMIT FROM THE CANADIAN WILDLIFE SERVICE.

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590816 ONTARIO INC. C/O G. MERULLA INC.
2935 & 2955 MISSISSAUGA RD
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2935 & 2955 MISSISSAUGA RD - 2025

TREE PROTECTION PLAN

SLR FIGURE NO:
2-A

DATE: December 17, 2025 PROJECT NO: 209.065271.00001

TREE PRESERVATION SPECIFICATIONS

TREE PROTECTION AND FENCING

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MISSISSAUGA

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BY-LAW #

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outside city limits

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 - EXCAVATION (UNLESS APPROVED FOR ROOT PRUNING)
 - GRADE CHANGES
 - CUTTING, TEARING, BREAKING TREE'S ROOTS, BRANCHES AN TRUNK
 - DUMPING
 - PARKING
 - STRINGING CABLES/WIRES
- TREE PROTECTION FENCING IS TO BE INSPECTED REGULARLY TO ENSURE IT IS PERFORMING ITS INTENDED FUNCTION. IF ANY SECTION IS FOUND TO BE DAMAGED OR NON-FUNCTIONAL, IT SHOULD BE REPLACED IMMEDIATELY.
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TREE AND ROOT PRUNING

- PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, PRUNE LIMBS THAT MAY BE NEGATIVELY IMPACTED DURING CONSTRUCTION UTILIZING PRUNING SHEARS, PRUNING SAW, OR CHAIN SAW. PRUNE CLEANLY THE ROOTS OF EXISTING TREES THAT ARE ANTICIPATED TO BE DISTURBED BY EXCAVATION. PRUNING SHOULD BE CARRIED OUT AS SPECIFIED BY AN ISA

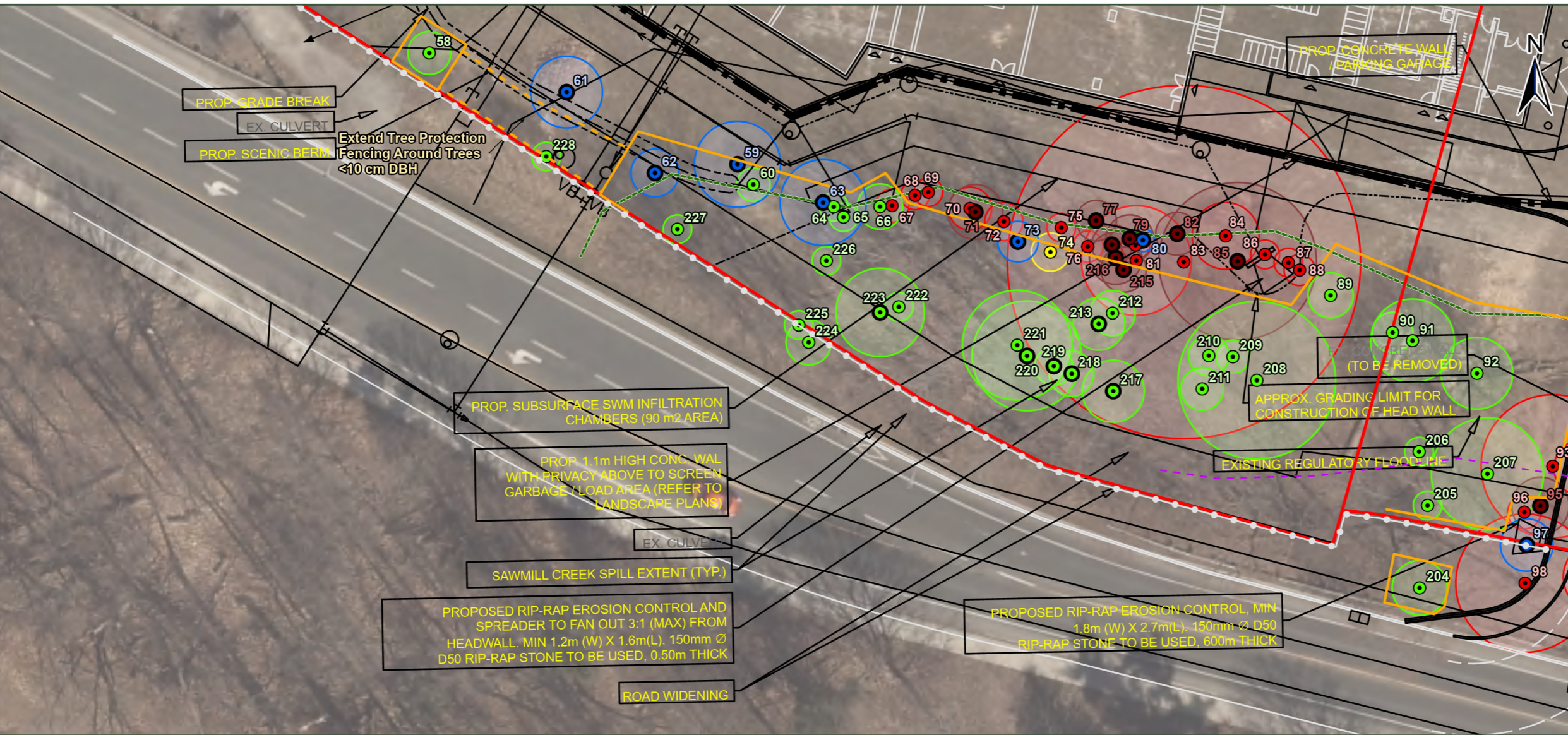
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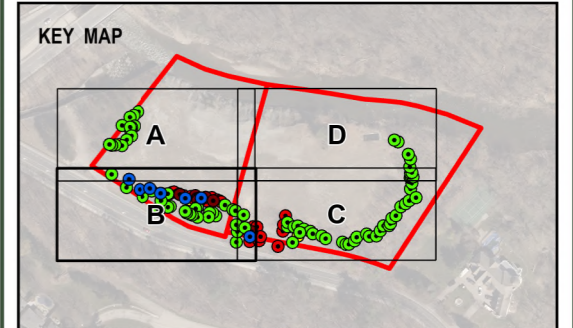
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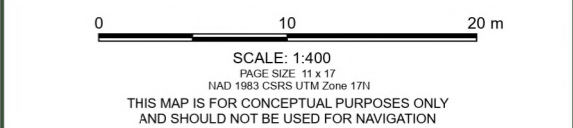


LEGEND:

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- SITE PLAN
- SERVICING PLAN
- SUBJECT SITE (2.23 HA)



SERVICE LAYER CREDITS: PEEL REGION2020



590816 ONTARIO INC. C/O G. MERULLA INC.
2935 & 2955 MISSISSAUGA RD
MISSISSAUGA ON

2935 & 2955 MISSISSAUGA RD - 2025

TREE PROTECTION PLAN

SLR FIGURE NO: **2-B**

DATE: December 17, 2025 PROJECT NO: 209.065271.00001

TREE PRESERVATION SPECIFICATIONS

TREE PROTECTION AND FENCING

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MISSISSAUGA

Tree Protection Zone (TPZ)

BY-LAW #

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Concerns or inquires regarding this TPZ can be directed to:

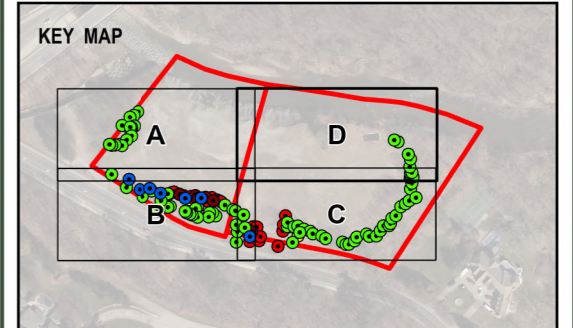
(3-1-1) Dial 3-11 905-615-4311 outside city limits

Last Saved: Wednesday, December 17, 2025 3:46 PM by sean.murray
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MISSISSAUGA

Tree Protection Zone (TPZ)

BY-LAW #

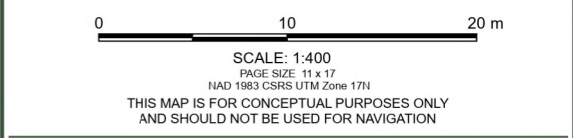
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SERVICE LAYER CREDITS: PEEL REGION2020



590816 ONTARIO INC. C/O G. MERULLA INC.
2935 & 2955 MISSISSAUGA RD
MISSISSAUGA ON

2935 & 2955 MISSISSAUGA RD - 2025

TREE PROTECTION PLAN

FIGURE NO:
2-D

4.2 Trees to be Retained

A total of 87 trees are proposed to be retained (**Table 2**), most of which are in good to fair condition. There are several dead or dying ash within the wooded area along Mississauga Road that are currently not proposed for removal, as they are not impacted by the development; however, maintenance for these trees may be required in the future.

With proper adherence to tree protection methods (Section 5), the trees to be retained are not expected to be impacted during the proposed construction works.

Table 2. Trees Proposed to be Retained

Scientific Name	Common Name	Good to Fair Health	Poor Health or Dead	Total Count
<i>Acer negundo</i>	Manitoba Maple	6	4	10
<i>Acer saccharum</i>	Sugar Maple	46	1	47
<i>Fraxinus americana</i>	White Ash	3	5	8
<i>Fraxinus</i> sp.	Dead ash sp.	0	9	9
<i>Juglans nigra</i>	Black Walnut	1	0	1
<i>Morus alba</i>	White Mulberry	1	0	1
<i>Ostrya virginiana</i>	Ironwood	1	0	1
<i>Prunus cerasus</i>	Sour Cherry	1	0	1
<i>Prunus nigra</i>	Black Cherry	1	0	1
<i>Salix</i> sp.	Willow Species	1	1	2
<i>Tilia americana</i>	Basswood	5	0	5
Total Trees to be Retained		67	20	87

4.3 Trees Potentially Injured

Among the inventoried trees, three (3) trees have the potential to be injured due to the extent of overlap with Tree Protection Zone (TPZ) and grading limits (**Table 3**). With appropriate mitigation measures (Section 5), including tree protection fencing, these trees are not anticipated to experience significant tree decline, mortality, or loss of root stability, and are considered retainable.

Table 3. Trees Potentially Injured

Scientific Name	Common Name	Good to Fair Health	Poor Health or Dead	Total Count
<i>Acer negundo</i>	Manitoba Maple	1	0	1
<i>Fraxinus americana</i>	White Ash	0	1	1
<i>Salix euxina</i>	Crack Willow	1	0	1
Total Trees Potentially Injured		2	1	3



4.4 Trees to be Removed

A total 32 trees are proposed to be removed, most of which are in good to fair condition (**Table 4**). Most (23) of these trees are within the proposed footprint of development or their TPZ largely overlap with the grading limits, including 22 in Good to Fair health and one dead tree. Therefore, removal is required to allow for the proposed development plan and associated construction works.

However, the remaining nine (9) trees are ash (*Fraxinus*) trees that are dead due to Emerald Ash Borer (EAB) infestation, and are proposed to be removed due to condition.

Table 4. Trees Proposed to be Removed

Scientific Name	Common Name	Good to Fair Health	Poor Health or Dead	Total Count
Trees to be Removed Due to Development				
<i>Acer negundo</i>	Manitoba Maple	2	1	3
<i>Acer saccharinum</i>	Silver Maple	1	0	1
<i>Acer saccharum</i>	Sugar Maple	17	0	17
<i>Salix</i> sp.	Willow Species	2	0	2
	<i>Subtotal</i>	22	1	23
Trees to be Removed Due to Condition				
<i>Fraxinus americana</i>	White Ash	0	3	3
<i>Fraxinus</i> sp.	Dead ash sp.	0	6	6
	<i>Subtotal</i>	0	9	9
Total Trees to be Removed		22	10	32

4.5 Trees Previously Removed (2021 – 2025)

During the 2025 survey, it was noted that seven (7) of the previously inventoried trees had been removed between 2021 and 2025 (**Table 5**). During the 2021 inventory, these trees were all inventoried as dead ash trees, infested by EAB. These trees were all removed during the peak of EAB management, as they presented hazards to activities on the property and potentially Mississauga Road.

Table 5. Trees Previously Removed (2021 – 2025)

Scientific Name	Common Name	Good to Fair Health	Poor Health or Dead	Total Count
<i>Fraxinus</i> sp.	Dead ash sp.	0	7	7
Total Trees Previously Removed		0	7	7



5.0 Tree Protection Plan

General and tree-specific tree protection measures are outlined below. The specifications for protection of retained trees are detailed on the Tree Protection Plan (**Figure 2**), including the locations of required tree protection fencing. The Tree Protection Plan is intended to act in concert with this Arborist Report; it is expected that the recommendations of both instruments be implemented for the project. Trees proposed to be retained will be primarily protected by tree protection fencing, as per the City’s *Tree Preservation Hoarding Specification* (**Appendix B**).

5.1 Tree Protection Zone

Most trees proposed to be retained will be primarily protected by tree protection fencing. Tree protection fencing is to be placed at or beyond their Tree Protection Zone (TPZ). No construction, grade changes, surface treatments or excavation of any kind are permitted within the TPZ. The required minimum TPZ for trees in open spaces and woodlands according to the *Tree Preservation and Protection Standards* are outlined in **Table 5** (City of Mississauga, 2022).

Table 6. TPZ for Trees in Open Spaces and Woodlands

TPZ for Trees in Open Spaces and Woodlands	Example
TPZ* = DBH** x 12 / 100	3.6 m = 30 cm x 12 / 100

*TPZ distances are to be measured from the outside edge of the tree base

**DBH measurement of tree is taken at 1.4 metres above the ground

5.2 Tree Protection Fencing

Certain trees to be retained are located in close proximity to the limits of development or on adjacent private property. The implementation of tree protection measures is recommended to protect tree limbs from mechanical damage and the root systems from compaction during construction activities.

Framed hoarding is to be installed and inspected to the satisfaction of the Urban Forestry section encompasses the entire dripline area (**Figure 2**). The tree protection fencing should be installed per The City’s Detail 02830-6 for plastic snow fence framed hoarding, and signage should be displayed (**Appendix B**). The plastic snow fence framed hoarding is to consist of 1.2 m high plastic orange snow fence secured to steel T-bars with wire ties and 2” x 4” timber rails along the top and bottom.

Signage measuring 40 cm x 60 cm to be mounted to the construction side of each TPZ barrier (**Photo 1**). Signage to indicate that work including grading, construction access and material storage is prohibited within the boundaries of the TPZ. No other signage is permitted to be fixed onto any tree protection hoarding.



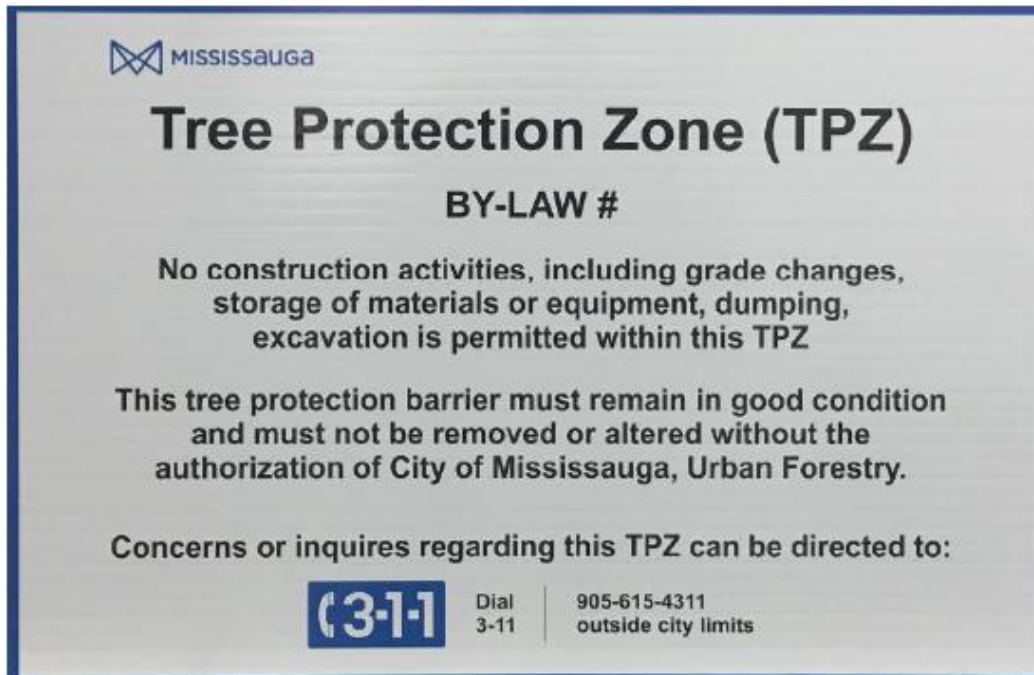


Photo 1. Example of TPZ signage

5.3 Felling and Grinding

Trees to be removed will be felled into the Subject Lands by a qualified arborist using good arboricultural practices. Tree protection fencing shall be installed for trees to be retained prior to tree removal unless the fencing will directly interfere with undertaking of approved tree removal.

For removals adjacent to trees to be retained, it is recommended that they be stumped and grinded as required rather than root removal (e.g., stump pulling), as root pulling has the potential to adversely affect trees to be retained.

5.4 Branch and Root Pruning

The proposed encroachment into the dripline and/or TPZ of trees directly adjacent to the development envelope are to be mitigated with branch and root pruning. This is especially important for the preservations of trees #58, #74 and #202, identified as trees potentially injured (**Figure 2**). Any roots or limbs of trees to be retained that extend beyond the tree protection fencing may require pruning. Pruning should be carried out as specified by an ISA certified arborist.

Trees can typically withstand up to 30% encroachment into their TPZ. The City of Mississauga prohibits many activates within the TPZ but may approve excavation for root pruning. Any pruning of tree roots and branches of trees necessary to accommodate the fencing or nearby construction work should be completed by a qualified arborist using best arboricultural practices. Various methods are deemed acceptable (i.e., Air Spade) by the City and must be either conducted or supervised by a Certified Arborist.

Prune limbs utilizing pruning shears, pruning saw, or chain saw. Root systems of protected trees that are exposed or damaged by construction work, shall be trimmed neatly by a Qualified



Arborist in accordance to good arboricultural practices and the area is to be back filled with appropriate material to maintain moisture/prevent desiccation. Roots should be excavated using a low pressure airspade. Roots should be pruned in a similar fashion as branches, taking care to maintain the integrity of the root bark ridge, where present.

6.0 Management and Monitoring

6.1 Pre-construction Phase

To avoid an offence under the *Migratory Bird Convention Act, 1994* (MBCA) for the destruction of active nests and/or eggs during bird nesting periods, it is recommended that all vegetation (including tree) removal works are conducted between September 1 and March 31 of any given year. Should tree removal during bird nesting season be unavoidable, a qualified biologist should conduct a nesting survey immediately before any vegetation removal is conducted, as defined by the Act.

To avoid potential negative impacts to SAR bats, the above avoidance window should be extended to April 1 to November 31, meaning tree removals should occur between **December 1 and March 31**. The erection of tree protection fencing (**Figure 2**) as per the Site Plan is to be conducted under the supervision of an ISA Certified Arborist, prior to the commencement of site clearance, demolition, or any other type of construction. Any pruning or trimming of trees to accommodate the fencing will be completed by a Certified Arborist using best industry practices. All trees to be removed will be felled into the proposed development area as to avoid damage to the adjacent trees. Fencing must remain intact through the completion of construction.

6.2 Construction Phase

Tree protection fencing will be regularly inspected for damage and proper function by construction personnel. Any damage will be reported to the construction supervisor and repaired immediately. Protective fencing shall remain in place throughout the duration of construction and shall not allow traffic, vehicles, foot traffic or equipment to compact soil within the TPZ. Any build up of sediments at tree bases will be removed as part of fencing repairs. To avoid sediment build ups, Erosion and Sediment Control (ESC) fencing should be integrated with the tree protection fencing and would largely avoid the movement of sediment into the natural heritage system.

Periodic monitoring of the Site during demolition, excavation and construction may be required to ensure tree protection measures are performed or remain in place throughout the duration of the construction. If required, monitoring will be performed by the developer's Consulting Arborist.

6.3 Post-construction Phase

The removal of tree protection barriers will only be initiated once all construction activities have been completed and landscaping has been implemented. The TPZ barriers and any additional tree care measures must remain in place until approval is given by the City of Mississauga.

Planting of trees as per Section 7 will be initiated as part of landscaping and be completed by nursery professionals or a Certified Arborist. Planting will occur solely during the spring or fall planting seasons; being April 15 - July 1, and September 15 – November 15, respectively.



Monitoring of tree establishment should be completed for a minimum of two growing seasons post-planting. Monitoring will be designed to assess the growth and establishment of the planted trees, ensuring that the conditions any nursery guarantees are met.

7.0 Replacement Plantings

A compensation plan for the trees to be removed as part of the proposed development includes tree removal compensation ratios, tree species planting selection, and planting locations as outlined in the *Request to Injure or Remove Trees* website (City of Mississauga, 2025).

7.1 Tree Replacements

The City’s by-law states that replacement plantings are required when individual healthy trees (good to fair condition) which are greater than 15 cm DBH, including both native and non-native species. A tree replacement is required for every 15 cm (6 inches) of diameter of the tree removed (City of Mississauga, 2025).

32 trees are to be removed within the Subject Lands; however, nine of these trees are proposed to be removed due to condition (dead due to EAB) and do not require replacement. The Subject Lands are entirely within Credit Valley Conservation regulated lands (Credit Valley Conservation Authority, 2020); the CVC has specific replacement requirements to offset individual trees within natural areas (**Table 7**). The CVC requirements result in compensation numbers that are greater than those of the City of Mississauga, thus satisfying both agencies. A total of 189 trees must be planted in compensation for the removal of the 23 live trees on the Subject Lands.

Table 7. Tree Replacement Requirement for Credit Valley Conservation

Removals / Replacements	Trees >5 – 10 cm DBH (1:1)	Trees 10.1 – 20 cm DBH (3:1)	Trees 20.1 – 30 cm DBH (10:1)	Trees 30.1 – 40 cm DBH (15:1)	Trees 40.1 – 50 cm DBH (20:1)	Trees 50.1 – 60 cm DBH (30:1)	Trees 60.1 – 70 cm DBH (40:1)	Trees 70.1 + cm DBH (50:1)	Total
Total number of removals	7	9	3	1	0	2	0	1	23
Total number of replacement trees	7	27	30	15	0	60	0	50	189

Compensation trees to replace those removed, their sizes, locations, and quantities are to be reviewed by City of Mississauga Community Services and Forestry. All replacement trees must be native and common to the Credit River Watershed. The replacement trees must be at least 1.8 m tall for a coniferous tree or at least 6 cm in diameter for a deciduous tree in accordance with the City’s By-law (City of Mississauga, 2025).

There are compensation planting opportunities within the Subject Lands, and the variable distance setbacks and additional restoration area proposed in the Environmental Impact Study and Landscape Plans for the project (provided as separate covers) describe a plan that will plant in excess of the required compensation amounts (Aboud and Associates Inc., 2025; SLR, 2025).



8.0 Conclusions

Of the 129 inventoried trees, 87 are proposed to be retained, three (3) are potentially injured, and 32 are proposed to be removed. A further seven (7) have been previously removed due to EAB infestation. The TPP described in this report is intended to be implemented to ensure the protection for trees being retained and identified as potentially injured. Management and monitoring recommendations are provided as direction for the various phases of construction to ensure that impacts to trees are minimized to the greatest extent feasible. Based on the number of tree removals, a total of 189 tree replacement plantings are required. The replacement trees are to be planted within the variable woodland buffer and additional naturalization area on the Subject Lands.

Note: A previous version of this report was previously completed by Natalie Dunn, B.Sc., PG[ER] - Ecologist, ISA Certified Arborist #ON-1809A and reviewed by Austin Adams (below).

Regards,

SLR Consulting (Canada) Ltd.



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Technical Director – Arboriculture
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9.0 References

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Appendix A Tree Inventory

Updated Arborist Report

2935 & 2955 Mississauga Road, City of Mississauga

590816 Ontario Inc.

SLR Project No.: 209.065271.00001

December 18, 2025

Tree Inventory

Tag #	Scientific Name	Common Name	DBH (cm)	Effective DBH (cm)	Dripline (m)	TPZ (m)	Condition Rating	Proposed Action
43	<i>Acer negundo</i>	Manitoba Maple	8	8	1	0.96	Fair	Retain
44	<i>Fraxinus pennsylvanica</i>	Green Ash	7	7	1.5	0.84	Poor	Retain
45	<i>Acer saccharum</i>	Sugar Maple	6	6	2	0.72	Good	Retain
46	<i>Acer negundo</i>	Manitoba Maple	18	18	3	2.2	Fair	Retain
47	<i>Acer negundo</i>	Manitoba Maple	14	14	2	1.7	Fair	Retain
48	<i>Acer saccharum</i>	Sugar Maple	11	11	2	1.3	Good	Retain
49	<i>Fraxinus sp.</i>	Dead Ash	55	55	4.5	6.6	Dead	Retain
50	<i>Acer saccharum</i>	Sugar Maple	6	6	2	0.72	Good	Retain
51	<i>Acer saccharum</i>	Sugar Maple	10	10	3	1.2	Fair	Retain
52	<i>Acer saccharum</i>	Sugar Maple	21	21	4	2.5	Good	Retain
53	<i>Acer negundo</i>	Manitoba Maple	120	120	6	14.4	Fair	Potential Injury
54	<i>Acer saccharum</i>	Sugar Maple	19	19	3.5	2.3	Good	Retain
55	<i>Acer negundo</i>	Manitoba Maple	50	50	5	6	Fair	Retain
56	<i>Acer saccharum</i>	Sugar Maple	7	7	2.5	0.84	Fair	Retain
57	<i>Acer saccharum</i>	Sugar Maple	8	8	2	0.96	Good	Retain
58	<i>Acer saccharum</i>	Sugar Maple	15	15	2	1.8	Fair	Retain
59	<i>Fraxinus sp.</i>	Dead Ash	30	30	3	3.6	Dead	Previously Removed
60	<i>Acer saccharum</i>	Sugar Maple	12	12	2	1.4	Fair	Retain
61	<i>Fraxinus pennsylvanica</i>	Green Ash	25	25	3	3	Dead	Previously Removed
62	<i>Fraxinus pennsylvanica</i>	Green Ash	17	17	3	2	Dead	Previously Removed
63	<i>Fraxinus sp.</i>	Dead Ash	30	30	3	3.6	Dead	Previously Removed
64	<i>Acer saccharum</i>	Sugar Maple	10	10	2	1.2	Fair	Retain
65	<i>Acer saccharum</i>	Sugar Maple	10	10	2	1.2	Fair	Retain
66	<i>Fraxinus pennsylvanica</i>	Green Ash	16	16	3.5	1.9	Fair	Retain
67	<i>Acer saccharum</i>	Sugar Maple	12	12	2.5	1.4	Fair	Remove

Tag #	Scientific Name	Common Name	DBH (cm)	Effective DBH (cm)	Dripline (m)	TPZ (m)	Condition Rating	Proposed Action
68	<i>Acer saccharum</i>	Sugar Maple	10	10	2.5	1.2	Fair	Remove
69	<i>Acer saccharum</i>	Sugar Maple	10	10	2.5	1.2	Fair	Remove
70	<i>Acer saccharum</i>	Sugar Maple	15	15	4	1.8	Good	Remove
71	<i>Fraxinus sp.</i>	Dead Ash	19	19	3	2.3	Dead	Remove - Condition
72	<i>Acer saccharum</i>	Sugar Maple	13	13	3	1.6	Fair	Remove
73	<i>Fraxinus pennsylvanica</i>	Green Ash	14	14	4	1.7	Dead	Previously Removed
74	<i>Fraxinus pennsylvanica</i>	Green Ash	13	13	4	1.6	Poor	Potential Injury
75	<i>Acer saccharum</i>	Sugar Maple	10	10	3	1.2	Fair	Remove
76	<i>Acer saccharum</i>	Sugar Maple	11	11	2	1.3	Fair	Remove
77	<i>Fraxinus pennsylvanica</i>	Green Ash	14	14	4	1.7	Dead	Remove - Condition
78	<i>Fraxinus pennsylvanica</i>	Green Ash	14	14	4	1.7	Dead	Remove - Condition
79	<i>Fraxinus pennsylvanica</i>	Green Ash	17	17	3	2	Dead	Remove - Condition
80	<i>Fraxinus pennsylvanica</i>	Green Ash	8	8	3	0.96	Dead	Previously Removed
81	<i>Salix sp.</i>	Willow Species	38	38	5	4.6	Fair	Remove
82	<i>Fraxinus sp.</i>	Dead Ash	15	15	4	1.8	Dead	Remove - Condition
83	<i>Acer negundo</i>	Manitoba Maple	123	123	6	14.8	Fair	Remove
84	<i>Acer saccharum</i>	Sugar Maple	24	24	4.5	2.8	Good	Remove
85	<i>Fraxinus sp.</i>	Dead Ash	55	55	3	6.6	Dead	Remove - Condition
86	<i>Acer saccharum</i>	Sugar Maple	10	10	2.5	1.2	Fair	Remove
87	<i>Acer saccharum</i>	Sugar Maple	10	10	2.5	1.2	Fair	Remove
88	<i>Acer saccharum</i>	Sugar Maple	11	11	2.5	1.3	Fair	Remove
89	<i>Fraxinus pennsylvanica</i>	Green Ash	16	16	4	1.9	Fair	Retain
90	<i>Acer negundo</i>	Manitoba Maple	14	14	2.5	1.7	Poor	Retain
91	<i>Acer negundo</i>	Manitoba Maple	29	29	5	3.5	Poor	Retain
92	<i>Acer negundo</i>	Manitoba Maple	25	25	5	3	Poor	Retain
93	<i>Salix sp.</i>	Willow Species	50	50	6	6	Fair	Remove
94	<i>Acer negundo</i>	Manitoba Maple	19	19	3	2.3	Fair	Remove
95	<i>Fraxinus sp.</i>	Dead Ash	20	20	2	2.4	Dead	Remove - Condition

Tag #	Scientific Name	Common Name	DBH (cm)	Effective DBH (cm)	Dripline (m)	TPZ (m)	Condition Rating	Proposed Action
96	<i>Acer saccharum</i>	Sugar Maple	12	12	3.5	1.4	Good	Remove
97	<i>Fraxinus sp.</i>	Dead Ash	18	18	2	2.2	Dead	Previously Removed
98	<i>Acer saccharinum</i>	Silver Maple	46,12	48	6	5.8	Good	Remove
99	<i>Acer saccharum</i>	Sugar Maple	25	25	5	3	Good	Remove
100	<i>Acer saccharum</i>	Sugar Maple	19	19	3.5	2.3	Good	Remove
101	<i>Acer saccharum</i>	Sugar Maple	18	18	4	2.2	Fair	Remove
102	<i>Acer negundo</i>	Manitoba Maple	9	9	4	1	Poor	Remove
103	<i>Fraxinus pennsylvanica</i>	Green Ash	8	8	2	0.96	Poor	Retain
104	<i>Acer saccharum</i>	Sugar Maple	7	7	1.5	0.84	Fair	Retain
105	<i>Fraxinus pennsylvanica</i>	Green Ash	8	8	2	0.96	Poor	Retain
106	<i>Acer negundo</i>	Manitoba Maple	27	27	4.5	3.2	Poor	Retain
107	<i>Ostrya virginiana</i>	Ironwood	14	14	3.5	1.7	Fair	Retain
108	<i>Acer saccharum</i>	Sugar Maple	24	24	4.5	2.8	Fair	Remove
109	<i>Salix sp.</i>	Willow Species	52	52	5.5	6.2	Fair	Retain
110	<i>Fraxinus sp.</i>	Dead Ash	24	24	3	2.8	Dead	Retain
111	<i>Acer saccharum</i>	Sugar Maple	13	13	4.5	1.6	Fair	Retain
112	<i>Acer saccharum</i>	Sugar Maple	26	26	4.5	3.1	Fair	Retain
113	<i>Salix sp.</i>	Willow Species	19,17,9	27	4	3.2	Poor	Retain
114	<i>Acer saccharum</i>	Sugar Maple	20	20	4.5	2.4	Fair	Retain
115	<i>Tilia americana</i>	Basswood	7	7	2	0.84	Fair	Retain
116	<i>Acer saccharum</i>	Sugar Maple	8	8	2.5	0.96	Fair	Retain
117	<i>Juglans nigra</i>	Black Walnut	38	38	5.5	4.6	Fair	Retain
118	<i>Fraxinus pennsylvanica</i>	Green Ash	8	8	3	0.96	Fair	Retain
119	<i>Acer saccharum</i>	Sugar Maple	22	22	4	2.6	Fair	Retain
120	<i>Acer saccharum</i>	Sugar Maple	15	15	3	1.8	Fair	Retain
121	<i>Fraxinus sp.</i>	Dead Ash	16	16	2	1.9	Dead	Retain
122	<i>Acer saccharum</i>	Sugar Maple	18	18	5	2.2	Good	Retain
123	<i>Acer negundo</i>	Manitoba Maple	22	22	4	2.6	Fair	Retain

Tag #	Scientific Name	Common Name	DBH (cm)	Effective DBH (cm)	Dripline (m)	TPZ (m)	Condition Rating	Proposed Action
124	<i>Acer saccharum</i>	Sugar Maple	18	18	5	2.2	Fair	Retain
125	<i>Acer saccharum</i>	Sugar Maple	24	24	6	2.8	Fair	Retain
126	<i>Acer saccharum</i>	Sugar Maple	18	18	5	2.2	Fair	Retain
127	<i>Tilia americana</i>	Basswood	55,17,17,16	62	6	7.4	Fair	Retain
128	<i>Acer saccharum</i>	Sugar Maple	38	38	6.5	4.6	Fair	Retain
129	<i>Acer saccharum</i>	Sugar Maple	26	26	4.5	3.1	Fair	Retain
130	<i>Acer saccharum</i>	Sugar Maple	45	45	6.5	5.4	Fair	Retain
131	<i>Acer saccharum</i>	Sugar Maple	48	48	7	5.8	Fair	Retain
132	<i>Acer saccharum</i>	Sugar Maple	8	8	4	0.96	Fair	Retain
133	<i>Tilia americana</i>	Basswood	55,29,15,8	64	5	7.7	Fair	Retain
134	<i>Acer saccharum</i>	Sugar Maple	17	17	4.5	2	Good	Retain
135	<i>Acer saccharum</i>	Sugar Maple	8	8	1	0.96	Fair	Retain
136	<i>Acer saccharum</i>	Sugar Maple	21	21	5	2.5	Fair	Retain
137	<i>Acer saccharum</i>	Sugar Maple	16	16	4.5	1.9	Fair	Retain
138	<i>Tilia americana</i>	Basswood	16	16	3.5	1.9	Fair	Retain
139	<i>Fraxinus pennsylvanica</i>	Green Ash	9	9	2.5	1	Poor	Retain
140	<i>Acer saccharum</i>	Sugar Maple	55	55	6	6.6	Poor	Retain
141	<i>Acer saccharum</i>	Sugar Maple	32,36,19,32,30,15,20	72	6	8.6	Fair	Retain
142	<i>Acer saccharum</i>	Sugar Maple	8	8	2.5	0.96	Fair	Retain
143	<i>Fraxinus pennsylvanica</i>	Green Ash	10	10	3	1.2	Poor	Retain
201	<i>Acer negundo</i>	Manitoba Maple	11	11	-	1.3	Fair	Retain
202	<i>Salix euina</i>	Crack Willow	63, 36, 47	86	-	10.3	Fair	Potential Injury
203	<i>Prunus serotina</i>	Black Cherry	11	11	-	1.3	Good	Retain
204	<i>Acer saccharum</i>	Sugar Maple	19	19	-	2.3	Good	Retain
205	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain
206	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain
207	<i>Tilia americana</i>	Basswood	39	39	-	4.7	Good	Retain
208	<i>Morus alba</i>	White Mulberry	55	55	-	6.6	Fair	Retain

Tag #	Scientific Name	Common Name	DBH (cm)	Effective DBH (cm)	Dripline (m)	TPZ (m)	Condition Rating	Proposed Action
209	<i>Acer saccharum</i>	Sugar Maple	12	12	-	1.4	Good	Retain
210	<i>Acer saccharum</i>	Sugar Maple	14	14	-	1.7	Good	Retain
211	<i>Acer saccharum</i>	Sugar Maple	15	15	-	1.8	Good	Retain
212	<i>Acer saccharum</i>	Sugar Maple	16	16	-	1.9	Good	Retain
213	<i>Fraxinus sp.</i>	Dead Ash	18	18	-	2.2	Dead	Retain
214	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Remove
215	<i>Fraxinus sp.</i>	Dead Ash	16	16	-	1.9	Dead	Remove - Condition
216	<i>Fraxinus sp.</i>	Dead Ash	18	18	-	2.2	Dead	Remove - Condition
217	<i>Fraxinus sp.</i>	Dead Ash	22	22	-	2.6	Dead	Retain
218	<i>Fraxinus sp.</i>	Dead Ash	16	16	-	1.9	Dead	Retain
219	<i>Fraxinus sp.</i>	Dead Ash	13	13	-	1.6	Dead	Retain
220	<i>Fraxinus sp.</i>	Dead Ash	22, 32	38	-	4.6	Dead	Retain
221	<i>Acer negundo</i>	Manitoba Maple	38	38	-	4.6	Fair	Retain
222	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain
223	<i>Fraxinus sp.</i>	Dead Ash	31	31	-	3.7	Dead	Retain
224	<i>Acer saccharum</i>	Sugar Maple	16	16	-	1.9	Good	Retain
225	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain
226	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain
227	<i>Prunus cerasus</i>	Sour Cherry	10	10	-	1.2	Good	Retain
228	<i>Acer saccharum</i>	Sugar Maple	10	10	-	1.2	Good	Retain



Appendix B City of Mississauga Tree Protection Details

Updated Arborist Report

2935 & 2955 Mississauga Road, City of Mississauga

590816 Ontario Inc.

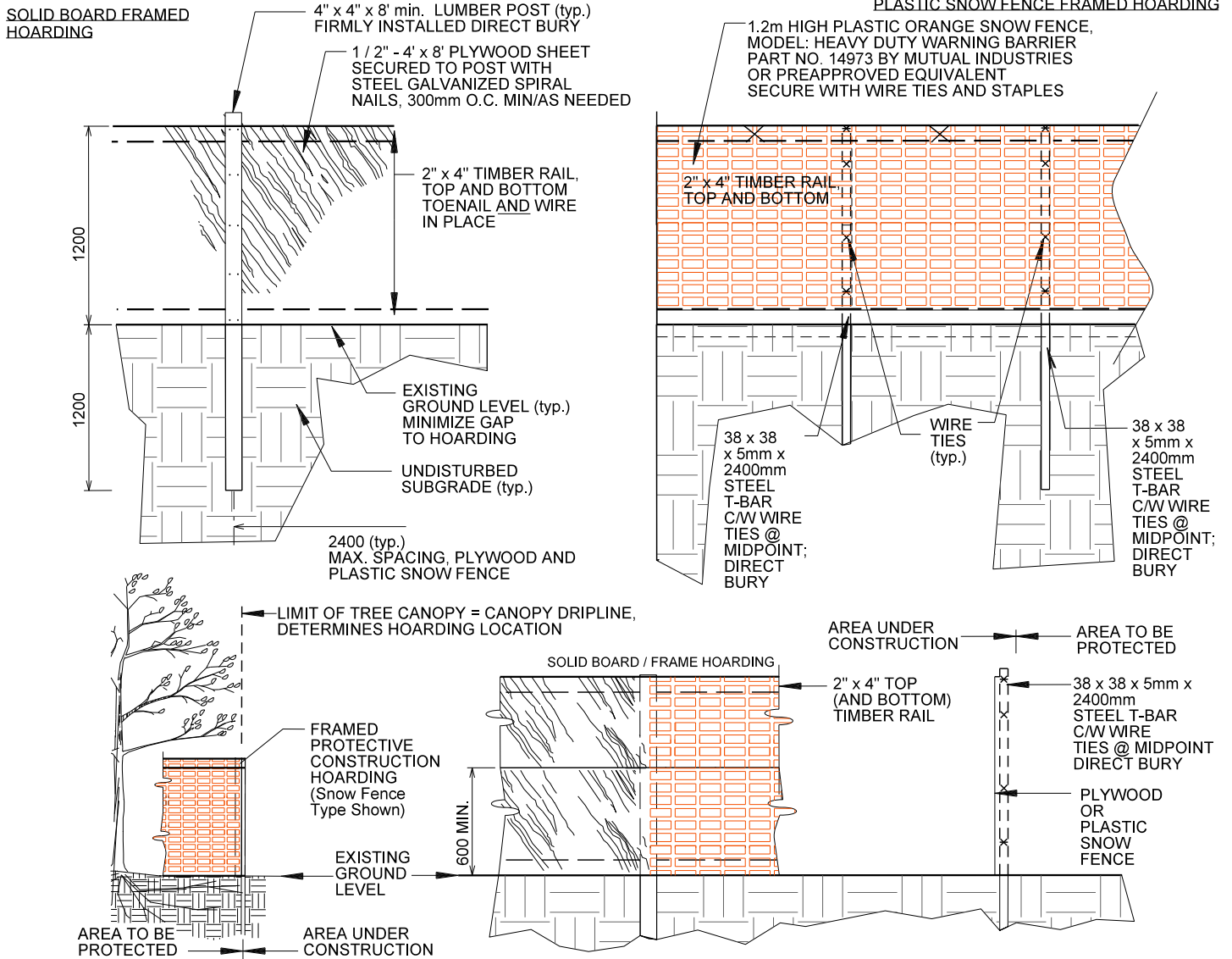
SLR Project No.: 209.065271.00001

December 18, 2025

02830-6

Hoarding Framed Protective Construction Hoarding Solid Board- Plastic Snow Fence

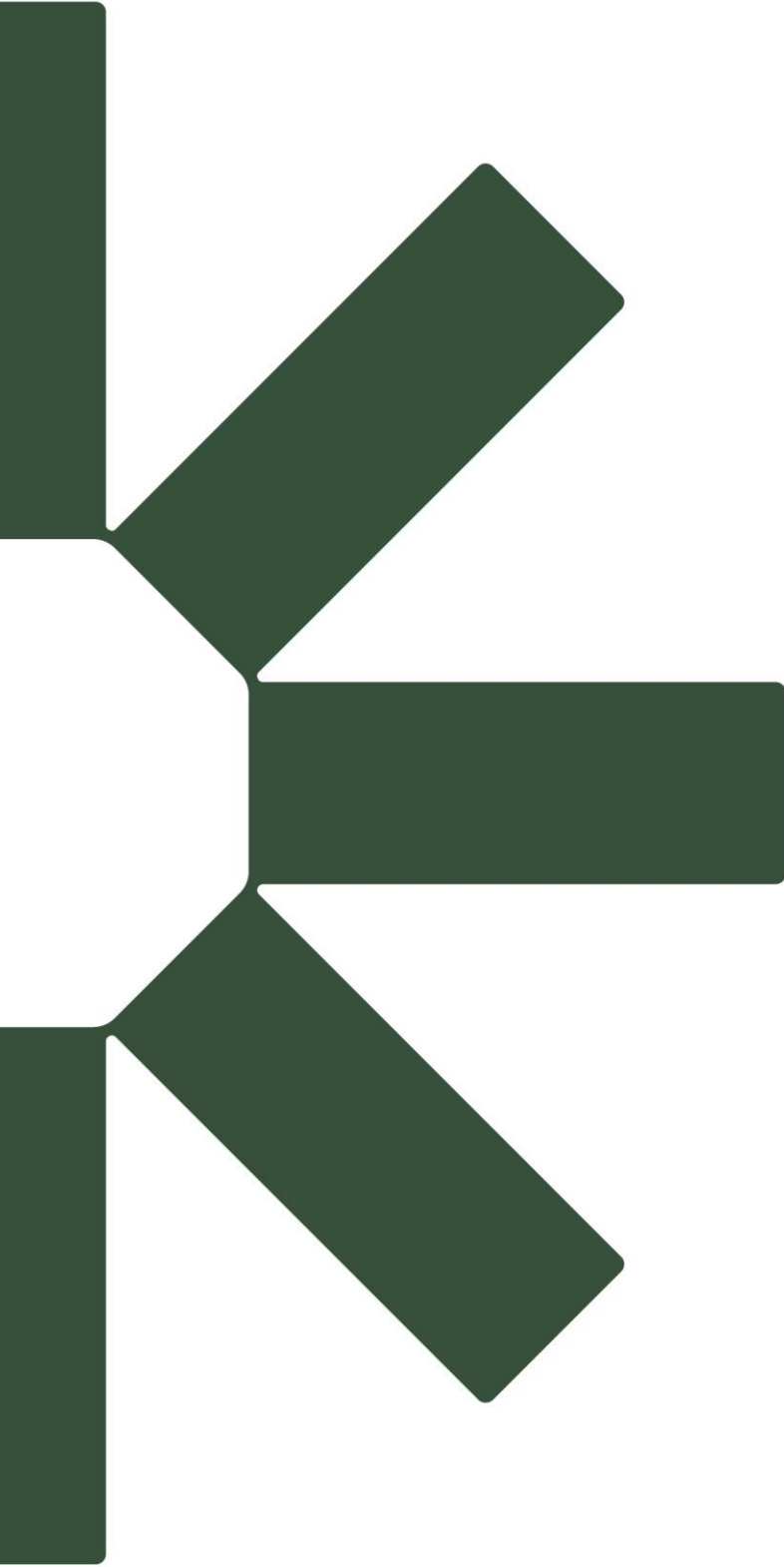
NOTE:
TO BE USED AS A GUIDELINE ONLY.
NOT TO SCALE. REMOVE CITY TITLE BLOCK
AND REDRAW TO REPRESENT SITE SPECIFIC
CONDITIONS. ALL SITE SPECIFIC CONDITIONS
ARE TO BE CONFIRMED BY THE PROJECT
CONSULTANT.



NOTES:

1. HOARDING LOCATION AS PER DRAWINGS. HOARDING INSTALLATIONS ARE TO INCLUDE WOVEN GEOTEXTILE FABRIC FOR SEDIMENT CONTROL.
2. NO MOBILIZATION OR CONSTRUCTION WORK TO OCCUR UNTIL HOARDING HAS BEEN INSPECTED AND APPROVED BY COMMUNITY SERVICES PROJECT MANAGER (CSPM). CONTRACTOR TO ARRANGE FOR A HOARDING INSPECTION WITH (CSPM), 48 HOUR NOTICE REQUIRED.
3. HOARDING TO BE SUPPLIED, INSTALLED AND MAINTAINED BY THE CONTRACTOR THROUGH ALL PHASES OF WORK ON SITE.
4. THE CONTRACTOR IS TO REMOVE AND DISPOSE THE HOARDING OFF SITE WHEN DIRECTED BY THE (CSPM).
5. ALL WOOD PRODUCTS TO BE NEW AND LUMBER KILN DRIED SPF.
6. ALL FASTENERS TO BE NEW GALVANIZED STEEL AND SECURELY INSTALLED. WIRE TIES MIN 3.5mm DIA. GALVANIZED STEEL.
7. DO NOT ALLOW WATER TO COLLECT AND/OR POND ON EITHER SIDE OF THE HOARDING.
8. WHEN INSTALLING DIRECT BURY TIMBER POSTS AND T-BARS, TAKE CARE TO AVOID VISIBLE AND ASCERTAINABLE TREE ROOTS.
9. PLACE HOARDING AT LIMIT OF TREE CANOPY DRIP LINE OR BEYOND (E.G. FURTHER AWAY FROM TRUNK) OF TREE.
10. HOARDED OFF AREA TO REMAIN UNDISTURBED. NO STOCKPILING, STAGING OR MOVEMENT OF VEHICLES TO OCCUR WITHIN PROTECTED AREA.
11. FOR PROTECTION OF TREE'S AND ROOT SYSTEM, CONTRACTOR MAY BE REQUIRED TO PROVIDE WATERING, MULCHING, FERTILIZING, PRUNING OR OTHER ACTIVITIES TO ENSURE THE HEALTH OF THE TREE(S).
12. ALL MEASUREMENTS IN MILLIMETRES UNLESS NOTED OTHERWISE (E.G. DIMENSIONAL LUMBER).
13. CONTRACTOR RESPONSIBLE FOR LOCATES

N.T.S.



Making Sustainability Happen