



Cultural Heritage Evaluation Report:

202 Dundas Street West, Mississauga, Ontario

Dundas Bus Rapid Transit (BRT) Mississauga East

**Prepared by AECOM
for Metrolinx**

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2	February 18, 2022	Tara Jenkins	MHC comment

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Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to undertake a Cultural Heritage Evaluation Report (CHER) for the property at 202 Dundas Street West, in the City of Mississauga, Ontario (the subject property). This work is being completed as part of the Dundas Bus Rapid Transit (BRT) Mississauga East Project (the Project).

This Project alignment extends for approximately 7 km from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. The Project Area is the area of direct disturbance required for the construction and operation of the Project. It includes the proposed alignment for the Project and additional area for potential refinements as the design progresses. As a part of the Project, it is anticipated that impacts to the building may take place on the property at 202 Dundas Street West.

The Project follows the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings, under the Environmental Assessment Act. As part of the reporting requirements for the TPAP, AECOM completed a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the Project (Cultural Heritage Report; AECOM, Draft 2021). The preliminary impact assessment undertaken in the Cultural Heritage Report identified the requirement to conduct a CHER for the property located at 202 Dundas Street West to assess the property's cultural heritage value or interest (CHVI), since the property contains a built heritage resource at 202 Dundas Street West that is listed on the City of Mississauga Heritage Register.

This CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in O. Reg. 9/06 and O. Reg. 10/06, as required by the Ministry of Heritage, Sport, Tourism, and Culture Industries' (MHSTCI) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MHSTCI, 2010) and the *Heritage Identification & Evaluation Process* (MHSTCI, 2014) which provides evaluation methodology.

The purpose of this CHER is to establish the potential CHVI of the property. This includes a review of primary and secondary sources, a review of historical maps, and the completion of a field review, in order to establish the development history and existing conditions of 202 Dundas Street West used to evaluate its CHVI per the criteria outlined in O. Reg. 9/06 and O. Reg. 10/06.

The subject property consists of the municipal boundary of 202 Dundas Street West which is rectangular in shape, within the City of Mississauga. The property is in the southeast corner of Dundas Street West and Argyle Road. The subject property is approximately 0.15 hectares in size, located in Lot 16 of Registered Plan E-23.

The subject property contains a two-storey house with a side and rear automobile service garage addition. It is believed that the Four-Square house was constructed between 1922 and 1929. In addition, it is thought that the two-bay automobile service garage fronting Dundas Street West was constructed in

1946 and was later expanded in 1950 with the automobile service garage that fronts Argyle Road. Other landscape features include remnants of the former gas station which was present circa 1955. The remnants consist of a concrete slab placed over the dispenser sump and the two utilitarian light posts on either side of the concrete slab.

A field review of the subject property was completed by Liam Smythe, B. URPI, Cultural Heritage Specialist with AECOM, on December 23, 2021. The CHER was prepared by Liam Ryan, Cultural Heritage Specialist, and Tara Jenkins, MA, CAHP, Cultural Heritage Specialist Lead.

Based on the results of background research, the field review, and the heritage evaluation of 202 Dundas Street West undertaken for this CHER, the property meets the criteria of O. Reg. 9/06 for its design, historical and contextual value. The subject property did not meet the criteria outlined in Ontario Regulation 10/06.

Based on the results of the CHER, including the evaluation of the subject property utilizing O. Reg. 9/06 and O. Reg. 10/06, the following recommendations are required for 202 Dundas Street West:

1. A Heritage Impact Assessment (HIA) should be completed by a Qualified Heritage Professional if 202 Dundas Street West continues to be directly impacted by the Project. The HIA will assess the impacts of the proposed work on the heritage resource and propose appropriate conservation options and mitigation measures.
2. Metrolinx Heritage Committee has reviewed the results of the O. Reg. 9/06 and O. Reg. 10/06 evaluations and is in agreement with the results and recommendations of this report. If it is confirmed that the property will be owned or controlled by Metrolinx, the Metrolinx Heritage Committee will issue a Metrolinx Heritage Committee Decision Form.

Table of Contents

	page
1. Introduction	9
1.1 Project Context	9
1.2 Description of the Subject Property	10
1.3 Historical Summary	10
1.3.1 Pre-Confederation Treaties	10
1.3.2 County of Peel	12
1.3.3 Township of Toronto	12
1.3.1 Urbanization and Suburbanization of the City of Mississauga	13
1.4 Current Context	14
2. Methodology and Sources	15
2.1 Legislative Framework	15
2.2 Ontario Heritage Act	15
2.2.1 Criteria for Determining Cultural Heritage Value or Interest	15
2.2.2 Standards and Guidelines for the Conservation of Provincial Heritage Properties	16
2.3 CHER Approach	17
2.4 Primary Sources	17
2.5 Secondary Sources	18
2.6 Community Engagement	18
3. Heritage Recognitions	19
3.1 Municipal	19
3.2 Provincial	19
3.3 Federal	19
3.4 Adjacent Lands	19
4. Community Input	20
5. Archaeology	21
6. Discussion of Historical or Associative Value	22
6.1 Historical Themes/Cultural Patterns	22
6.1.1 Transportation	22
6.1.1.1 Dundas Street	22
6.2 Local History	23
6.2.1 Settlement of Cooksville	23
6.2.2 Subject Property History	24
7. Discussion of Design or Physical Value	33
7.1 Physical Description- Exterior	33
7.2 Comparative Analysis	35

8.	Discussion of Contextual Value.....	36
8.1	Environment.....	36
9.	Ontario Regulation 9/06 Evaluation.....	38
10.	Ontario Regulation 10/06 Evaluation.....	41
11.	Summary of the Cultural Heritage Evaluation.....	42
12.	Statement of Cultural Heritage Value or Interest and Heritage Attributes	43
12.1	Description of the Property.....	43
12.2	Draft Statement of Significance.....	43
12.3	Heritage Attributes	44
13.	Recommendations of the Cultural Heritage Evaluation Report.....	46
14.	Data Sheet	47
15.	Chronology.....	49
16.	Photographs.....	50
17.	References	61
17.1	Primary and Secondary Sources.....	61
17.2	Provincial Standards and Resources	62
18.	Figures.....	64

List of Figures

Figure 1: Location of the Subject Property	65
Figure 2: Subject Property Overlaid on Current Aerial Photography.....	66
Figure 3: Subject Property Overlaid on the 1859 Tremaine Map	67
Figure 4: Subject Property Overlaid on the 1877 Illustrated Historical Atlas Map	68
Figure 5: Subject Property Overlaid on the 1909 National Topographic Series Map	69
Figure 6: Subject Property Overlaid on the 1922 National Topographic Series Map	70
Figure 7: Subject Property Overlaid on the 1929 National Topographic Series Map	71
Figure 8: Subject Property Overlaid on the 1939 Goad's Fire Insurance Plan	72
Figure 9: Subject Property Overlaid on a 1954 Aerial Photograph	73

List of Tables

Table 1: Cultural Chronology in Peel County.....	10
Table 2: Result of Stakeholder Consultation	20
Table 3: Ontario Regulation 9/06 Evaluation for 202 Dundas Street West.....	38
Table 4: Ontario Regulation 10/06 Evaluation for 202 Dundas Street West.....	41
Table 5: Chronology of the Subject Property	49

1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to undertake a Cultural Heritage Evaluation Report (CHER) for the property at 202 Dundas Street West, in the City of Mississauga, Ontario (the subject property). This work is being completed as part of the Dundas Bus Rapid Transit (BRT) Mississauga East Project (the Project).

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The Project follows the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings, under the Environmental Assessment Act. As part of the reporting requirements for the TPAP, AECOM completed a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the Project (Cultural Heritage Report; AECOM, Draft 2021). The preliminary impact assessment undertaken in the Cultural Heritage Report identified the requirement to conduct a CHER for the property located at 202 Dundas Street West to assess the property's cultural heritage value or interest (CHVI), since the property contains a built heritage resource at 202 Dundas Street West that is listed on the City of Mississauga Heritage Register.

This CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in O. Reg. 9/06 and O. Reg. 10/06, as required by the Ministry of Heritage, Sport, Tourism, and Culture Industries' (MHSTCI) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MHSTCI, 2010) and the *Heritage Identification & Evaluation Process* (MHSTCI, 2014) which provides evaluation methodology.

The purpose of this CHER is to establish the potential CHVI of the property. This includes a review of primary and secondary sources, a review of historical maps, and the completion of a field review, in order to establish the development history and existing conditions of 202 Dundas Street West used to evaluate its CHVI per the criteria outlined in O. Reg. 9/06 and O. Reg. 10/06.

1.2 Description of the Subject Property

The subject property consists of the municipal boundary of 202 Dundas Street West which is rectangular in shape, within the City of Mississauga (**Figure 1** and **Figure 2**). The property is in the southeast corner of Dundas Street West and Argyle Road. The subject property is approximately 0.15 hectares in size, located in Lot 16 of Registered Plan E-23.

The subject property contains a two-storey Four-Square style building clad in brick. It is believed that the Four-Square style building was constructed between 1922 and 1929, originally as a house, and was converted for commercial use in 1946 for a gas station, now a used car sales office. The Four-Square style building has a one-story concrete block automobile service garage addition. It is thought that the automobile service garage fronting Dundas Street West was constructed in 1946 and was later expanded in 1950 with the automobile service garage that fronts Argyle Road. Other landscape features include remnants of the former gas station which was present circa 1955. The remnants consist of a concrete slab placed over the dispenser sump and the two utilitarian light posts on either side of the concrete slab.

1.3 Historical Summary

Prior to the incorporation of the current municipality, the subject property was located within the boundaries of Toronto Township, in Peel County. Historically, the subject property was in the northern part of Lot 17, Concession 1 South of Dundas Street (S.D.S.), in Toronto Township.

1.3.1 Pre-Confederation Treaties

Decades of archaeological research and assessments in southern Ontario have resulted in an understanding of the historical land use of the former Peel County, from the earliest Indigenous people to more recent Euro-Canadian settlement. **Table 1** provides a breakdown of the cultural and temporal history of past Indigenous occupations in former Peel County as outlined by Ellis and Ferris (1990).

Table 1: Cultural Chronology in Peel County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> Fluted Points Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> Holcombe, Hi-Lo and Lanceolate Points Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> Notched and Bifurcate base Points Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> Stemmed and Brewerton Points, Laurentian Development

Archaeological Period	Time Period	Characteristics
		<ul style="list-style-type: none"> Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> Narrow Point Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> Broad Point Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> Small Point Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> Hind Points, Glacial Kame Complex Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> Meadowood Points Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> Dentate/Pseudo-scallop Ceramics Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> Princess Point Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> European settlement (French and English)

The area in the vicinity of the subject property was first home to Indigenous Nations for over 10,000 years. Archaeological assessments undertaken in the City of Mississauga have identified sites dating to the Paleo, Archaic, and Woodland periods. When Europeans first arrived at the area in the 18th century, the vicinity was inhabited by the Huron people, who by then had displaced the other Iroquois groups that had occupied the region before AD 1500 (Williamson, 2008). Most recently, the area that became the City of Mississauga was home to Algonquin and Ojibwa hunters and a small band of *Anishnaabe* people named the *Mississaugas* by the Jesuit priests, who chose the mouth of the Credit River as a spot for their village between 1650 to 1750. (Dieterman [ed.], 2002 and Skeoch, 2001).

In 1805, Treaty 13A, or the “First Purchase,” was signed between the British colonial government and the Mississaugas. In this treaty, the British Crown acquired over 70,000 acres of the “Mississauga Tract” between Etobicoke Creek and Burlington Bay to today’s Eglinton Avenue. After this purchase, the land was divided into the Townships of Toronto, Trafalgar, and Nelson and is known as the “Old Survey” (Clarkson, 1977). During the American Revolutionary War, the area saw an influx of British settlers as United Empire Loyalists fled for the unsettled lands north of Lake Ontario.

In 1806, with Treaty 14 or the “Head of Lake Treaty,” the Mississaugas surrendered another 70,784 acres west of the First Purchase in exchange for £1,000 of trade goods and the rights to one mile on either side of the Credit River for fishing activities and to grow corn (Dieterman [ed.], 2002).

As the result of an increasing demand for land by European immigrants, on October 28, 1818, William Claus introduced Treaty 19, referred to as the “Ajetance Treaty,” the British Crown acquired more than 648,000 acres, north of today’s Eglinton Avenue, for European settlement (Dieterman [ed.], 2002).

On February 28, 1820, Treaties 22 and 23 granted the British Crown the last remaining 9,000 acres of land that the Mississaugas were occupying. The Mississaugas agreed to Treaties 22 and 23 with a condition that 200 acres would be reserved for them at the mouth of the Credit River (Dieterman [ed.], 2002).

In 1826, the Mississaugas petitioned the British Crown for additional land and established the Credit Mission Village on the Credit River’s east side, now the location of the Mississauga Golf and County Club (Dieterman [ed.], 2002).

In 1847, the Mississaugas moved from the village due to encroachment by Euro-Canadian settlement. The community moved to a tract of land provided by the Six Nations of the Grand River, near present-day Hagersville. Here they established the Mississaugas of the Credit First Nation, named after their former home (Dieterman [ed.], 2002). Today, the Mississaugas of the Credit First Nation maintain strong cultural ties to the Credit River. The river continues to play a significant role in the life of the community including fishing, hunting, gathering and spiritual activities.

1.3.2 County of Peel

The County of Peel was created by an act of Parliament in 1867. Prior to this, it was part of the Nassau or Home District, which was created in 1788 after the creation of Lower and Upper Canada (Walker and Miles, 1877). Following Treaty 13A, the British colonial government assigned Deputy Surveyor Samuel Wilmot to survey the lands in Peel County. He completed the survey in 1806 (Walker and Miles, 1877). The county was comprised of the Townships of Toronto, Toronto Gore, Chinguacousy, Caledon and Albion. By 1819 the greater part of the county had been settled, with the first settlers coming from New Brunswick, the United States following the American Revolution, and other parts of Upper Canada. The population of Peel County in 1809 was recorded at 185. These early settlers were mostly in the “old survey” of Toronto Township. Peel County had a total population of 1,425 by 1821 (Walker and Miles, 1877).

1.3.3 Township of Toronto

Dundas Street, already a surveyed road at the time of the survey of Toronto Township, was used as a proof line to survey Toronto Township. In 1806, Deputy Surveyor Samuel Wilmot completed the original survey of the Township of Toronto (Walker and Miles 1877). Lots and Concessions were named according to their north or south orientation from Dundas Street. The township was surveyed using a mix

of the Single Front and Double Front survey systems that were commonly used between the 1780s and 1830s. The lot including the subject property was laid out using the Single Front system, which produced a square pattern of five-200 acre lots bounded on all four sides by road allowances. The results of the survey type are still visible in the layout of major arterial roads in the City of Mississauga (Riendeau, 1985).

In the early 1800s, settlement in Toronto Township began, despite the fact that the Napoleonic Wars had significantly slowed immigration. By 1809, only 175 individuals are listed in the Township of Toronto Census Record (Riendeau, 2002). Settlement of the Township of Toronto was focused along the Credit and Etobicoke Rivers and numerous mills were constructed along these waterways. Cooksville was an important stagecoach stop along the newly constructed Dundas Street.

The Silverthorn family helped to establish both the former villages of Summerville (originally known as Mill Place) and Sydenham, later renamed Dixie for the travelling doctor Beaumont Dixie, who also financially supported the construction of the Dixie Union Chapel. Summerville enjoyed early success as a centre for blacksmithing and milling, but its mills and shops began to close as early as the 1860s, with its last blacksmith shop demolished in 1979. Dixie was particularly known for Phillip Cody's inn and tavern, which served not only as a meeting place for early settlers to the area, but also as a space for marriages, baptisms, and other religious services to take place, led by a 'circuit-rider', usually a Methodist missionary. The inn was also a space where landowners would gather to discuss the topic of town improvements and infrastructure. The village of Summerville is no longer visible along Dundas Street. Dixie was amalgamated with the Town of Mississauga as part of its formation in 1968.

1.3.1 Urbanization and Suburbanization of the City of Mississauga

By the early-to-mid 20th century, the villages in what would become the City of Mississauga were rapidly urbanizing and later suburbanizing. With the rise of motor vehicle usage and availability following World War II, suburban growth was made even more possible. Communities located on the outskirts of large metropolitan centres like Toronto offered advantages to residents and business as transportation became easier, hydroelectricity became abundantly available, and the costs of living and operating large businesses became more accessible. As a result, places such as Dundas Street were becoming rapidly expanding urban frontiers that witnessed the construction of modern subdivision developments replacing the century-old farmhouses.

In 1968, the villages and communities in Toronto Township including Cooksville, Dixie, and Summerville, along with the likes of Lorne Park, Sheridan, and Meadowvale Village were amalgamated to form the Town of Mississauga. In 1974, the Town of Mississauga also annexed Port Credit and Streetsville, as well as portions of the Townships of Toronto Gore and Trafalgar to become the City of Mississauga (Heritage Mississauga, 2016). Since then, expansion and intensification has continued throughout Mississauga, and in 2011 the city had a reported population of 713,443 making it one of the largest cities in Canada (Riendeau, 2002; Statistics Canada).

1.4 Current Context

The subject property is situated on the south side of Dundas Street West between Argyle Road and Rugby Road, on the outskirts of the historical settlement area of Cooksville, now within the City of Mississauga. More specifically, the property is still situated west of the area described as Downtown Cooksville which is primarily between Confederation Parkway and Hurontario Street centred on Dundas Street. At this location, Dundas Street is a four-lane wide arterial road with a left turning lane onto Argyle Road.

The house is one of a series of structures along Dundas Street that were built in the early 20th century. Built between 1922 and 1929, the house within the subject property along Dundas Street was converted for commercial use as a gas station, automobile service station and car dealership in 1946. Although the gas pumps are no longer extant, the property continues to be used as a service station and car dealership as of February 2022.

Today, the area surrounding the subject property is generally characterized by low to high rise residential towers constructed in the last 30 years. There are two single detached houses to the east of the subject property at 196 Dundas Street West and 188 Dundas Street West, both determined to have potential CHVI in the Cultural Heritage Report (AECOM, Draft 2021). There is a vacant former one-storey brick car dealership building across Dundas Street from the subject property and an active auto repair shop on the southwest corner of Argyle Road and Dundas Street West. Therefore, this stretch of Dundas Street West demonstrates that many of the early 20th century buildings have been replaced by more contemporary buildings, thus illustrating the evolving character of this main thoroughfare in the Cooksville area.

2. Methodology and Sources

2.1 Legislative Framework

This CHER evaluates the property at 202 Dundas Street West as a potential built heritage resource (BHR) to ensure that Metrolinx fulfils its obligations under O. Reg. 231/08 and the Ontario Heritage Act. The following sections outline the various legislative frameworks and processes that are pertinent to the CHER.

2.2 Ontario Heritage Act

The Ontario Heritage Act enables municipalities and the province to designate individual properties and/or districts as being of CHVI. The province or municipality may also “list” a property or include a property on a municipal register that has not been designated but is believed to be of CHVI. O. Reg. 9/06 *Criteria for Determining Cultural Heritage Value or Interest* under the Ontario Heritage Act provides criteria for determining CHVI. If a property meets one or more of the following criteria it is considered to have local interest. If a property meets one or more of the criteria of O. Reg 10/06, *Criteria for Determining Cultural Heritage Value, or Interest of Provincial Significance* then the property is considered to have provincial interest.

2.2.1 *Criteria for Determining Cultural Heritage Value or Interest*

Ontario Regulation 9/06

The following are the criteria for determining CHVI as defined by O. Reg. 9/06 of the Ontario Heritage Act:

The property has design value or physical value because it,

- i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- ii. displays a high degree of craftsmanship or artistic merit; or
- iii. demonstrates a high degree of technical or scientific achievement.

The property has historical value or associative value because it,

- i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community,
- ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or

- iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

The property has contextual value because it,

- i. is important in defining, maintaining or supporting the character of an area;
- ii. is physically, functionally, visually, or historically linked to its surroundings, or
- iii. is a landmark O. Reg. 9/06, s 1 (2).

Ontario Regulation 10/06

The following are the criteria for determining CHVI of provincial significance as defined by O. Reg. 10/06 of the Ontario Heritage Act:

1. The property represents or demonstrates a theme or pattern in Ontario's history;
2. The Property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
4. The property is of aesthetic, visual or contextual importance to the province;
5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;
7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; or
8. The property is located in unorganized territory and the Minister of Heritage, Sport, Tourism and Culture Industries determines that there is a provincial interest in the protection of the property.

2.2.2 Standards and Guidelines for the Conservation of Provincial Heritage Properties

All Ontario government ministries and public bodies prescribed under O. Reg. 157/10, are required to follow the MHSTCI Standards & Guidelines, prepared under section 25.2 of the Ontario Heritage Act, when making any decisions affecting cultural heritage resources on lands under their control. The MHSTCI Standards & Guidelines set out the criteria and process for identifying a Provincial Heritage Property (PHP) and a Provincial Heritage Property of Provincial Significance (PHPPS) and set standards for their protection, maintenance, use, and disposal. The Evaluation Methodology described in the

MHSTCI Standards & Guidelines in Section B describes the process for evaluating a property for its CHVI which was followed in this CHER.

2.3 CHER Approach

The intent of the CHER is to determine whether a property has CHVI based on the criteria of O. Reg. 9/06 or O. Reg. 10/06. This CHER was conducted in accordance with the MHSTCI Standards and Guidelines (2010) and follows the process outlined in the MHSTCI *Heritage Identification & Evaluation Process* (2014). This CHER includes the following key tasks:

- A review of the Cultural Heritage Report drafted by AECOM in 2021 for the Project;
- Consultation with the City of Mississauga and Heritage Mississauga (see **Section 4** for more detail);
- Preparation of a land use history of the subject property at 202 Dundas Street West based on a review of primary and secondary sources, previous evaluations and research and historic mapping and aerial coverage;
- A field review completed by Liam Smythe, B. URPI, Cultural Heritage Specialist with AECOM on December 23, 2021, to document the exterior existing conditions of the subject property from the public right-of-way;
- An evaluation of the subject property according to the criteria outlined in O. Reg. 9/06, *Criteria for Determining Cultural Heritage Value, or Interest* and O. Reg. 10/06, *Criteria for Determining Cultural Heritage Value, or Interest of Provincial Significance*; and;
- Preparation of a Statement of CHVI including a list of heritage attributes, if appropriate.

The CHER was prepared by Liam Ryan, Cultural Heritage Specialist, and Tara Jenkins, MA, CAHP, Cultural Heritage Specialist Lead.

2.4 Primary Sources

Primary source materials provide a first-hand account of an event or time period and are considered dependable. Where available, primary source material was consulted to provide a historical context for the evaluation of potential CHVI for the subject property. Primary source research was undertaken using available online resources and gathered at the Toronto Reference Library. A review of the following primary sources was consulted for this CHER:

- Tremaine's Map of the County of Peel, Canada West, 1859
- Illustrated Historical Atlas of the County of Peel, 1877
- National Topographic Series, 1909
- Goad's Fire Insurance Plan, 1939
- Aerial Photography, 1954
- Abstract of Deeds, OnLand (Land Registry)

2.5 Secondary Sources

Secondary sources interpret and analyze primary sources and generally include scholarly books and articles. A series of secondary sources were reviewed for the purpose of data collection and analysis as part of the CHER. The Cultural Heritage Report prepared by AECOM in December 2021 (draft), provided a preliminary review of the Dundas Street corridor and the potential heritage properties identified along the corridor. Information gathered on the subject property in the Draft Cultural Heritage Report was used in this CHER. In addition, a series of published materials including published histories pertaining to the history of Mississauga were consulted. Furthermore, the relevant guidelines and reference documents cited above in **Section 2.1** served as a framework for undertaking the study. A complete list of the secondary sources reviewed for the report is contained in **Section 17**.

2.6 Community Engagement

As part of the identification of built heritage resources and cultural heritage landscapes for the Cultural Heritage Report, AECOM undertook consultation with the City of Mississauga, the Ontario Heritage Trust (OHT), and the MHSTCI. Consultation for the Cultural Heritage Report took place in April 2021.

As part of this CHER, AECOM undertook property-specific consultation with the City of Mississauga and Heritage Mississauga to request if they have any available background information on any of these properties, or if any previous research/evaluations have been completed. The results of the consultation efforts have been summarized in **Section 4** (Community Input).

3. Heritage Recognitions

3.1 Municipal

As a review of applicable municipal heritage recognitions for the property, AECOM examined the City of Mississauga Municipal Heritage Register. In April 2021, the City of Mississauga provided AECOM the shapefile data of the current Municipal Heritage Register.

The subject property is listed on the Municipal Heritage Register.

3.2 Provincial

As a review of applicable provincial heritage recognitions for the property, AECOM reviewed the OHT Provincial Plaque Guide, and list of OHT easements. The property at 202 Dundas Street West is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff were contacted in April 2021, to review the Ontario Heritage Act Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property. A response from Kevin De Mille, Natural Heritage Coordinator at the OHT confirmed that the property is not subject to an OHT conservation easement or on their register.

3.3 Federal

As a review of applicable federal heritage recognitions for the property and adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 202 Dundas Street West is not subject to any existing federal heritage recognitions.

3.4 Adjacent Lands

Section 6 of the Provincial Policy Statement (2020) defines adjacent lands for the purpose of cultural heritage as "...those lands contiguous to a *protected heritage property* or otherwise defined in the municipal official plan."

A review of the Cultural Heritage Report indicates that directly adjacent to 202 Dundas Street West there is a potential built heritage resource located at 196 Dundas Street West (AECOM, Draft 2021). A fence and a mature treeline separate 196 Dundas Street West from 202 Dundas Street West along the shared east property boundary of the subject property.

4. Community Input

As part of the consultation process for the Cultural Heritage Report (AECOM, Draft 2021), AECOM undertook consultation with the City of Mississauga, OHT, MHSTCI, and Infrastructure Ontario (IO), in order to confirm cultural heritage status of properties within the Project Area. In addition, the City of Mississauga and Heritage Mississauga were consulted for this CHER to see if the City had any available background information or any previous research/evaluations on the subject property. The results of the consultation efforts are identified below in **Table 2**.

Table 2: Result of Stakeholder Consultation

Contact	Organization	Date	Notes
Paula Wubbenhorst, Heritage Planner	City of Mississauga	April 2021	The City of Mississauga confirmed that 202 Dundas Street West is currently listed on the Heritage Register of Mississauga.
Karla Barboza, Team Lead of Heritage	MHSTCI	April 2021	Confirmed 202 Dundas Street West is not a Provincial Heritage Property or Provincial Heritage Property of Provincial Significance.
Frank Dieterman, Manager of Heritage Properties	Infrastructure Ontario	April 2021	No response received.
Kevin De Mille, Natural Heritage Coordinator	OHT	April 2021	202 Dundas Street West is not within a Heritage Easement Agreement.
Paula Wubbenhorst, Heritage Planner	City of Mississauga	January 5, 2022	The City did not have any background information on the subject property.
Matthew Wilkinson, Historian	Heritage Mississauga	January 14, 2022	Matthew Wilkinson provided the AECOM cultural heritage team with background information on the subject property. Wilkinson also noted that the members of the community have shown historical interest in this property. It should be noted that Wilkinson's research was limited to digitally available material.

5. Archaeology

AECOM completed a Stage 1 Archaeological Assessment (AA) as part of the Dundas Bus Rapid Transit Mississauga East Project in November 2021; however, 202 Dundas Street West was not included in that report. The archaeological potential of the Project area within 202 Dundas Street West will be assessed in the Dundas Bus Rapid Transit Mississauga West Project Stage 1 AA (AECOM *forthcoming*) as the property falls within the archaeological scope of the Dundas Bus Rapid Transit Mississauga West Project for archaeology.¹

However, it can be confirmed that at the time of the completion of the Mississauga East Project Stage 1 AA, no known archaeological assessments had previously been completed within 50 metres of the property and no archaeological sites had been identified within or adjacent to the subject property.

Should additional land outside of the Project area boundaries, including areas within the subject property, be included as part of the Dundas Bus Rapid Transit Project, the standard requirements for Archaeological Assessments to be conducted prior to land disturbance remain in place.

¹ It was brought to the attention of AECOM's cultural heritage team that 202 Dundas Street West may have been a site of an Indigenous burials. Upon further research, including correspondence with the Region of Peel Archives, it was determined that the Indigenous burials are not located within the subject property, but rather a short distance away in Port Credit.

6. Discussion of Historical or Associative Value

The discussion of the historical or associative value of a resource considers three criteria set out in O. Reg. 9/06:

- Does the property have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
- Does the property yield, or have the potential to yield, information that contributes to an understanding of a community or culture; or,
- Does the property demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community?

6.1 Historical Themes/Cultural Patterns

6.1.1 *Transportation*

6.1.1.1 *Dundas Street*

Many of the major arterial roads in the City of Mississauga follow the original survey pattern laid out during the Crown survey for Toronto Township in 1806. Many of the north-south oriented roads that cross over Dundas Street including Mavis Road, Hurontario Street, and Cawthra Road were laid out as a result of Samuel Wilmot's original survey. However, Dundas Street was laid out prior to the survey and has been identified as the province's first east-west arterial road.

When Lieutenant Governor Simcoe arrived in Upper Canada in 1792, his primary goal was to guide early settlement. One of his first ambitions was to transfer the colonial capital from Newark (now Niagara-on-the-Lake) to what would become London, Ontario, in order to prepare a capital that would be far enough away from an American border and west enough to discourage American expansion. He ordered a military road to be built. The road was constructed by the Queens Rangers following a trail first established and utilized by Indigenous people in southern Ontario, and at one time was the only major east-west roadway through the province, penetrating the dense forests of Toronto Township (Clarkson, 1977; Riendeau, 2002). The road's route was selected as it was set back from the shores of Lake Ontario by a number of concessions which allowed for safe transport of troops, and was meant to form a military link between Lake Ontario, Lake Erie, Lake St. Clair, and Lake Huron.

The road was first referred to as "The Governor's Road" but was later known as Dundas Street, named after Henry Dundas, the Secretary of State for the British government (Byers and McBurney, 1982). By the time Simcoe left Upper Canada in 1796, the road was partially opened but was barely passable. It

remained a muddy path well into the 1820s but quickly became the main highway system that was used to travel between London and what would become the Greater Toronto Area (Dieterman [ed.], 2001; Skeoch, 2001).

Settlement in Toronto Township was first focused along Dundas Street, given its early path and has been described as a “significant line in the newcomers’ lives”. With the gradual opening and improvements of road allowances following the Crown surveys and settlement, Dundas Street became less important as an arterial link between towns. In addition, the opening of various railways that serviced Ontario meant that transportation – of both people and goods – focussed much less on early roads like Dundas (Dieterman [ed.], 2001; Sketch, 2001). In the 1920s, much of Dundas Street became a part of the Ministry of Transportation (MTO) Highway 5 that started at Islington Avenue and Dundas Street and ran through Cooksville along Dundas Street to Hamilton, designated as a provincial highway. By the 1990s most of Highway 5 was transferred out of provincial control as a result of downgrading and has since become the responsibility of a series of municipalities. (Bevers, 2002-2022).

The subject property is situated along Dundas Street, a significant historical transportation route and is associated with the rapid urbanization of Dundas Street in the early 20th century, especially in established 19th century settlement areas such as Cooksville.

6.2 Local History

6.2.1 Settlement of Cooksville

Cooksville, originally known as Harrisville, was settled on land first owned by Daniel Harris, a United States immigrant. The 1859 Tremaine map (**Figure 3**) and the 1877 Illustrated Historical Atlas map shows the community of Cooksville (**Figure 4**) in the 19th century.

Harris arrived at Toronto Township in 1808 where he established his house at the southeast corner of Dundas Street and the former Centre Road (later Hurontario Street). Harris would later sell off portions of his land, 2 acres of which were purchased by Jacob Cook. Jacob Cook arrived in 1819 and in 1820, Cook was awarded a contract to carry mail between York and Niagara and was operating a stagecoach service throughout much of Upper Canada (Heritage Mississauga, 2018).

By 1830, the intersection was subdivided into village lots and shortly thereafter, in 1836, became known as Cooksville. This is where much of Mississauga’s early growth was based.

In the mid-19th century, the village was known as a commercial and service centre located along the well-travelled Dundas Street. However, in 1852 a devastating fire destroyed the majority of the buildings associated with Cooksville (Heritage Mississauga, 2018). The fire, coupled with the opening of the Great Western Railway along the lakeshore of Lake Ontario that diverted a great deal of traffic south of Dundas Street, resulted in the slow re-growth of Cooksville. Nonetheless, by 1873 Cooksville was chosen to be the seat of Toronto Township, and the opening of the Credit Valley Railway in 1879 helped the village

regain its position as an important shipping centre for local farmers (Riendeau, 2002). In 1968, the village of Cooksville became a part of the Town of Mississauga, now City of Mississauga.

The subject property is located on the outskirts of the 19th century settlement area of Cooksville; outside the 1877 Plan of Cooksville. Therefore, the subject property is associated with the early 20th century settlement area of Cooksville (included in the 1939 Goad's Fire Insurance Plan, **Figure 8**).

6.2.2 Subject Property History

The subject property at 202 Dundas Street West was historically located in the north part of Lot 17, Concession 1 S.D.S, in Toronto Township, Peel County. In 1817, the 200-acre Crown Patent for the lot was issued to Cornelis Van Valkenburgh (OnLand). Van Valkenburgh was a union soldier in the New York Calvary that fought during the American Civil War (**Image 1**). After Van Valkenburgh's ownership of Lot 17, Concession 1 S.D.S, the lot would pass through various owners throughout the 19th century including, but not limited to, two of Van Valkenburgh's children, Sir William G. Parker a Vice Admiral (O'Byrne, 1849), three of Parker's children, and the Canada Vinegrowers Association (OnLand).

**Image 1: U.S., Civil War Pension Index: General Index to Pension Files, 1861-1934
(National Archives and Records Administration, 2000)**

NAME OF SOLDIER:		Van Valkenburgh, Cornelius		
NAME OF DEPENDENT:		Widow, Minor,	Skinner, C.	
SERVICE:		G. H. N. Y. Cav.		
DATE OF FILING.	CLASS.	APPLICATION NO.	CERTIFICATE NO.	STATE FROM WHICH FILED
	Invalid,			
	Widow,			
1874, 2A-2	Minor,	183874	141911	

Henry Parker, son of Sir William G. Parker is illustrated as the owner of Lot 17, Concession 1 S.D.S., on the 1859 Tremaine map (**Figure 3**). There are no structures illustrated on the lot at this time. The 1859 Tremaine map does show the subject property just west of the urban settlement area of Cooksville. The 1877 Illustrated Historical Atlas (**Figure 4**) illustrates that the lot is owned by the Canada Vinegrowers Association. The Canada Vinegrowers Association was established by Henry Parker and Justin D Coutenay in 1860 who sold wines under the name Clair House Assets, later sold to Fred Marsh Winery Limited in 1929 (Bell, 2020). Cooksville was the home of Clair House Winery. A single structure is located within the north part of Lot 17, Concession 1 S.D.S., in a separate parcel and is not within the subject property (**Figure 4**).

The 1909 National Topographic System (NTS) map (**Figure 5**) shows no change within the subject property as it continues to be illustrated as vacant at that time. The subject property is shown located just west of the historic Cooksville settlement area in 1909. In 1923, Lot 17, Concession 1 S.D.S., was subdivided into smaller urban lots and registered as Registered Plan E-23. The subject property located at 202 Dundas Street West comprises of a portion of Lot 16 from Registered Plan E-23.

Between 1922 and 1946, Lot 16, Registered Plan E-23 passed through four separate property owners: Rebecca A. Zimmerman, Herbert Williams, John B. Kee and Elma Rodgers². On November 10, 1923, Rebecca A. Zimmerman entered into a mortgage agreement with Herbert Williams for all of the lots in the registered plan for \$28,823 (OnLand). On November 26, 1931, Rebecca A. Zimmerman would foreclose on her mortgage with Herbert Williams and as a result Herbert Williams would receive the entirety of Lot 16, Registered Plan E-23.

The 1922 NTS map (**Figure 6**) and 1929 NTS map (**Figure 7**) shows that the house was built between that date range, when Rebecca A. Zimmerman owned the property. The 1939 Goad's Fire Insurance Plan (**Figure 8**) of Cooksville illustrates two separate structures within the subject property. The larger structure is a two-storey wood framed house clad in brick, with a single storey wood framed kitchen tail. A smaller structure is located south of the house, a one-storey wood frame automotive garage. The brick clad house represents the current house within the subject property. The frame automotive garage is no longer extant.

On September 16, 1943, Herbert Williams granted all of Lot 16, Registered Plan E-23 with restrictions³ to John B. Kee, for \$3,300. The following year, John B. Kee would sell the entire property to Elma Rodgers for \$6,100 on October 4, 1944 (OnLand). On April 25, 1946, Elma Rodgers sold all of Lot 16, Registered Plan E-23 to Albert Russell for \$7,500 (OnLand). Albert Russell was a local business owner for automobiles servicing who previously owned and operated B.A. service and garage at the southeast corner of Dundas Street and Hurontario Street (Matthew Wilkinson, Historian, Heritage Mississauga, 2021).

² Tombstone suggests that John B. Kee and Elma Rodgers were related.

³ Restrictions presumed to be associated with the previous foreclosure of the property.

Given Albert Russell was associated with automobile servicing in Cooksville, it is most likely he converted the house at 202 Dundas Street West into Russell's Garage in 1946 and the single storey service garage fronting Dundas Street was added. The property became an automotive service station. On March 30, 1950, Albert Russell gave Albert E. Winston a mortgage for \$4,900 for part of Lot 16, and the mortgage was discharged by April 12, 1950. According to a former local resident, who was asked several years ago about this property, the service garage with one-bay fronting on Argyle Road (west side of the property) was added to the existing garage by Albert Russell in 1950 (Matthew Wilkinson, Historian, Heritage Mississauga, 2021). After 1950, the Land Registry indicates that Albert Russell continued to own Lot 16. There is reference to Russell's Garage on Argyle Street in 1954 (Matthew Wilkinson, Historian, Heritage Mississauga, 2021). No structures within the subject property are visible on the 1954 aerial imagery due to the low-quality imagery, however the image shows that urban development related to Cooksville had extended west, past the subject property (**Figure 9**).

On June 1, 1955, Albert Russell received a mortgage from the Cities Service Oil Company Limited for \$12,000 (OnLand). It is presumed that the money was used to install gas dispensers, associated petroleum equipment, and renovations on the two-storey Four-Square style house, including the four double height Doric columns. On the same day Albert Russell would lease a portion of his property to the Cities Service Oil Company Limited⁴ for five years at a price of \$232 a month. Cities Service Oil Company Limited is a United States-based refiner, transporter and marketer of transportation fuels, lubricants, petrochemicals and other industrial products. The Cities Services Oil Company Limited used Russell's property as a gas station. **Image 2** shows another example of a Cities Service Oil Company Limited gas station where Doric type columns were added to a house in order to transition the residence into a prominent commercial building on the streetscape, similar to the approach taken at 202 Dundas Street West in Cooksville. On August 6, 1959, Albert Russell extended the lease with Cities Service Oil Company Limited for another five years for a price of \$136.97 per month (OnLand).

⁴ Inaugurated use of the Citgo brand in 1965

Image 2: An example of an early 1930s Cities Service station, illustrating double height Doric columns (Tate, Motorcities, 2015)



Around 1962, Russell's Garage was also recognized as a car dealership that sold Morris Motors Limited vehicles (**Image 3**). In 1964, Cities Service Oil Company Limited did not renew a lease on the gas station which expired that year (OnLand). In June of 1965 signed a lease agreement with Shell Canada for a price of \$300 per month (OnLand). On May 26, 1970, Albert Russell would grant his property to Russell's Garage Limited.

Image 3: An image of an advertisement illustrating the Russell's Garage's association with Morris Motors Limited vehicles (*The Globe and Mail*, June 20, 1962)

there's nothing to touch the world's biggest small car value

\$1675



MORRIS
MINOR 1000
DELUXE

Ensign Motors
ONTARIO DISTRIBUTORS
Queensway at Windermere, Toronto

12-month, 12,000-mile
full factory warranty!

PAUL BOWEN MOTORS LTD. Highway 11, E.E. #3, Aurora, Ont. PA. 7-3778	M. & S. SERVICE Rosedale Blvd. P.O. Box 5, Malton, Ont. BU. 8-2665	ENSGN MOTORS LTD. 2929 Yonge St., Toronto 456-6655	D. E. LUKE Hwy 6 St. North Waggon, Ontario EE. 4-7665	GULLIVER MOTORS LTD. 392 Dundas St. W. Mississauga, Ont. EE. 9-3877
RUSSELL'S GARAGE 282 Dundas St. W. Cooksville, Ont. 277-9955	AUSTIN MOTOR CO. (CANADA) LTD. 737 Church St., Toronto WA. 8-3345	CLAREMONT GARAGE Claremont, Ont. Phone TW	MURPHY MOTORS LTD. 379 Papez St. Kagran, Ont. EE. 8-6384	HUMPHRIES MOTORS LTD. 74 Eastmain Ave. W. Hawthorn, Ont. EE. 9-3878

On March 21, 1975, Russell's Garage Limited sold the property to Sam Roccasalva and Santo Dorata for \$144,000 (OnLand). Historical photos of the structure from 1978 and 1989 show that the property would continue to be used as a gas station after Russell's Garage Limited's departure (**Image 4** and **Image 6**). In addition, **Image 4** depicts the house as being parged in concrete containing window shutters on the front façade windows and a pedimented wooden door surround on the off-centred entrance. In 1978, Fina gas company was operating the gas station (**Image 5**). In 1982, Sam Roccasalva and Santo Dorata signed a ten year lease with Ultramar Canada for the gas station portion of the property (OnLand). **Image 6** indicates the house was renovated between 1978 and 1989 as ground floor windows were added and an additional entrance. From this point on, the property itself was transferred to several different ownerships and this trend continued into the late 1990s.

As of January 2022, the structure within the subject property is currently occupied by Capital Motors, a used car dealership, and Capital Auto, an automotive service shop.

In summary, the subject property is significant to the community of Cooksville since it is directly associated with Cooksville's automobile service station history. The property consists of a mid-20th century service station which includes an automobile service garage, car dealership and a remnants of a former gas station. Cities Service Oil Company established a gas station utilizing the Four-Square style

house in 1955. Service stations in Cooksville supported vehicles utilizing Dundas Street, especially after it became a highway in the 1920s. The village was recognized as a hub for automotive servicing. Therefore, 202 Dundas Street West has associative value as a contributor to the service centre heritage of Cooksville.

The subject property has the potential to yield information that contributes to an understanding of the rapid urbanization of Dundas Street beginning in the early 20th century, especially in Cooksville. The subject property represents an early 20th century residential property that was converted for commercial use as an automobile service station in the mid-20th century. This contributes to the understanding of the history of transportation on Dundas Street and the evolution into an era where the personal automobile was the primary mode of transportation.

While the property at 202 Dundas Street is directly associated with Rebecca A. Zimmerman, Herbert Williams, John B. Kee and Elma Rodgers who were all associated with construction of the Four-Square style house and Albert Russell, a local businessman, who converted the property from residential to an automobile service station, none of these individuals were determined to be significant to the history of Cooksville. In addition, the property was not found to demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.

**Image 4: An image taken in 1978 of Russell's Garage, Cooksville
(Mississauga Library System, Identifier: A552)**



**Image 5: An image taken in 1978 of Russell's Garage, Cooksville
(Mississauga Library System, Identifier: A552)**



**Image 6: An image taken in 1989 of Russell's Garage, Cooksville
(Mississauga Library System, Identifier: PH2195)**



7. Discussion of Design or Physical Value

The discussion surrounding the design or physical value of the property centres on the three criteria set out in O. Reg. 9/06 as:

- Is the property a rare, unique, representative or early example of a style, type, expression, and material or construction method;
- Does the property display a high degree of craftsmanship or artistic merit; or
- Does the property demonstrate a high degree of technical or scientific achievement?

7.1 Physical Description- Exterior

The subject property at 202 Dundas Street West is located on the south side of Dundas Street West, at the southeast corner of Argyle Road. The property is comprised of a former house, now commercial, with two additions serving as automobile service station. The remainder of the property includes remnants of the former gas station which consists of a pump island constructed of concrete placed over the dispenser sump with two utilitarian light posts. The remainder of the property is a surface parking lot. There are no detached outbuildings currently located on the subject property.

The two-storey Four-Square style house has an L-shaped plan with a two-bay automobile service garage addition. Based on background research conducted for this CHER, the Four-Square style house was built between 1922 and 1929 as a wood framed structure clad in brick. It is believed that the two-bay automobile service garage fronting Dundas Street West was constructed in 1946 and was later expanded in 1950 with the one-bay automobile service garage that fronts Argyle Road.

North (Front) Elevation

The north (front) elevation of the Four-Square style house built between 1922 and 1929 faces Dundas Street West and consists of two-storey painted cream brick building with a hipped roof. The front façade has been designed to be prominent as it features four double height fluted Doric columns and an attached two-bay automobile service garage (**Photograph 1**). The four double height Doric columns are located on the large front concrete porch. The columns extend from the base of the porch to the wide overhanging eave (**Photograph 2**). With the support of the Doric columns the overhanging eaves provide a covering over the porch that spans the length of the north elevation. The Doric columns were added to the house as part of an upgrade in the 1950s and rebranding of the Cities Service Oil Company service station.

The ground floor of the house features a central entrance flanked by windows on either side (**Photograph 3**). The central entrance contains a wooden door with multi-glass paned windows. The

window east of the central entrance is an aluminum one-over-one sash window with painted white segmentally arched brick voussoirs and painted concrete sill. The window west of the central entrance is a large aluminum square window with a painted concrete sill. The north elevation contains an additional entrance with a brick voussoir located on the west side of the aluminum square window. **Image 4** shows this door was the main entrance of the building and the centred door and the large aluminum square window are alteration to the front façade occurring between 1978 and 1989 (**Image 6**).

The second storey of the house contains two aluminum one-over-one sash windows with segmentally arched brick voussoirs and concrete sills. These windows are largely obscured from the right-of-way by the double height Doric columns.

The attached two-bay automatable service garage is a single storey concrete block structure with a flat roof and an L-shaped plan (**Photograph 4**). It contains two vehicular entrances that allow automobiles to drive into the service garage. A large sign is located above the garage that provides the name of the business and contact information.

Associated with the west elevation are remnants of the former gas station that was located on the property. The remnants visible from the north elevation is the concrete slab placed over the dispenser sump and the two utilitarian light posts on either side of the concrete slab (**Photograph 5**).

West Elevation

The west elevation of the property faces Argyle Road. From the right-of-way the automobile service garage and the second storey of the house can be seen (**Photograph 6**). Visible on the house are two segmentally arched aluminum one-over-one sash windows with brick voussoirs.

The automobile service garage is separated into a northern portion and southern portion representing the two stages in its construction (**Photograph 7**). The northern portion is made of concrete blocks clad in painted stucco, while the southern portion is made of concrete blocks, painted but not clad in stucco. This change in exterior materials indicates the 1950 expansion.

The northern portion of the west elevation contains two-over-two sash fixed windows with white painted concrete sills. This portion of the building shows signs of cracking and deterioration in the stucco. The southern portion of the addition contains a stepped roofline along the side, a single vehicular entrance and a 10 paned large rectangular shaped window with three-over-three sash operable window and one-over-one fixed windows on either side. The windows have painted white concrete sills.

South (Rear) Elevation

The south (rear) elevation features the second storey of the house, the rear of the automobile service garage and the frame structure addition (**Photograph 8**). Visible on the second storey of the house is one centred segmentally arched aluminum one-over-one sash window with brick voussoirs. A tall red brick chimney with a lightly decorated corbelled top is visible from this elevation (**Photograph 9**).

The south elevation of the automobile service garage contains three evenly spaced large rectangular shaped six-over-three sash hung windows with blue painted concrete sills. A frame structure is located on the south elevation, but it is visually obscured from the right-of-way.

East Elevation

The east elevation features the house and a rear one-storey frame addition with painted brick (**Photograph 10**). The first storey of the house contains two windows: a three paned sliding window with a grey painted concrete sill, and a larger twelve paned aluminum window with a grey painted concrete sill (**Photograph 11**). There are signs of a previous brick voussoir above the three-paned sliding window. These windows are later replacements which altered the original window openings. The second storey of the building contains two aluminum one-over-one sash windows with painted grey concrete sills (**Photograph 12**). A brick chimney clad in concrete is visible from this elevation.

A frame addition is located on the east elevation, but it is visually obscured from the right-of-way.

7.2 Comparative Analysis

There are comparable properties within the historic settlement of Cooksville to that of the subject property. The house within the subject property is a simple Four-Square style house. The house is devoid of any Classical decorative detailing. This style of house is common along Dundas Street and throughout Ontario as it was a popular style between 1900 and 1930 (Bluemenson, 1990). However, the 1950s addition of the four full height fluted Doric style columns after the house was converted for commercial use, is unique in appearance and offers the building a commercial prominence along Dundas Street. In addition, service station bays were added in 1946 and 1950, and by 1955 Cities Services started a gas station using the house on the subject property. Based on the field review conducted for this CHER, it is likely that the subject property is the last surviving example of a former Cities Service gas station.

In summary, based on the existing conditions of the subject property and the comparative analysis, the subject property retains design value as a unique example of a house converted to a mid-20th century automobile service and gas station in Cooksville.

8. Discussion of Contextual Value

The discussion of the contextual value of a resource focuses on the three criteria set out in O. Reg. 9/06:

- Is the property important in defining, maintaining or supporting the character of an area;
- Is the property physically, functionally, visually or historically linked to its surroundings, or
- Is the property a landmark?

8.1 Environment

The structure located at 202 Dundas Street West is one of a series of early to mid-20th century buildings along this portion of Dundas Street in the City of Mississauga. Today, the area surrounding the subject property is generally characterized by low to high rise residential towers constructed in the last 30 years. There are two single detached houses to the east of the subject property at 196 Dundas Street West and 188 Dundas Street West, both determined to have potential cultural heritage value or interest in the Cultural Heritage Report (AECOM, Draft 2021).

Despite the two potential residential heritage properties, this stretch of Dundas Street West demonstrates that after 1939, this area of Cooksville became known as the automobile service station area of the community. There is as a vacant one-storey brick former auto service and sales shop located across from the subject property at 189 Dundas Street West (currently proposed for development). Title documents indicate that 189 Dundas Street West also once had an active gas station as it was leased to Petro Canada in 1987 (Kodiak Environmental Limited, 2016:11). **Image 7** shows the front of 189 Dundas Street West with a pump island for the gas station. Today, there is also an active auto repair and services shop at 220 Dundas Street West located on the southwest corner of Argyle Road and Dundas Street West. Therefore, the subject property currently shares a direct visual relationship with 189 and 200 Dundas Street West as automobile service stations located around Dundas Street and Argyle Road.

**Image 7: West End Motors and Trailer Park, Cooksville, circa 1978
(Mississauga Library System, Identifier: A556)**



Today, the area around Dundas Street and Argyle Road is transitioning to low to high rise apartment/condo buildings, thus illustrating the evolutionary character of this main throughfare in the Cooksville area.

In summary, the subject property has contextual value as a mid-20th century automobile service station in Cooksville. The location of the subject property at Dundas Street and Argyle Road may be considered within Cooksville's automobile service station hub, which began in the mid-20th century coinciding with the automobile becoming the preferred and popular mode of transportation. Although much of the immediate surrounding area is transitioning to residential, the subject property is important to maintaining the mid-20th century character of Cooksville as an important automobile service station for travelers along Dundas Street, especially after it became a highway in the 1920s. In addition, the subject property is visually and historically linked to the other automobile service stations at 189 and 200 Dundas Street West that surround Dundas Street and Argyle Road in Cooksville. The service stations were important to travellers using Dundas Street in the mid-20th century.

9. Ontario Regulation 9/06 Evaluation

The subject property was evaluated to determine if it satisfied the criteria outlined in O. Reg. 9/06. **Table 3** contains this O. Reg. 9/06 evaluation of the property located at 202 Dundas Street West.

Table 3. Ontario Regulation 9/06 Evaluation for 202 Dundas Street West

Criteria	Meets Criteria (Yes/No)	Rationale
1) The property has <i>design or physical value</i> because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method.	Yes	<p>The building located at 202 Dundas Street West is a unique example of a house converted to a century automobile service and gas station in the mid-20th century in the community of Cooksville. The two-storey Four-Square style house on the property was built between 1922 and 1929 but was converted in 1946 for commercial use. The former house is wood framed with brick cladding and sits on a concrete foundation. Architectural features include a hipped roof with wide overhanging eaves, an off-centred main entrance on the front façade, segmentally arched one-over-one sash windows with brick voussiors and concrete sills, and a red brick chimney. In the 1950s, four double height 1950s fluted Doric columns were added to the front façade to promote the new commercial use of the house.</p> <p>Attached to the two-storey Four-Square style house, at the ground level on its west elevation, is a two-bay automotive service garage built in 1946. It is constructed of concrete blocks and clad in stucco. It features two two-over-two sash fixed windows with white painted concrete sills. In 1950, a one-bay automotive garage extension was constructed of concrete block, now painted, and features a stepped roofline along the side, a 10 paned large rectangular shaped window with three-over-three sash operable window and one-over-one fixed windows on either side on the west elevation and three evenly spaced large rectangular shaped six-over-three sash hung windows with concrete sills on the rear.</p> <p>In 1955, a gas station was added to the property. There are remnants of the gas station which consist of a pump island constructed of concrete placed over the dispenser sump with two utilitarian light posts.</p>

Criteria	Meets Criteria (Yes/No)	Rationale
ii) Displays a high degree of craftsmanship or artistic merit.	No	The building within 202 Dundas Street West does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The building located at 202 Dundas Street West was built using typical methods and materials and does not display a high degree of technical or scientific achievement
2) The property has <i>historic value</i> or <i>associate value</i> because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.	Yes	202 Dundas Street West is significant to the community of Cooksville since it is directly associated with Cooksville's automobile service station history. The property consists of a mid-20 th century service station which includes an automobile service garage, car dealership and remnants of a former gas station. Cities Service Oil Company established a gas station utilizing the Four-Square style house in 1955. Service stations in Cooksville supported vehicles utilizing Dundas Street, especially after it became a highway in the 1920s. The village was recognized as a hub for automotive servicing. Therefore, 202 Dundas Street West has associative value as a contributor to the automobile service station heritage of Cooksville.
ii) Yields or has the potential to yield information that contributes to an understanding of a community or culture.	Yes	As 202 Dundas Street West represents an early 20 th century residential property that was converted for commercial use as an automobile service station in the mid-20 th century, it contributes to the understanding of the history of transportation on Dundas Street and the evolution into an era where the personal automobile was the primary mode of transportation.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	While the property at 202 Dundas Street is directly associated with Rebecca A. Zimmerman, Herbert Williams, John B. Kee and Elma Rodgers who were all associated with construction of the Four-Square style house, and Albert Russell, a local businessman who converted the property from residential to an automobile service station, none of these individuals were determined to be significant to the history of Cooksville. In addition, the property was not found to demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area.	Yes	202 Dundas Street West has contextual value as a mid-20 th century automobile service station in Cooksville. The location of 202 Dundas Street West at Dundas Street and Argyle Road may be considered part of Cooksville's automobile service station hub beginning in the mid-20 th century which coincides with the automobile becoming the preferred and popular mode of transportation by the

Criteria	Meets Criteria (Yes/No)	Rationale
		mid-20 th century. Since much of the immediate surrounding area along Dundas Street is transitioning to residential, 202 Dundas Street West is important to maintaining the mid-20 th century character of Cooksville as an important automobile service station hub for travelers along the street, especially after it became a highway in the 1920s.
ii) Is physically, functionally, visually, or historically linked to its surroundings.	Yes	202 Dundas Street West, as a mid-20 th century automobile service station, is visually and historically linked to the other automobile service stations at 189 and 200 Dundas Street West that surround Dundas Street and Argyle Road in the community of Cooksville.
iii) Is a landmark.	No	The property at 202 Dundas Street West is not considered a local landmark.

The property located at 202 Dundas Street West meets the criteria of O. Reg. 9/06, and therefore does retain CHVI at the local level.

10. Ontario Regulation 10/06 Evaluation

The subject property was evaluated to determine if it satisfied the criteria outlined in O. Reg. 10/06.

Table 4 contains this O. Reg. 10/06 evaluation of the property located at 202 Dundas Street West.

Table 4: Ontario Regulation 10/06 Evaluation for 202 Dundas Street West

Criteria	Meets Criteria (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property at 202 Dundas Street West does not represent or demonstrate a theme or pattern in Ontario's history.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property at 202 Dundas Street West does not yield and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	The property at 202 Dundas Street West does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	The property at 202 Dundas Street West is not considered to be of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	The property at 202 Dundas Street West does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province.	No	The property at 202 Dundas Street West was not determined to have strong or special associations with the entire province of Ontario, or with communities found in more than one part of the province.
7. The property has a strong or special association with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.	No	The property at 202 Dundas Street West does not have a strong or special association with the the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	The property at 202 Dundas Street West 202 Dundas Street West is not located in an unorganized territory.

The property located at 202 Dundas Street West did not meet the criteria of O. Reg.10/06, and therefore does not retain CHVI at the provincial level.

11. Summary of the Cultural Heritage Evaluation

The application of O. Reg. 9/06 and 10/06 concluded that 202 Dundas Street West met the criteria of O. Reg. 9/06 for its design, historical and contextual value. However, it did not meet the criteria outlined in O. Reg. 10/06. Therefore, this CHER recommends that the property at 202 Dundas Street West has CHVI at the local level.

12. Statement of Cultural Heritage Value or Interest and Heritage Attributes

12.1 Description of the Property

The property at 202 Dundas Street West is approximately 0.15 hectares in size and consists of a two-storey Four-Square style house with an attached one-story automobile service garage. The property is located on the south side of Dundas Street West between Argyle Road and Rugby Road. The property is historically located in the north part of Lot 17, Concession 1 S.D.S, Toronto Township, Peel County, Ontario. In 1923, Lot 17 was subdivided into smaller residential lots and registered as Plan E-23. The property now comprises of a portion of Lot 16 within Registered Plan E-23.

12.2 Draft Statement of Significance

The building located at 202 Dundas Street West is a unique example of a house converted to a century automobile service and gas station in the mid-20th century in the community of Cooksville. The two-storey Four-Square style house on the property was built between 1922 and 1929 but was converted in 1946 for commercial use. The former house is wood framed with brick cladding and sits on a concrete foundation. Architectural features include a hipped roof with wide overhanging eaves, an off-centred main entrance on the front façade, segmentally arched one-over-one sash windows with brick voussiors and concrete sills, and a red brick chimney. In the 1950s, four double height 1950s fluted Doric columns were added to the front façade to promote the new commercial use of the house.

Attached to the two-storey Four-Square style house at the ground level on its west elevation, is a two-bay automotive service garage built in 1946. It is constructed of concrete blocks and clad in stucco. It features two two-over-two sash fixed windows with white painted concrete sills. In 1950, a one-bay automotive garage extension was constructed of concrete block, now painted, and features a stepped roofline along the side, a 10 paned large rectangular shaped window with three-over-three sash operable window on the west elevation and one-over-one fixed windows on either side and three evenly spaced large rectangular shaped six-over-three sash hung windows with concrete sills on the rear.

In 1955, a gas station was added to the property. There are remnants of the gas station which consist of a pump island constructed of concrete placed over the dispenser sump with two utilitarian light posts.

Historically, 202 Dundas Street West is significant to the community of Cooksville since it has associative value as a contributor to the automobile service station heritage of Cooksville. The property consists of a mid-20th century service station which includes an automobile service garage, car dealership and remnants of a former gas station. Cities Service Oil Company established a gas station utilizing the Four-

Square style house in 1955. Service stations in Cooksville supported vehicles utilizing Dundas Street, especially after it became a highway in the 1920s. Cooksville was recognized as a hub for automotive servicing. As 202 Dundas Street West represents an early 20th century residential property that was converted for commercial use as an automobile service station in the mid-20th century, it contributes to the understanding of the history of transportation on Dundas Street and the evolution into an era where the personal automobile was the primary mode of transportation.

202 Dundas Street West has contextual value as a mid-20th century automobile service station in Cooksville. The location of 202 Dundas Street West at Dundas Street and Argyle Road may be considered Cooksville's automobile service station hub beginning in the mid-20th century which coincides with the automobile becoming the preferred and popular mode of transportation by the mid-20th century. Since much of the immediate surrounding area along Dundas Street is transitioning to residential, 202 Dundas Street West is important to maintaining the mid-20th century character of Cooksville as an important automobile service station hub for travelers along the street, especially after it became a highway in the 1920s. In addition, 202 Dundas Street West as a mid-20th century automobile service station is visually and historically linked to the other automobile service stations at 189 and 200 Dundas Street West that surround Dundas Street and Argyle Road in the community of Cooksville.

12.3 Heritage Attributes

The heritage attributes of 202 Dundas Street West include:

- Two-storey Four-Square brick style house constructed between 1922 and 1929
 - Form, scale and massing
 - Hipped roof with wide overhanging eaves
 - Four double height fluted Doric columns, constructed 1950s
 - Off-centred entrance on the front façade
 - Segmentally arched one-over-one sash windows with brick voussoirs and concrete sills
 - Red brick chimney
- Two-bay automobile service garage constructed 1946
 - Vehicle entrances
 - Concrete block construction clad in stucco
 - two two-over-two sash fixed windows with white painted concrete sills
- One-bay automobile service garage constructed in 1950
 - Vehicle entrance
 - Concrete block construction
 - A 10 paned large rectangular shaped window with three-over-three sash operable window and one-over-one fixed windows on either side
 - Three evenly spaced large rectangular shaped six-over-three sash hung windows with concrete sills on the rear
 - Stepped roofline along side



- Remnants of former gas station:
 - Pump island constructed of concrete over the dispenser sump
 - Two utilitarian light posts on the pump island

13. Recommendations of the Cultural Heritage Evaluation Report

Based on the results of the CHER, including the evaluation of the subject property utilizing O. Reg. 9/06 and O. Reg. 10/06, the following recommendations are required for 202 Dundas Street West:

1. A Heritage Impact Assessment (HIA) should be completed by a Qualified Heritage Professional if 202 Dundas Street West continues to be directly impacted by the Project. The HIA will assess the impacts of the proposed work on the heritage resource and propose appropriate conservation options and mitigation measures.
2. Metrolinx Heritage Committee has reviewed the results of the O. Reg. 9/06 and O. Reg. 10/06 evaluations and is in agreement with the results and recommendations of this report. If it is confirmed that the property will be owned or controlled by Metrolinx, the Metrolinx Heritage Committee will issue a Metrolinx Heritage Committee Decision Form.

14. Data Sheet

Field	Property Data
Municipal Address	202 Dundas Street West
Municipality	City of Mississauga
Metrolinx/GO Transit Rail Corridor	Dundas Street BRT Mississauga East
PIN	11305100
Ownership [Metrolinx, other government, or private, and any lease]	Private
Aerial photo showing location & property boundary	
Exterior, street view photo of 202 Dundas Street West (taken by AECOM, December 23, 2021)	
Date of construction of built resources (known or estimated, and source)	Constructed between 1922 and 1929

Field	Property Data
Date of significant alterations to built resources (known or estimated, and source)	The automotive service garage fronting Dundas Street West was built 1946 The automotive service garage fronting Argyle Road was constructed in 1950
Architect/designer/builder (and source)	Unknown
Previous owner(s) or occupants	Various residential then commercial tenants throughout the 20 th century (see Section 6.2.2)
Current function	Commercial
Previous function(s)	Residential
Heritage Recognition/Protection (municipal, provincial or federal)	Listed on the Municipal Heritage Register
Local Heritage Interest	Yes- Heritage Mississauga
Adjacent lands	None
UTM Northing	611345.40
UTM Easting	4825675.17

15. Chronology

Table 5: Chronology of the Subject Property

Date	Historical Event
1796	Dundas Street constructed along an Indigenous trail by Lieutenant Governor John Graves Simcoe for a military road.
1806	Toronto Township surveyed by Deputy Surveyor Samuel Wilmot.
1808	Daniel Harris established a house at Dundas Street and Hurontario Street. Harris was the first settler in settlement of Harrisville.
1800-1830	The settlement became an important stagecoach stop along Dundas Street.
1817	Crown Patent issued Lot 17, Concession 1 S.D.S. to Cornelis Van Valkenburgh.
1830	The village plan was established around the intersection of Dundas Street and Hurontario Road.
1836	Harrisville renamed Cooksville.
1852	Fire in Cooksville slowing the settlements growth as a commercial shipping hub.
1923	Lot 17, Concession 1 S.D.S. was subdivided into smaller residential lots and registered as Plan E-23.
Between 1922 and 1929	The Four-Square house located within the subject property was constructed
1946	Albert Russell, the owner of Russell's Garage purchased Lot 16, Plan E-23.
1946	The automotive service garage fronting Dundas Street West was built 1946
1950	The automotive service garage fronting Argyle Road was constructed.
1955-1964	Cities Service Oil Company Limited leased a portion of the property to be used as a gas station.
1968	Cooksville joined other villages of Toronto Township to form the Town of Mississauga.
1975	Russell's Garage Limited would grant the property to Sam Rocca and Santo Dorota.
2022	The property is currently occupied by Capital Motors, a used car dealership and Capital Auto, an automotive service shop.

16. Photographs

Photograph 1: North elevation (AECOM 2021)



Photograph 2: View of the north elevation, illustrating the double height Doric columns and the concrete porch that spans the length of the elevation, looking east (AECOM 2021)



Photograph 3: View of the north elevation, illustrating the central entrance flanked by windows on either side of the doorway and the off-centre entrance, looking southeast (AECOM 2021)



Photograph 4: View of the north elevation, illustrating the attached two-bay automatable service garage, looking south (AECOM 2021)



Photograph 5: View of the north elevation, illustrating the concrete slab placed over the dispenser sump and two utilitarian light posts on either side of the concrete slab, looking south (AECOM 2021)



Photograph 6: West elevation (AECOM 2021)



Photograph 7: View of the west elevation, illustrating the northern portion and southern portion of the automobile service garage (AECOM 2021)



Photograph 8: South elevation (AECOM 2021)



Photograph 9: View of the south elevation, illustrating the redbrick chimney, looking northeast (AECOM 2021)



Photograph 10: East elevation (AECOM 2021)



Photograph 11: View of the east elevation illustrating the aluminum three paned sliding window and the twelve-paned aluminum window, looking south (AECOM 2021)



Photograph 12: View of the east elevation illustrating, the two aluminum one-over-one sash window with painted grey concrete sills, looking south (AECOM 2021)



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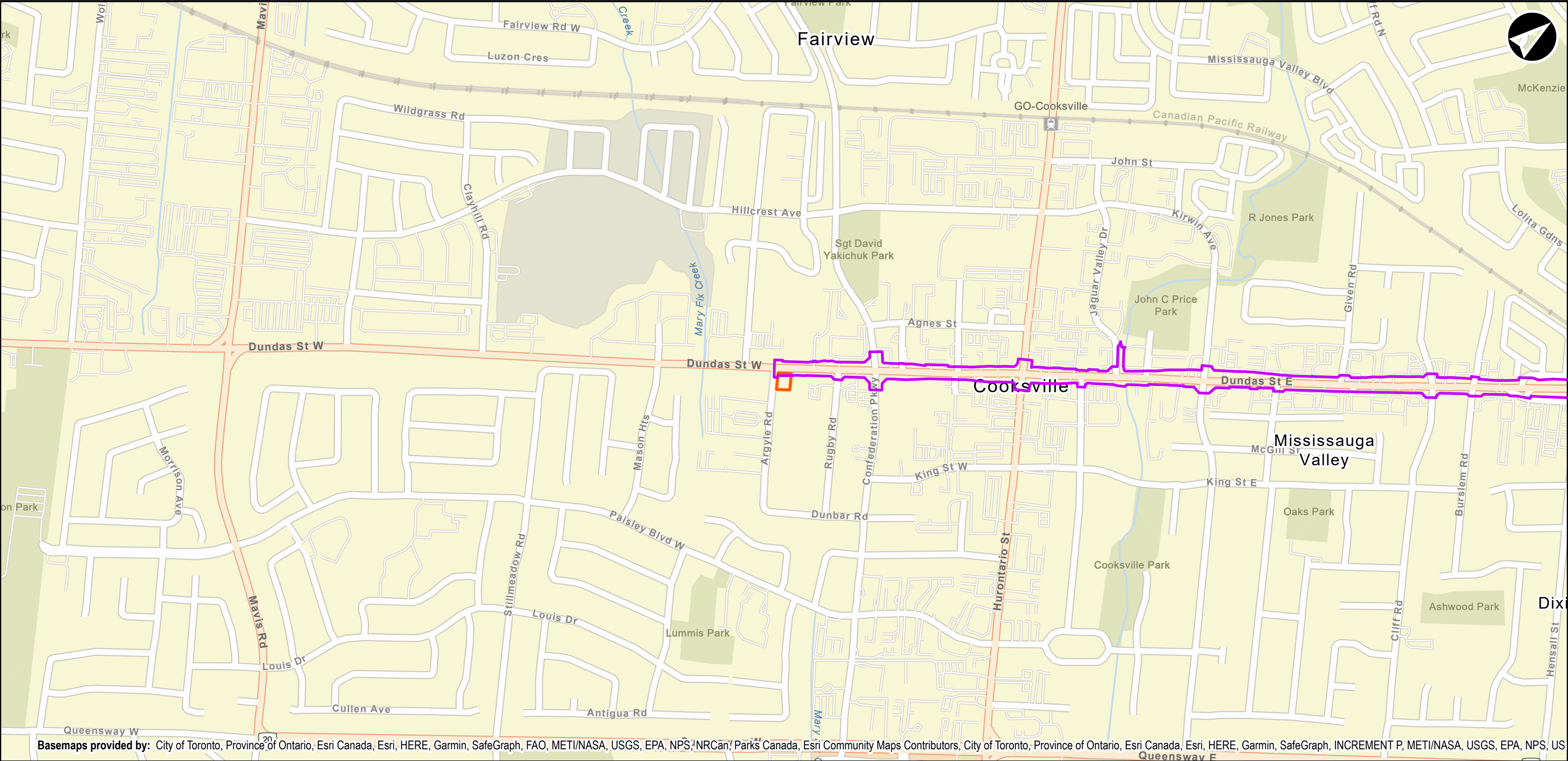
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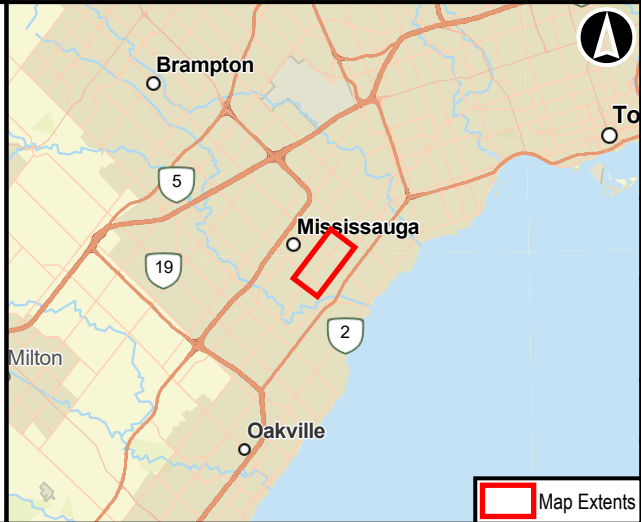
18. Figures



Basemaps provided by: City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCan, Parks Canada, Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US


Legend

-  Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
-  Subject Property



Dundas Connects BRT Mississauga East Project: Cultural Heritage Evaluation Report - 202 DUNDAS ST W


Location of the Subject Property, City of Mississauga




0 50 100 200 300 400 500 600 700 M


NAD 1983 UTM Zone 17N

Data Sources:
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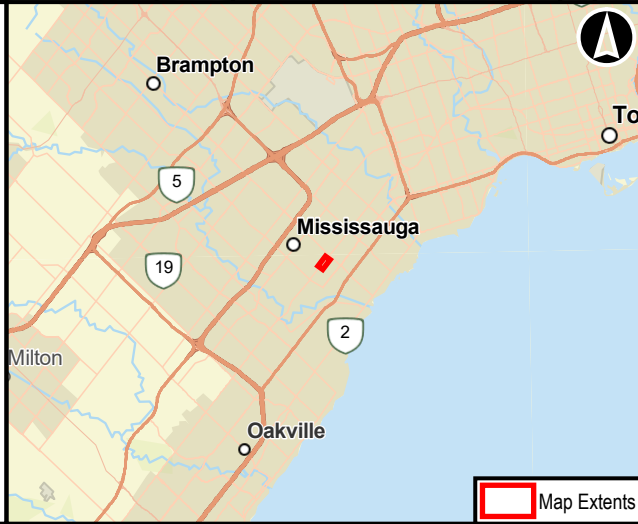
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Legend

- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Subject Property
- Watercourse
- Parcel Fabric

Heritage Designation

- Listed on the Municipal Heritage Register



**Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W**

**Location of the Subject Overlaid on Aerial
Photograph, City of Mississauga**

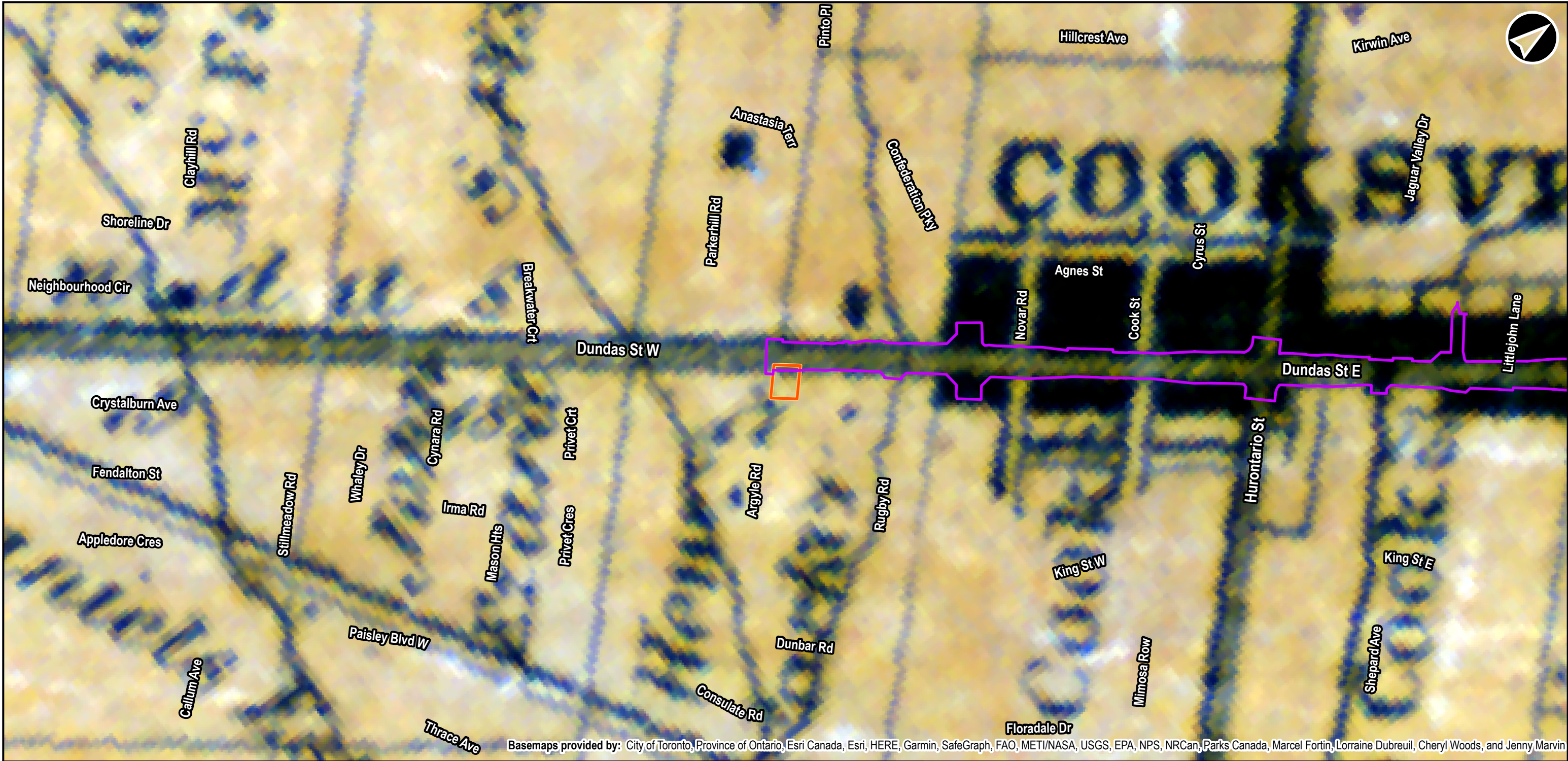
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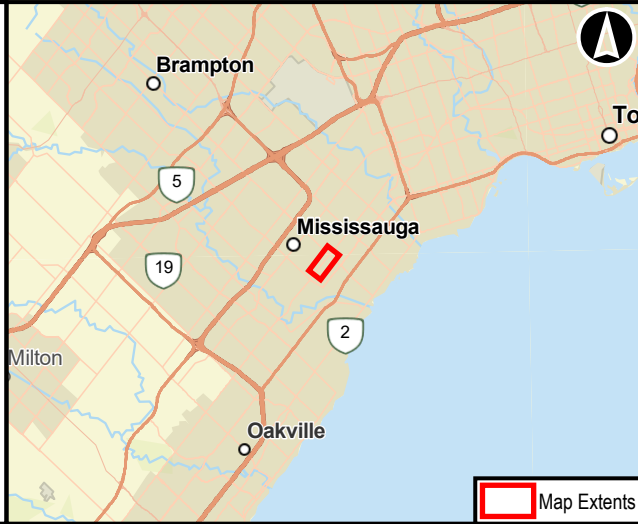
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Legend

- Preliminary Dundas Bus Rapid Transit
- Subject Property



**Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W**

**Subject Property overlaid on the 1859 Tremaine
Map**

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NAD 1983 UTM Zone 17N

Data Sources:

Contains Information licensed under the Open Government License Ontario, City of Toronto, City of Mississauga and Town of Oakville.

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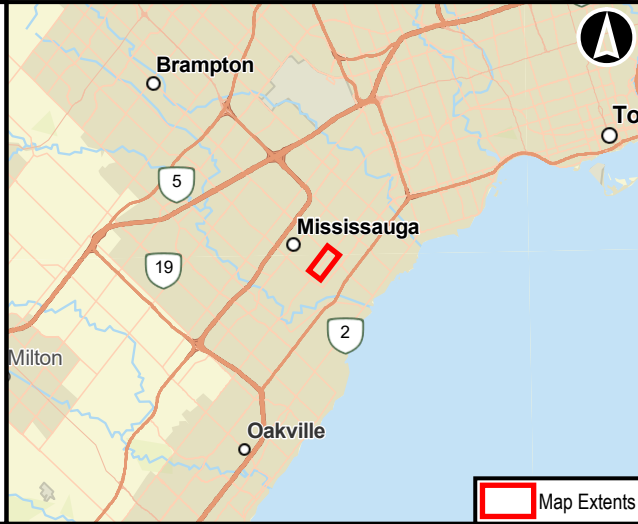
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Legend

- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Subject Property



**Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W**

**Subject Property overlaid on the 1877 Illustrated
Historical Atlas of the County of Peel**

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NAD 1983 UTM Zone 17N

Data Sources:

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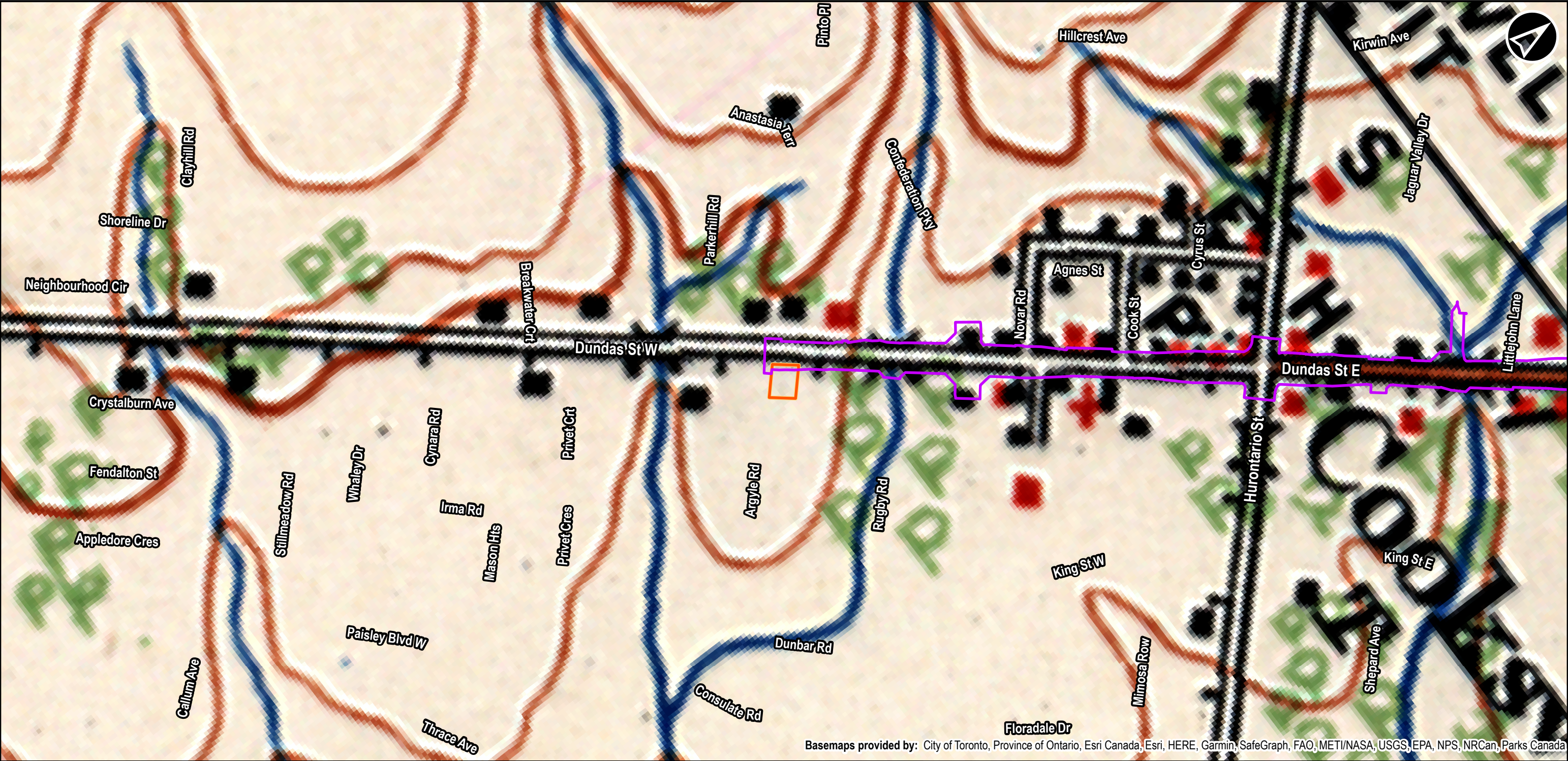
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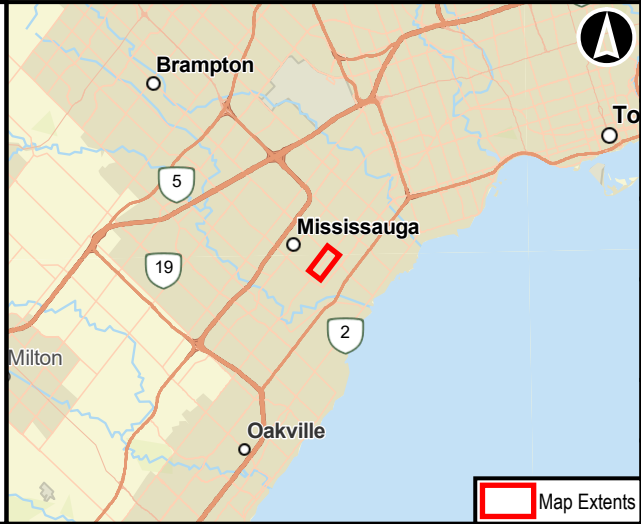
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Basemaps provided by: City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCan, Parks Canada

Legend

- Preliminary Dundas Bus Rapid Transit
- Mississauga East Project Area
- Subject Property



**Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W**

**Subject Property Overlaid on the 1909 National
Topographic Series Map**

0 25 50 100 150 200 250 300 350 M
NAD 1983 UTM Zone 17N

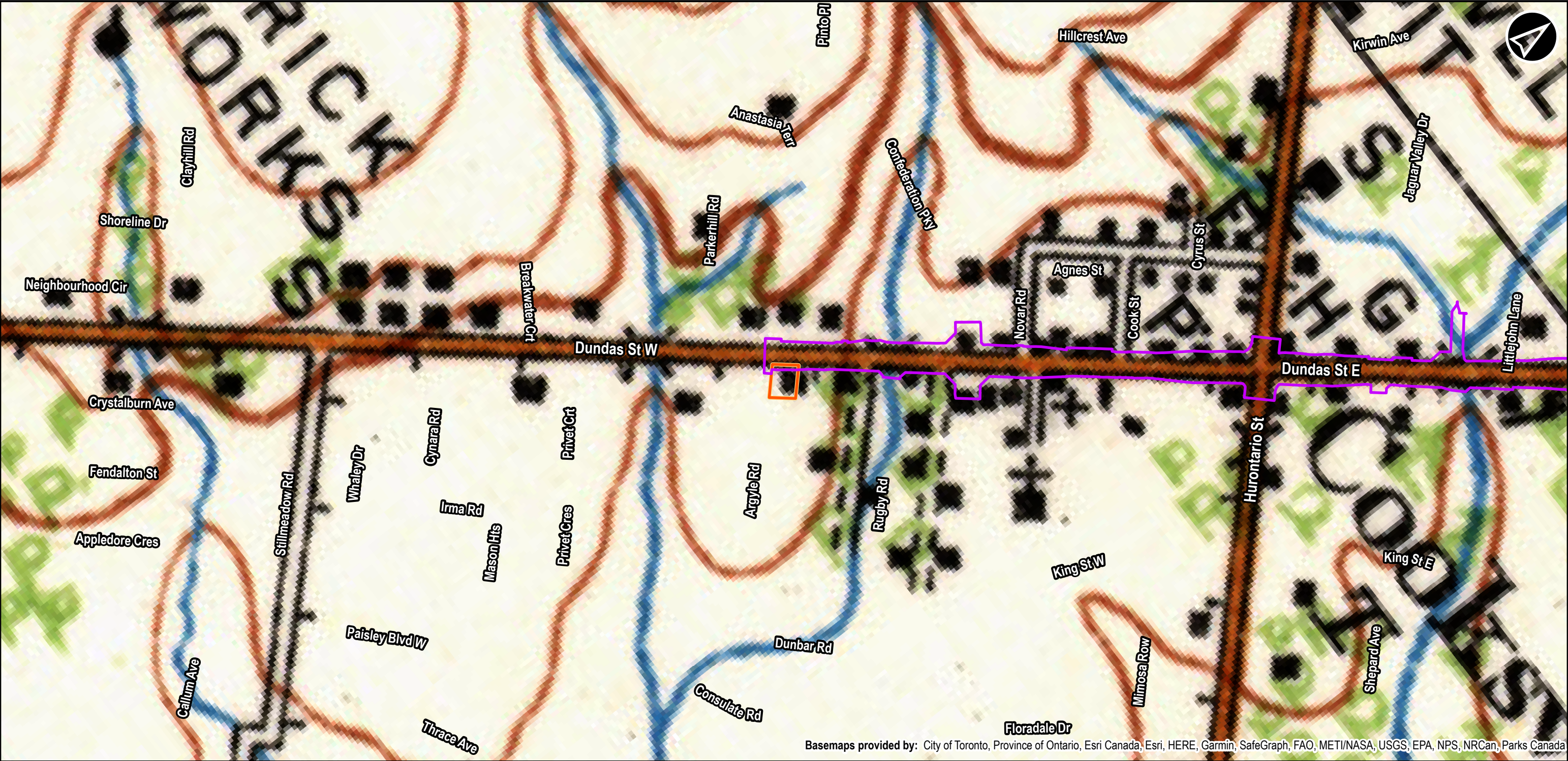
Data Sources:
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Jan, 2022	1:5,000
P:60645291	Rev:00


Figure: 5




Basemaps provided by: City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCan, Parks Canada

Legend

 Preliminary Dundas Bus Rapid Transit Mississauga East Project Area

 Subject Property



Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W

Subject Property Overlaid on the 1929 National
Topographic Series Map

0

25

50

100

150

200

250


300

350

M

NAD 1983 UTM Zone 17N

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of Toronto, City of Mississauga and Town of Oakville.

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Jan, 2022

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P:60645291

Rev:00


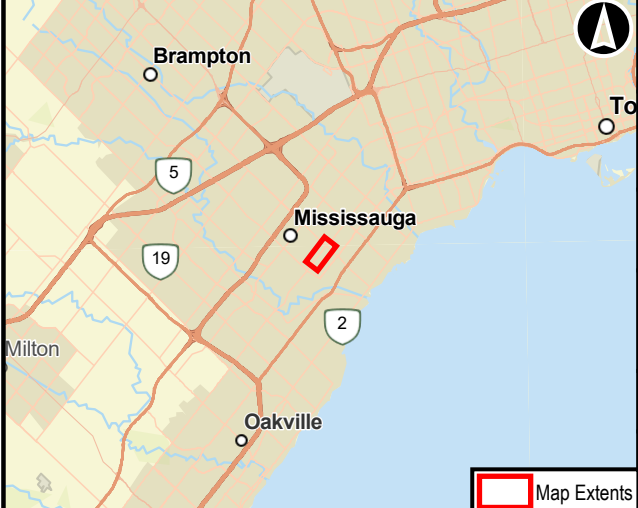

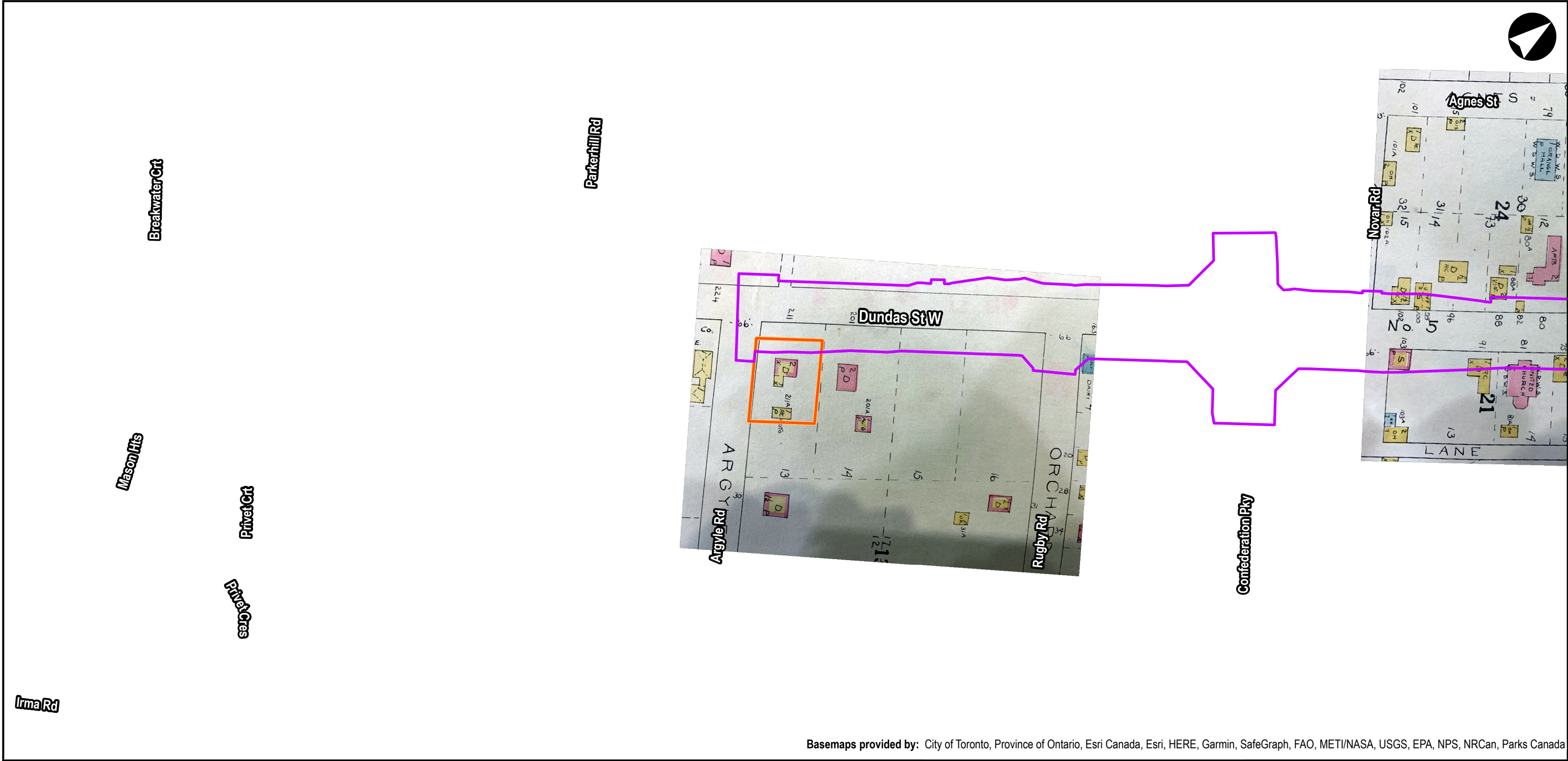
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Figure: 7




 Map Extents

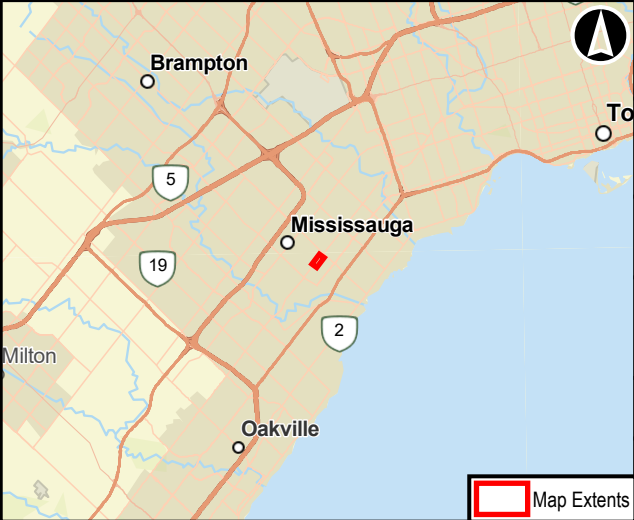


Basemaps provided by: City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCan, Parks Canada

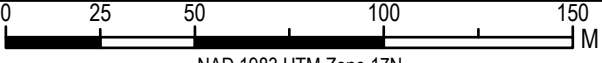
Legend

 Preliminary Dundas Bus Rapid Transit

 Subject Property







NAD 1983 UTM Zone 17N

**Dundas Connects BRT Mississauga East Project:
Cultural Heritage Evaluation Report -
202 DUNDAS ST W**

**Subject Property Overlaid on the 1939 Fire
Insurance Plan**

0

25

50

100

150

M


NAD 1983 UTM Zone 17N

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 **METROLINX**

Jan, 2022

P:60645291



1:2,000

Rev:00

Figure: 8

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Date Saved: 2022-01-05 3:10 PM User: Amalia Walker

