



THE PORT CREDIT QUESTION

A MANIFESTO FOR THE RESTORATION OF SELF-GOVERNMENT

Where River Meets Lake

PORT CREDIT • ONTARIO • 2026

CONTENTS

Preamble.....	3
A Community Before The City.....	4
Plate I The Credit In The Wider Lake.....	5
Responsibility To The First Peoples.....	6
Plate II The Harbour Charter Of 1834.....	7
Government Shaped By Geography.....	8
Plate III A River Beyond The Town.....	9
The Democratic Question.....	10
Growth With A Local Mandate.....	11
Movement Through A Constrained Place.....	12
The Community That Hosts.....	13
Plate IV A Waterfront Before Townhood.....	14
Heritage As A Civic Compact.....	15
Financial Fairness And Responsibility.....	16
Cooperation On Equal Terms.....	17
The Peel Principle.....	18
A Route To Independence.....	19
A Town Worth Building Together.....	20
Sources And Historical Notes.....	21
Appendix A Continuity And Self-Government.....	22
Appendix B Growth By The Record.....	23
Appendix C Transportation Evidence.....	24
Appendix D The Host Community Calendar.....	26
Appendix E The Financial Evidence.....	27
Appendix F What The Evidence Can Bear.....	28
Source register.....	29

OPENING STATEMENT

PREAMBLE

Where river meets lake

Port Credit should govern itself. We seek restored municipal independence within Ontario and Canada: a town with an elected council, meaningful local powers, an accountable budget and durable agreements with its neighbours.

The case begins with a location. River and lake meet here. Streets converge on a harbour. Homes, businesses, public spaces and working lives have accumulated around that meeting for generations. Port Credit has endured through changes in commerce, population and government because its identity belongs to more than an administrative boundary.

Independence would turn attachment into responsibility. It would require us to make decisions, pay for them, explain them and live with their consequences. We should welcome that obligation. A community capable of caring deeply about its future deserves a serious opportunity to govern it.

This town must belong equally to long-established residents and recent arrivals, homeowners and tenants, the young and the old. Its relationship with the Mississaugas of the Credit First Nation must respect the Nation's continuing identity, rights and authority. Cooperation with neighbouring communities will remain essential to the life of the harbour and the health of the river.

The chapters that follow make the case for restoration. Historical evidence establishes continuity and precedent. Contemporary evidence identifies decisions that demand closer accountability. Our proposals set out the responsibilities a restored town should accept.

Making that case takes a community. We invite neighbours to contribute their knowledge, question assumptions and help turn a shared ambition into a practical proposal. You do not need to agree with every detail to help shape what comes next. This manifesto opens a conversation; the choice belongs to the community.

Let Port Credit's future become a public choice made with Port Credit.

CHAPTER I

A COMMUNITY BEFORE THE CITY

Identity that has survived change

Mississauga did not create Port Credit. It inherited a community with a name, a harbour, a history and a government of its own. That inheritance deserves political recognition as well as a place in the city's promotional language.

A French map of Lake Ontario dated 1757 records the Credit within the geography of the lake. By 1846, William Henry Smith described Port Credit as a shipping village of about 150 people, served by locally owned schooners and visiting steamers. His account of substantial grain and lumber exports reveals a small settlement with a much larger economic reach. The harbour mattered beyond the number of people living beside it.

[10, 11, 17]

The village survived by changing. Fire and altered transport routes disrupted its early harbour economy; stonehooking and later industry helped sustain it. Port Credit's identity emerged through work, adaptation and successive generations making a life here. That history supports a living town, open to new residents and new purposes, rather than an attempt to preserve one preferred decade. [18]

Municipal arrangements changed too. A preliminary report dated October 23, 1951 addressed a proposal to amalgamate Toronto Township and the Village of Port Credit. Port Credit subsequently became a town in 1961, remained separate when the Town of Mississauga formed in 1968, and joined the new City of Mississauga in 1974. Separate government is part of our institutional history. [20, 22, 23, 25]

That history gives independence a foundation. It does not decide the question for today's residents. We must make our own case, on the conditions we face and the responsibilities we are prepared to carry. But the present boundary should have to justify itself through the quality of government it provides. Its existence cannot be its entire defence.

A community may retain its name while losing the institutions through which it acts. Restoring those institutions would give continuity a practical form: a council answerable here, a budget debated here, and a public forum where the future of Port Credit is the central business.

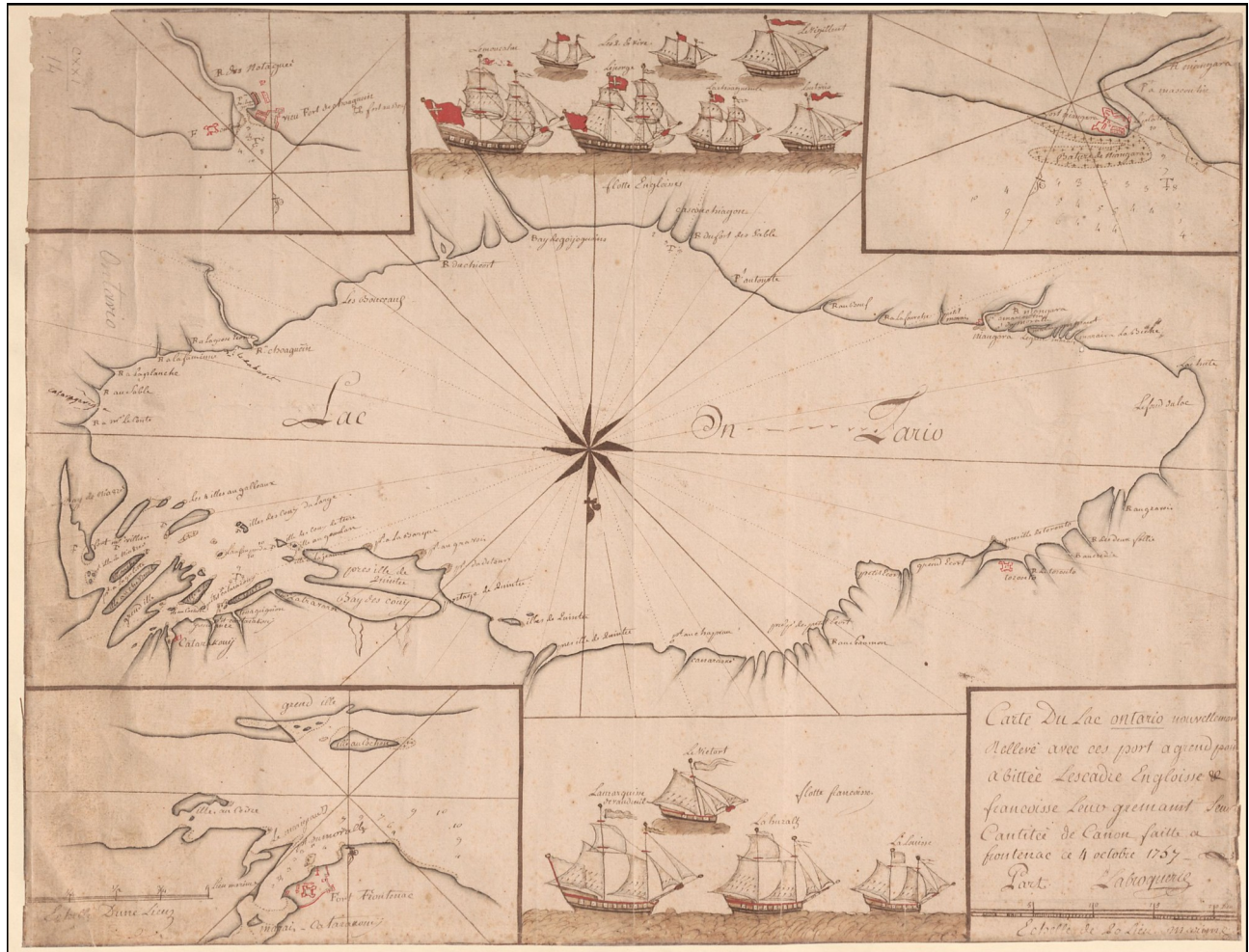
The village has survived economic upheaval and political absorption. Its next chapter should be written with the people who live in it.

Our demand is recognition of Port Credit as a community capable of renewed self-government.

Historical record: Appendix A.

PLATE I

THE CREDIT IN THE WIDER LAKE



Pierre Boucher de La Broquerie, *Carte du Lac Ontario*, dated October 4, 1757. British Library, King's Topographical Collection, Maps K.Top.121.14; digital surrogate via Digital Commonwealth, commonwealth:hx112323c. Whole map, reduced without alteration. North is not at the top. Supplied under CC BY-NC-SA 4.0. [10] The map identifies a Credit River location; it is not a municipal boundary map.

The map supports Chapter 1's account of a river known before the modern municipality. Its imperial viewpoint is a historical source to interpret, not a substitute for Indigenous geography.

Sources [10]

CHAPTER II

RESPONSIBILITY TO THE FIRST PEOPLES

A living relationship with the Credit

A movement asking government to recognise Port Credit must begin by recognising the history that municipal boundaries cannot contain. The Credit was a place of livelihood, movement and relationship long before European settlement. Its Indigenous histories encompass successive peoples and political relationships; they cannot be reduced to a brief preface to the village's arrival. ^[3, 6]

The Mississaugas of the Credit belong within the harbour's economic history as well as its commemorative history. The 1834 statute incorporating the Credit Harbour Company names Joseph Sawyer, Peter Jones and John Jones among its petitioners and reserves 200 of its 400 authorised shares for Mississauga subscription for sixty days. The provision does not establish how many shares were ultimately purchased. It does establish that Indigenous participation was written into the enterprise from the beginning. ^[16]

An 1829 petition reproduced by William Lyon Mackenzie connects protection of the Credit fishery with trade, family life and the ability to keep children near their school. The river was a basis of collective security. The Mississaugas' move to the Grand River area in 1847 did not end their Nation or their relationship with the Credit. ^[14, 6, 7]

Restored municipal government should give that continuing relationship a permanent local expression. Interpretation of Indigenous history should be developed with the Nation, on terms it chooses, with paid participation and sustained resources. Public naming, archaeological practice and river stewardship should offer substantive opportunities for collaboration.

There are initiatives to build upon. The City recorded arena displays and an Art Walk partnership in 2022; Parks Canada and the Nation commemorated Nahnebahweequay in Port Credit in 2025. These actions deserve recognition. The test ahead is whether residents encounter this history routinely, whether the Nation has meaningful authority over its presentation, and whether resources continue after an unveiling. ^[35, 36]

A land acknowledgement should lead to an identifiable public responsibility. We propose a continuing interpretation programme, a named institutional home and a recurring budget. The Nation must remain free to determine whether and how it participates. Municipal independence cannot be used to claim Indigenous endorsement or to settle rights that a municipality has no power to extinguish.

A town confident enough to seek authority should be equally willing to recognise the authority and history of others.

Our demand is a funded, enduring relationship with the Mississaugas of the Credit, developed with the Nation.

Historical record: Appendix A; harbour charter: Plate II.

PLATE II

THE HARBOUR CHARTER OF 1834

ELEVENTH PARL'T.—CHAP. XXXII. 4th YEAR WILLIAM IV. A.D. 1834.

197

value Five Thousand Pounds, to be held in four hundred Shares of twelve ^{in 400 shares.} pounds ten shillings each ; and that the Shares of the said capital Stock may, after the first instalment shall have been paid in, be transferred by the respective persons subscribing or holding the same to any other person or persons, and such transfer shall be entered or registered in a book or books to be kept for that purpose by the said Company : *Provided* ^{200 shares to be left open 60 days for Mississauga Indians.} *always*, that two hundred of such Shares shall, for sixty days after the opening of the books for subscription, be left open for subscription in the name or on the behalf of the Mississauga Indians, living on the reserve at or near the mouth of the said River Credit.

IV. *And be it further enacted by the authority aforesaid*, That William J. Kerr, William Chisholm, and Jesse Ketchum, Esquires, shall be and they are hereby appointed Commissioners to ascertain, determine and point out what portion or portions of land it shall and may be necessary for the said Company to take possession of and occupy in order to construct the said Harbor, with all necessary and convenient roads, streets and approaches thereto, (which portion or portions of land so ascertained and pointed out, the said Company are hereby authorised to enter into and upon, and to take possession of, and to hold and enjoy the same for the purposes aforesaid,) and also to award, adjudge, order and determine, ^{Commissioners to determine land necessary for the Harbor.} the respective sum or sums of money which the said Company shall pay to the person or persons respectively entitled to receive the same, for or on account of any lands to be so taken as aforesaid, which award shall be final ; and the said Commissioners shall and they are hereby required ^{Power to enter and hold the same, and award compensation for Lands taken.} to attend from time to time at some convenient place in the vicinity of the said intended Harbor, to be appointed by the Directors of the said Company for the time being, after eight days notice given them for that purpose by the said Directors, then and there to do and perform all things necessary to be by them done under and by virtue of this Act : *Provided* ^{Commissioners to attend after 8 days notice.} *always*, that any award or awards made under this Act shall be subject to be set aside on application to the Court of King's Bench, in the same manner and on the same grounds as in ordinary cases of submission by the parties, in which case reference may be again had to the Commissioners herein-before named : *Provided always*, that the Commissioners aforesaid shall not be authorised to select, nor the said Company to take ^{Awards subject to be set aside by Court of King's Bench.} possession of a greater portion of land than one acre, with a front of not more than one hundred feet on the water, for the purpose of the erection of Wharves and Store-houses. ^{Quantity of land which may be taken by the Company.}

V. *And be it further enacted by the authority aforesaid*, That as soon ^{When tolls to be taken.} as the said Harbor shall be so far completed as to be capable of receiving and sheltering vessels, the said Company shall have full power and au-

Upper Canada, 4 William IV, chapter 32, passed March 6, 1834, printed p. 197. British North American Legislative Database, University of New Brunswick. Facsimile includes the end of section III and section IV. Historical statute in the public domain; source scan retained. The margin records the reservation of 200 shares, not a two-thirds purchase. [16]

Chapter II's claim is deliberately narrow: the charter reserved 200 of 400 shares for Mississauga subscription for sixty days. Reservation is not proof of purchase or ultimate ownership.

Sources [16]

CHAPTER III

GOVERNMENT SHAPED BY GEOGRAPHY

The river the harbour and the lake

Port Credit's geography makes the case for government attentive to place. The community straddles the Credit River, with Lake Ontario to the south. River crossings, the railway, the harbour and an inherited street network shape how people move and where pressures accumulate. A decision that appears modest on a citywide map can have substantial consequences at a particular crossing or along a particular street.

The landscape carries a history far deeper than the municipality. Late Ordovician sedimentary rocks beneath the lower Credit record ancient seas roughly 450 million years ago. Glaciation, changing lake levels and subsequent river erosion shaped the much younger landscape above them. Harbour construction, fill and engineered banks have since altered the shore. Ancient rock, glacial deposits and recent human work all influence the ground on which contemporary decisions rest. ^[1, 2, 3]

This is a practical inheritance. Flood risk, erosion, shoreline stability, contaminated land and infrastructure maintenance belong beside every promise of waterfront renewal. Public access must remain usable as well as visible on a plan. A path without a safe connection, an inaccessible landing or a public space without maintenance funding is an incomplete civic promise.

Local government could make these relationships a daily responsibility. We propose a waterfront covenant protecting access, ecological function and public accountability. Its supporting register should identify ownership, leases, easements, maintenance duties and the circumstances in which access can be restricted. Residents should be able to find out who is responsible for the shore without navigating a maze of institutions.

Geography also establishes the limits of municipal independence. The Credit flows through a wider watershed; decisions upstream affect water and sediment reaching the harbour. A restored town must participate in watershed management and share the cost of work from which it benefits. Caring for the river requires cooperation beyond the town's boundary. ^[4]

The boundary itself must be drawn openly. Historic town limits, contemporary planning areas, the heritage district and Ward 1 describe different territories. No independence proposal should quietly annex neighbouring communities or claim their assets. Residents deserve mapped alternatives and a clear account of the responsibilities attached to each.

The river gives Port Credit a centre. Government should give its stewardship an address.

Our demand is local authority over the waterfront, matched by public access guarantees and watershed responsibility.

PLATE III

A RIVER BEYOND THE TOWN



Credit River, catalogued ca. 1948–1972. Archives of Ontario, RG 65-35 Tourism promotion photographs, I0016524, via Wikimedia Commons. Contains information licensed under the Open Government Licence – Ontario. The broad date range is retained; the view is not assigned to a particular year or precise vantage point. [34]

This archival view accompanies Chapter III's case for watershed cooperation. The catalogue identifies the Credit River; the precise viewpoint is not established, and the photograph is not labelled as a view of Port Credit.

Sources [34]

CHAPTER IV

THE DEMOCRATIC QUESTION

A council answerable here

Port Credit's future should be the principal business of a government answerable to Port Credit. Today, its local concerns must compete within a much larger city agenda. Restored town government would create a forum where the relationship between a decision, its consequences and the people responsible for it is easier to see.

The problem cannot be solved by asking a single representative to care more. A conscientious councillor can advocate vigorously while still operating within an institution whose priorities span a much wider territory. Local accountability requires more than a voice in the room. It requires authority to set an agenda, direct a budget and answer for delivery.

Port Credit has exercised separate municipal government before. Its 1961 town status and continued independence through the creation of the Town of Mississauga in 1968 demonstrate an institutional precedent. The 1974 amalgamation changed where authority resided. It did not dissolve the community whose affairs that authority governs. ^[20, 23, 25]

We should also be honest about the record of local government. The municipal heritage study reports that Port Credit's own council sought greater density in 1959 and that a zoning by-law allowing high-rise apartments received approval in 1961. Independence cannot promise that every future planning decision will please every resident. Its democratic value lies in the ability to question and replace the people making those decisions. ^[3]

A restored council should publish understandable agendas, release supporting evidence before votes and explain material departures from adopted plans. Residents should be able to trace how consultation affected the outcome. Public participation becomes credible when people can identify what remains open to change and receive reasons when their submissions are rejected.

This democratic promise must include renters, younger residents, people with disabilities and those who have recently arrived. Length of residence and property ownership confer no exclusive claim to the future. Meetings, information and opportunities to serve must be accessible to the whole community.

We seek the ordinary dignity of governing questions that shape ordinary life: the character of a street, the timing of works, the use of public land and the maintenance of shared spaces. These decisions deserve sustained local attention. Elections should give residents a direct opportunity to judge the results.

Our demand is an elected local council with meaningful powers, a visible budget and clear responsibility for its decisions.

CHAPTER V

GROWTH WITH A LOCAL MANDATE

Homes and a functioning town

Port Credit should welcome new homes and new neighbours. Independence must offer a better way to govern growth: one that connects housing with services, mobility, public space and a coherent understanding of the place receiving it. The people arriving in new buildings deserve the same functioning town as the people already here.

Development around the GO station shows why this matters. A 2025 application notice for 42–46 Park Street East and 23 Elizabeth Street North describes 378 dwellings in a thirty-storey building. A July 2023 transportation addendum for the Ann and High Street lands examines 410 new dwellings in a twenty-six-storey tower, alongside six retained homes. These are dated proposal figures, but they make the scale of change concrete. [42, 44]

Other applications demonstrate how numbers evolve. The operative attachment to the July 2025 order for 70 Park permits thirty-three storeys, while its cover still describes the original thirty-eight-storey proposal. A municipal report records approval of thirty-six- and twenty-nine-storey buildings at 88 Park in May 2024, superseding the original advertised heights. A public account of growth must track those changes rather than repeat an obsolete headline total. [45, 46, 47]

We propose a station-area development ledger identifying each site, its latest approved units, construction stage, retained housing and infrastructure commitments. Brightwater should be identified separately; Lakeview's development should be shown as neighbouring growth rather than added to Port Credit's population. The ledger should explain which improvements will exist when residents move in and who is responsible if delivery falls behind.

A restored council would still operate within provincial planning law and regional transport realities. Its advantage would be the opportunity to hold a continuing local conversation about cumulative change, rather than treating each application as an isolated file. Building heights, street life, sunlight, accessibility and service capacity should be considered together.

Village character must also be made specific enough to guide decisions. Useful shops, connected streets, mature trees, accessible public spaces and surviving historic fabric can coexist with more homes. Their protection requires clear expectations and sustained public investment.

The purpose of independence is to give growth a responsible local author. A town can change substantially while remaining recognisably itself, provided somebody is answerable for the whole.

Our demand is growth governed through a public local plan, with infrastructure commitments tied to occupation.

Dated development records: Appendix B.

CHAPTER VI

MOVEMENT THROUGH A CONSTRAINED PLACE

The traffic question deserves an answer

Bridges become choke points when demand converges on too few crossings. At Port Credit, the river, railway, lake and street network make transportation a question of the whole place. Residents need an account of how new homes, visitors, deliveries, construction and daily journeys will fit together.

The problem has been studied repeatedly. The research inventory identifies eight distinct study families: the 2014 parking strategy, the 2019 Lakeshore transportation master plan, the Lakeshore BRT assessment, the Complete Street study, the Credit River active-transportation bridge assessment, and developer studies for Park Street, Ann and High Street, and 88 Park. This is a documented minimum, with updates counted within their parent study. ^[43, 44, 48, 49, 50, 51, 52, 53]

The findings require interpretation. The 2014 parking strategy found sufficient municipal parking under the typical conditions surveyed, but its principal observations dated from 2010 and excluded peak special events. The 2019 Lakeshore plan identified capacity constraints and future pressure through Port Credit without improvements. Neither finding can be reduced to an assurance that every future journey will be easy. ^[48, 49]

Developer studies often ask a narrower question: whether one proposal adds an acceptable increment under specified assumptions. LEA's May 2025 Park Street update reaches an acceptable-impact conclusion while still forecasting average eastbound queues extending past Ann Street after signal optimisation. BA Group's Ann and High Street assessment recommends signal adjustments; GHD's 88 Park study relies on the existing or planned network and a transit-oriented parking approach. Their conclusions do not remove the need to examine cumulative conditions. ^[43, 44, 53]

We propose one publicly intelligible network assessment using a consistent development inventory. It should include festival peaks, construction diversions, pedestrian safety, emergency access and scenarios in which promised transit arrives late. Its forecasts should subsequently be compared with observed conditions.

A restored town should measure the movement of people, not merely the movement of cars. Walking, cycling and transit need useful connections; deliveries and accessible travel need practical provision. The assessment of an active-transportation bridge should not be presented as delivery of another road crossing. ^[52]

Local authority would give this continuing work a clear owner. Residents should be able to ask what the network is expected to carry, which assumptions remain unmet and what action follows when experience contradicts the forecast.

Our demand is a joined-up mobility plan whose promises are tested against life on the streets.

Study inventory and limitations: Appendix C.

THE COMMUNITY THAT HOSTS

A destination with responsibilities

Port Credit welcomes people. Its waterfront, parks, shops, restaurants and events make the community a destination. That welcome is part of its character and its economy. The people who sustain the place should have a stronger voice in the terms on which it hosts the wider region.

The harbour has long served a territory larger than the village. Smith's 1846 gazetteer described a settlement of about 150 people exporting grain and lumber from its hinterland. The scale of activity exceeded the scale of the resident population. Today's visitors come for different reasons, but Port Credit's role as a place of arrival has deep roots. ^[17]

Recent programmes demonstrate the breadth of that role. Southside Shuffle and Buskerfest brought events to the village in September and August 2025. Canada Day INThePort used a Lakeshore closure between Stavebank and Hurontario. WinterINThePort's Fire and Ice programme in February 2024 and its 2025 holiday season extended activity beyond summer. Arts on the Credit's November 2024 Artworks event added an indoor cultural occasion at the Waterside Inn. These six dated entries illustrate the calendar without pretending to count every gathering. ^[54, 55, 56, 57, 58, 59]

Their benefits are real, and so are their operating requirements. Public washrooms, waste collection, safe crossings, emergency access, road management and the restoration of parks after heavy use need planning and recurring funds. Residents and businesses experience these demands at particular times and places. A citywide celebration has a local footprint.

The City, BIA, organisers and volunteers all contribute. The 2025 Canada Day programme explicitly involved several partners. A fair independence argument should recognise that support while asking whether the host community has sufficient authority over timing, frequency, access and follow-through. ^[56]

We propose an annual host-community account. It should record public contributions, road closures, attendance methods, cleanup costs, accessibility provision and measured effects on local business. Its purpose would be to strengthen festivals while making their terms visible to the people whose streets become the venue.

An independent town should remain generous. Neighbouring residents are welcome at a public shore, and regional cooperation can help sustain the events people value. Local control would give that hospitality an accountable civic foundation: a community able to decide how it welcomes others and what support it needs to do so well.

Port Credit hosts. Its people should help set the terms of that welcome.

Dated events and programmes: Appendix D.

PLATE IV

A WATERFRONT BEFORE TOWNHOOD



Port Credit Yacht Club, 1957. Archives of Ontario, RG 65-35 Tourism promotion photographs, I0005569, via Wikimedia Commons. Original TIFF retained; lossless PNG used here. Contains information licensed under the Open Government Licence – Ontario. Boats and the bowstring bridge form a recreational waterfront scene; the photograph is not evidence that all harbour activity was recreational. [26]

This 1957 view accompanies Chapter VII's discussion of the host community. It records recreational use of the waterfront before the 1961 town year; it does not establish present public-access rights or the scale of today's visitor economy.

Sources [26]

HERITAGE AS A CIVIC COMPACT

The village must survive beyond its façades

Heritage protection asks people to undertake a public responsibility. Residents maintain buildings, businesses adapt their premises and owners accept limits on what they can change. In return, they should be able to expect government to care for the setting that gives those obligations meaning.

That is the civic compact at the heart of heritage. A restored façade loses much of its significance if the surrounding public realm becomes incoherent, inaccessible or stripped of its historical relationships. Streets, trees, views, public spaces and the scale of neighbouring development all influence whether a place remains legible as a village.

Meadowvale offers a useful comparison. Its heritage-district designation dates to 1980; Old Port Credit's dates to 2004. Meadowvale's 2014 plan addresses a cultural landscape of streets, vegetation, lot patterns and buildings, while the accompanying review records resident focus-group meetings and coordination across planning instruments. This demonstrates that municipal heritage policy can attend to the experience of a place as a whole. ^[39, 40, 41]

Port Credit also has substantive protections: its original district plan was followed by an update, with the revised 2018 plan coming into force in January 2020. The question is whether that geographically limited protection, together with surrounding planning decisions and public investment, is keeping the community's commitments credible. The evidence does not establish a comparative spending disparity with Meadowvale; it does justify asking for the comparison to be made openly. ^[39]

We propose an annual heritage account covering public works, alterations, demolitions, departures from policy, grants and enforcement. Adjacent development should be assessed for its effects on protected places. The City's own streetscape and capital decisions should face the same seriousness that it asks of private stewards.

Indigenous history belongs within this public responsibility on its own terms. The fishery, harbour enterprise and continuing relationship of the Mississaugas of the Credit deserve interpretation alongside settler buildings. A living heritage programme should be developed with the Nation and supported beyond occasional commemorations.

The compact is a political obligation of reciprocal care, rather than a promise that every surrounding view will remain unchanged. It can accommodate new uses and residents while requiring government to explain how its choices sustain the qualities it asks others to preserve.

Our demand is a heritage compact honoured in public investment and planning decisions as well as private obligations.

FINANCIAL FAIRNESS AND RESPONSIBILITY

Follow the money and the obligations

Independence must come with accounts that residents can inspect. We should demand the same clarity from the present arrangement and from the proposed town. Neither a promise of effortless savings nor an unsupported warning of inevitable ruin is an adequate answer to a serious governance question.

A credible comparison begins with a defined boundary and a schedule of services. It must identify tax revenues, operating costs, infrastructure condition, debt, reserves, staffing and transition expenses. Shared services need explicit prices and responsibilities. A valuable property base does not remove the cost of maintaining the assets that serve it.

Development money already collected belongs in that examination. Charges paid for projects still in their early stages may carry outstanding commitments. Development charges, community benefits charges, former Section 37 contributions, parkland payments and refundable securities serve different purposes. They should not be combined into one pot and described as available municipal income. Ontario law ties development-charge reserves to eligible capital costs and regulates borrowing from them. ^[61]

The City's 2025 Treasurer's Statement records the repeal of its community benefits charge by-law in February 2025 and a year-end CBC reserve balance of approximately \$16.1 million. That is a citywide balance, not an established Port Credit entitlement. The same statement identifies financing for the Port Credit active-transportation bridge, including approximately \$4.36 million attributed to the roads development-charge reserve. Allocation is evidence of financing, rather than proof of completed construction. ^[62]

These records support an audit of what was paid, what was promised, what was delivered and what remains. They do not establish improper diversion to another ward. A citywide asset can benefit Port Credit from outside its boundary; a site-specific agreement can also create a local obligation that deserves to be traced.

We propose a transition schedule linking receipts and balances to legal purposes, commitments and assets. Negotiations must address unspent money and unfinished obligations together. Funds cannot simply be assumed to follow a new boundary, but legitimate claims should not disappear because an accounting system is difficult to navigate.

The proposal should include conservative operating scenarios and renewal plans before residents are asked to endorse a settlement. Its financial case must be capable of surviving slower growth and unexpected repairs. Independence gains credibility when its advocates are prepared to show what it will cost.

Our demand is an independently tested settlement that follows both the money and the responsibility attached to it.

Financial evidence and audit requirements: Appendix E.

COOPERATION ON EQUAL TERMS

A town within a wider region

A harbour lives through exchange. Port Credit's independence should strengthen its ability to cooperate, because cooperation works best when each participant can identify its responsibilities and speak clearly for its own community.

Some services require a wider scale. Water, wastewater, transit, emergency coordination and watershed management cannot be treated as possessions to be divided according to local pride. A restored town would need durable agreements and uninterrupted service. Those agreements should specify delivery standards, capital contributions, reporting, dispute resolution and the treatment of future growth.

The distinction between Port Credit and Ward 1 matters here. Infrastructure elsewhere in the ward cannot be entered as an asset of the proposed town merely because the same councillor represents both places. Any settlement must identify actual ownership, service areas and obligations. A boundary should make responsibility clearer rather than conceal a claim over a neighbour's resources.

The historical harbour offers a useful precedent for this combination of local initiative and wider service. The 1834 company charter provided for directors, tolls, instalments and annual accounts while creating an enterprise at the Credit's mouth. Institution-building involved practical arrangements for financing and accountability. Port Credit's early role as a port for its hinterland linked local organisation with regional exchange. ^[16, 17]

A modern town should bring the same seriousness to intermunicipal agreements. Purchasing specialist services can be sensible. Joint procurement can reduce costs. Shared facilities can serve a larger population. Residents should be able to see what each agreement delivers and whether an alternative would offer better value.

Regional coordination also needs democratic clarity. Where decisions are genuinely shared, the process should show how Port Credit is represented and how disputes are resolved. Where consequences and responsibilities are mainly local, authority should be exercised locally wherever the legal framework permits.

This distribution of powers should be established before a transition. Workers, service users and neighbouring municipalities need certainty. A successful first day of independence would be uneventful in the essentials: water running, waste collected, emergency calls answered and permits traceable.

A town does not become mature by doing everything alone. It becomes mature by knowing what it should do, what it should share and how it will answer for both. Independence would give Port Credit a clearer place at the table and a clearer duty to meet its commitments.

Our demand is local self-government supported by transparent, dependable agreements with our neighbours.

THE PEEL PRINCIPLE

Apply the case for local control consistently

Mississauga has itself argued that a community should be able to govern its own affairs more directly. Its campaign for independence from Peel invoked local priorities, accountability and the ability to make decisions for its residents and businesses. Those principles deserve a hearing when Port Credit raises them within Mississauga. ^[30, 31]

The comparison does not make the two proposals administratively identical. Removing an upper tier from an established city differs from restoring a smaller local municipality. Port Credit would need its own settlement of powers, services, costs and assets. Mississauga's financial claims cannot simply be copied into our accounts.

But a difference of scale cannot be the whole answer. If proximity to residents improves accountability at the city level, the same possibility should be examined at the town level. If a distinct community deserves to choose its priorities, the age of the boundary enclosing it should not determine whether that aspiration is respectable.

The history of the Peel proposal also shows that political arrangements remain open to reconsideration. The province changed direction in December 2023, replacing its earlier approach to dissolution. A political commitment alone cannot guarantee a particular settlement or timetable. Port Credit's movement should learn from that experience: establish the powers sought, secure a workable agreement and make the responsibilities clear. ^[32]

We ask Mississauga to meet the argument on its merits. Show which services benefit from citywide control, how Port Credit's priorities receive effective protection, and why existing arrangements are preferable to a viable alternative. A substantive answer could improve the debate for everyone, including residents who ultimately favour remaining within the city.

The same discipline applies to us. We must explain what local government would improve, identify the powers required and accept evidence about costs and limits. Distinct identity gives the proposal standing; a practical settlement must give it substance. Our preferred outcome is independence, and our obligation is to make that preference credible.

A democratic city should be capable of hearing a community ask the question it has asked of a larger government. It should welcome a transparent comparison of options, with enough information for residents to form a judgment. The possibility of a different answer is part of public accountability.

The principle should travel as readily as the argument that first carried it.

What Mississauga sought from Peel deserves serious consideration when Port Credit seeks it from Mississauga.

Comparison and scope of evidence: Appendix F.

A ROUTE TO INDEPENDENCE

Turn the claim into a public choice

Port Credit should begin a formal process toward restored self-government. The first achievement should be a proposal that residents can understand, test and choose. A declaration of attachment becomes politically useful when it identifies the powers sought, the territory involved and the responsibilities to be accepted.

We call on Mississauga and the Province of Ontario to open a public process examining restored town government. That process should publish boundary alternatives with parcel schedules, public assets and service responsibilities. Neighbouring communities must be treated as participants with choices of their own. Port Credit's identity gives the process a starting point; the final boundary must be defensible in practical and democratic terms.

Next comes an independent assessment of finances and services, including infrastructure renewal, transition costs, development reserves and shared-service agreements. Residents should see an opening balance sheet and operating scenarios, together with the assumptions that could change the result. The proposed council's responsibilities should be clear enough that people can judge whether the institution would improve their lives.

Provincial authority is essential. Ontario's restructuring guidance places limits on use of the general process by municipalities created or restructured through special legislation. A substantial separation may require bespoke legislation or another confirmed provincial authority. The public process should establish the legal route for the proposed territory and powers, with a timetable tied to the necessary decisions. ^[33]

Engagement with the Mississaugas of the Credit First Nation must proceed through an appropriate process agreed with the Nation. Municipal voting cannot determine Indigenous rights. Residents, businesses, existing governments, workers and service providers also need a meaningful opportunity to examine the proposal and its consequences.

An informed local vote should then establish the public mandate. The preferred option should be a restored town with defined powers and durable agreements. Alternatives should receive enough detail to permit a fair comparison. A vote would demonstrate democratic support; the province would still need to authorise and implement any change.

The town we seek should protect public waterfront access, make growth commitments traceable, honour heritage through reciprocal care and publish accounts people can understand. Its council should welcome scrutiny and accept that an election is an opportunity to replace those who have failed.

Port Credit has already shown that a community can survive profound change without losing itself. We should now ask whether it can recover the institutions through which it takes responsibility for that change. The answer belongs in an open public process, supported by a serious proposal.

We call for the work of restoration to begin.

AN INVITATION

A TOWN WORTH BUILDING TOGETHER

Help shape an independent Port Credit

This manifesto makes a case. It cannot build a town government on its own. That work belongs to the people prepared to examine the numbers, work through disagreements and organize their neighbours. We invite residents, local businesses and people with useful experience to help develop the proposal and to challenge it where it needs strengthening.

Bring your knowledge of this place. Historical sources, experience of local services and accounts of everyday life can reveal priorities that a map or a balance sheet misses. Long-established residents and recent arrivals, tenants and homeowners should all have a part in shaping the discussion.

Help test the practical case. People with experience in municipal finance, planning, infrastructure, public services and governance can help frame the questions, assess options and identify costs and risks. Contributions should be open to scrutiny. The campaign must earn confidence through evidence and sound judgment.

Help the conversation reach beyond the already convinced. Writers, designers, researchers and organizers can make the proposal clearer, arrange community discussions and bring differing views into the room. An hour of useful work or one well-supported correction can move the case forward.

Collaboration does not require agreement with every sentence of this manifesto. It means a willingness to take the question seriously and help the community examine it fairly. Participation cannot imply the endorsement of an employer, a government or the Mississaugas of the Credit First Nation. Engagement with the Nation must respect its own authority and processes.

Visit portcreditindependence.ca and choose Get involved. Tell us what you would like to contribute, which questions matter to you and how much time you can offer. Contacting the campaign is separate from subscribing to updates or signing a petition.

Bring your knowledge. Bring your questions. Help Port Credit chart its own course.

REFERENCE

SOURCES AND HISTORICAL NOTES

Numbered citations link directly to the sources used. The full source register follows the appendices; image captions record dates, collections and reproduction terms. The separate research inventory retains additional inspection notes and original image files.

Identity and municipal history 10·17·18·20·22·23·25

Indigenous history and continuing recognition 3·6·7·14·16·35·36

Geography and stewardship 1·2·4

Growth and transportation 42·43·44·45·47·48·49·53

Events and heritage 54·55·56·57·58·59·39·40·41

Financial settlement and municipal restructuring 61·62·30·31·32·33

Basis of the historical account

Library catalogue records establish the title and date of the 1951 amalgamation report and identify the 1960 town-status order. They support the existence of those documents, not claims about their full contents or public reception.

Municipal and archival histories support the 1961 town year and 1974 amalgamation. The chronology makes no claim about a referendum or a popular majority in 1951. The 1834 share reservation establishes eligibility to subscribe, not ultimate ownership.

Contemporary figures

Development numbers describe dated proposals or approvals, not completed homes or a current aggregate. The eight transportation study families and six event entries are dated inventories. The case for independence does not rest on a claim of improper diversion of development funds, a demonstrated heritage spending disparity or guaranteed tax savings. It calls for an independent comparison of services, costs and responsibilities before residents choose a settlement.

APPENDIX A

CONTINUITY AND SELF-GOVERNMENT

A dated record of municipal continuity, institutional change and the sources supporting the case for restoration.

Date	Record and significance
Before European settlement	Indigenous histories precede the municipality. The Nation's continuing relationship to the Credit cannot be reduced to an introductory period. [3, 6, 7]
1757	La Broquerie's map records the Credit in Lake Ontario's geography. It is not a municipal boundary plan. [10, 11]
1834	Harbour charter enacted March 6; 200 of 400 authorised shares reserved for Mississauga subscription for sixty days. [16]
1846–1847	Smith describes a village of about 150 and reports 1844 exports; the Mississaugas move to the Grand River area in 1847, with their Nation and relationship to the Credit continuing. [6, 7, 17]
1951	A preliminary report dated October 23 addresses proposed amalgamation of Toronto Township and Port Credit. Its title and date are recorded in the library catalogue. [22]
1960–1961	The library catalogue lists a town-status order dated May 12, 1960; municipal histories date Port Credit's town status to 1961. [20, 22]
1968	Port Credit and Streetsville remain outside the new Town of Mississauga. [23]
1974	Port Credit becomes part of the new City of Mississauga on January 1. This establishes a change in municipal government, not the disappearance of local identity. [25]

Sources [3] [6] [7] [10] [11] [16] [17] [20] [22] [23] [25]

Continuity and consent

A chronology establishes precedent; it cannot supply a mandate for today. Port Credit's separate government in the twentieth century supports the possibility of restoration. The case for a new town must still be put to present-day residents through an informed public process.

APPENDIX B

GROWTH BY THE RECORD

Four development files illustrate scale and changing proposals. They are not a current construction total and must not be added together as approved homes.

Site	Recorded scale	Date and qualification
42–46 Park / 23 Elizabeth	378 proposed. Height: 30 storeys	2025 notice. Proposed scale; not a record of completed homes. [42]
17/19 Ann and 84/90 High	410 proposed new; 6 retained separately. Height: 26 storeys	26 July 2023. Revised study scenario supersedes the earlier 359-unit proposal; not an occupancy record. [44,65]
70 Park	530 new units proposed in 2023; 210 existing. Height: 38 storeys proposed; 33 permitted in 2025.	2023 / 10 July 2025. Approved height from the operative attachment; unit figures from the original proposal. [64,45]
88 Park	1,139 original; 1,328 June 2023 revision. Height: 40/42 originally; later approval 36/29 storeys	2023 / May 2024 approval reported July 2024. Successive proposals; approved heights reported separately. Unit figures are not additive. [46,53,47]

Sources [42] [44] [45] [46] [47] [53] [64] [65]

What the figures strengthen

The records make the scale of change concrete and support Chapter V's demand for a local development ledger. They also show why a single headline total is unreliable: unit counts, tower heights and approved conditions can change at different stages.

What the ledger should disclose

For each site: latest operative approval; approved new and retained units; construction and occupancy stage; service and transport assumptions; secured infrastructure contributions; completion dates; and the public authority responsible for each commitment. Brightwater and neighbouring Lakeview growth should remain separately identified.

APPENDIX C

TRANSPORTATION EVIDENCE

Part one Municipal strategies and corridor studies

1 Port Credit and Lakeview parking strategy

City / BA Group — June 2014. Typical surveyed demand could be accommodated; surplus vulnerable to development. Surveys October 2010, checks 2011; special-event peaks excluded.

Sources [48]

2 Lakeshore transportation master plan

City / HDR — May 2019. East–west constraints and future congestion without improvements; support transit and active modes. Older growth/model inputs.

Sources [49]

3 Lakeshore BRT assessment

City — Completed assessment 2023. Two-kilometre Etobicoke Creek–East Avenue scheme; assessment completion does not establish service opening or capacity through central Port Credit.

Sources [50]

4 Lakeshore Complete Street study

City — Study of multimodal design from East Avenue to the Oakville boundary. The project description establishes the corridor and scope under study; it does not establish delivery of the proposed improvements.

Sources [51]

Reading the municipal studies together

Parking supply, corridor design, transit assessment and traffic operations answer different questions. Completion of a study is not delivery of the infrastructure it recommends. Their dates and geographical extents must be kept visible when they are used in a local capacity argument.

TRANSPORTATION EVIDENCE

Part two Bridge assessment and development studies

5 Credit River active-transportation bridge assessment

City — Completed assessment 2023. New walking/rolling/cycling connection north of Lakeshore; not a general-traffic bridge.

Sources [52]

6 42–46 Park and 23 Elizabeth traffic update

Developer / LEA — May 2025. Acceptable added effect; no intersection modifications recommended; signal optimisation and residual queues require attention.

Sources [43]

7 10 West Ann/High transportation addendum

Developer / BA Group — 26 July 2023. Reports a negligible site increment and recommends signal adjustments. Its conclusions apply to the development scenario and network assumptions modelled.

Sources [44]

8 88 Park updated traffic study

Developer / GHD — 8 June 2023. 1,328-unit scenario accommodated by existing/planned network; critical left-turn movement and signal assumptions. Superseded development version.

Sources [53]

The case for a combined assessment

A finding that one proposal adds an acceptable increment does not establish that every forecast development, festival peak and construction diversion will work together. Chapter VI therefore asks for a combined network assessment with consistent growth inputs, explicit transit timing and comparison against observed conditions. These eight study families are a documented inventory, not an exhaustive count of every study ever commissioned.

APPENDIX D

THE HOST COMMUNITY CALENDAR

Six dated entries show the range of activity. They are examples from 2024–2025, not an annual attendance count or a claim that six separate festivals occur every year.

Event or programme	Date	Type and setting
Southside Shuffle	5–7 September 2025	Blues/jazz festival. Memorial Park and village streets [54]
Port Credit Buskerfest	15–17 August 2025	Street-performance festival. Port Credit streets, marina and park [55]
Canada Day INThePort / Paint the Town Red partnership	1 July 2025	Street festival. Lakeshore Stavebank–Hurontario closure [56]
WinterINThePort Fire and Ice	17 February 2024	Seasonal event. Memorial Park skate trail [57]
Winter INThePort holiday programme	29 November–24 December 2025	Seasonal programme, not continuous festival. Memorial Park and main street [58]
Arts on the Credit Artworks	16–17 November 2024	Art event, not street festival. Waterside Inn [59]

Sources [54] [55] [56] [57] [58] [59]

From a calendar to an account

The calendar supports Chapter VII’s claim that Port Credit hosts activity beyond ordinary residential use. It does not quantify a net subsidy or establish that visitors cost more than they contribute. An annual host-community account should compare attendance methods, public grants, BIA and organiser contributions, road closures, waste collection, washrooms, accessibility, policing where applicable, park restoration and effects on local businesses.

Scope of the calendar

The calendar records specific dated programmes rather than assuming that every historically recurring festival took place each year. The Waterfront Festival’s June 2020 cancellation notice, for example, supplies no evidence of a 2024–2025 edition. [60]

APPENDIX E

THE FINANCIAL EVIDENCE

Financial responsibility strengthens the independence case when the figures retain their legal purpose and geographical scope.

Record	Recorded evidence	Scope and implications
Community benefits charge reserve	The 2025 Treasurer's Statement reports a closing balance of approximately \$16.1 million and repeal of the CBC by-law in February 2025. [62]	The balance is citywide. It is not an identified Port Credit entitlement or evidence that the charge continues to be collected.
Port Credit active-transportation bridge	The statement identifies approximately \$4.36 million attributed to the roads development-charge reserve in the bridge financing. [62]	Financing allocation does not establish completed construction, actual expenditure of every allocated dollar, or delivery of a general-traffic crossing.
Development-charge reserves	The Development Charges Act distinguishes reserve purposes, permitted uses and borrowing provisions. [61]	A new boundary would not automatically make every contribution available as unrestricted revenue.
Local fiscal advantage	The proposal calls for an independent, boundary-specific comparison of operating costs, capital needs and revenues.	The manifesto does not claim a demonstrated tax saving, a proven spending disparity, or improper diversion to another ward.

Sources [61] [62] [63]

The audit required before a mandate

Define the boundary and services first. Then publish assessment and tax revenue, operating costs, asset condition, renewal needs, debt, reserves, staffing and transition costs. Trace site-specific agreements and unspent contributions to legal commitments. Test shared-service prices, slower growth and unexpected repairs. Show the opening balance sheet and explain which obligations would transfer with each asset.

APPENDIX F

WHAT THE EVIDENCE CAN BEAR

The political argument should be assertive about its purpose and exact about its proof.

The Peel comparison

Mississauga's independence campaign invoked local priorities and accountability. Those principles support hearing Port Credit's case, but removal of an upper tier and separation of a local municipality are different proposals. The province changed course in December 2023. The comparison concerns the principle of local control, not a shared legal route or timetable. [30, 31, 32]

Municipal history and public consent

The 1951 report and 1960 town-status order are cited at catalogue level. Their existence supports the record of municipal reconsideration; catalogue descriptions do not establish a council vote, the terms of a legal order or the views of residents. The 1961 and 1974 milestones are supported separately by municipal and archival histories. Historical precedent strengthens the case for a public choice today; it does not replace that choice. [22, 24]

Indigenous history and the harbour

The 1834 statute establishes a reservation of shares for Mississauga subscription, not the number ultimately purchased. Colonial accounts should be read alongside the Nation's published histories and on terms that respect its research protocols. Municipal independence cannot determine Indigenous rights or imply the Nation's endorsement. [6, 7, 14, 16, 17]

Heritage and public investment

Port Credit and Meadowvale have documented heritage protections. The comparison concerns policy and stewardship, not a demonstrated spending disparity. A financial comparison would need the same time period and consistent measures of protected properties, asset condition, grant eligibility and capital works. [39, 40, 41]

Maps and image rights

The four reproduced plates carry source, date and reproduction terms in their captions. The 1757 digital map is supplied under CC BY-NC-SA 4.0; the Ontario photographs carry the Open Government Licence – Ontario; the historical statute is in the public domain. Only these identified plates illustrate the argument. The separate inventory also records an excluded reference image. [10, 16, 21, 26, 34]

SOURCE REGISTER

SOURCES 1 TO 13

Source numbers match the chapter citations, plates and appendices. Titles are linked to the original records; notes record how the evidence was used.

1. Stantec, Credit River HDD Crossing: Geotechnical Investigation, 18 December 2018, §3.3

Primary engineering report; local lower-Credit geology, not an excavation at the harbour.

2. Parks Canada, Geology, Rouge National Urban Park

Government interpretation; regional geological context. Rouge strata are not treated as identical to the lower Credit.

3. George Robb Architect and study team, Old Port Credit Village Heritage Conservation Feasibility Study, Stage 1, 28 November 2003

Municipally commissioned study; archaeology and settlement, pp. 4–7; density policy, p. 23. PDF retained.

4. Credit Valley Conservation, Planning for the Future: A New Credit River Watershed Plan, 1 December 2022

Watershed authority; length and municipal reach of river.

5. City of Mississauga, Port Credit Library to Remain Closed, 9 July 2021

Dated municipal announcement about foundations and closure; not a statement of current library status.

6. Mississaugas of the Credit, Historical Territory, Resource and Land Use, revised June 2018

Nation-published historical account, including oral tradition. Reported traditions and independently dated archaeological evidence are distinct forms of historical evidence.

7. Darin Wybenga, Historical Tidbit: May 2017, Mississaugas of the Credit

Nation's account of the 1847 move, drawing on Peter Jones in the Christian Guardian, 12 January 1848.

8. Mississaugas of the Credit, 205th Anniversary of the Signing of Treaty 22 & 23, 28 February 2025

Nation's contemporary account of the 1820 surrenders and continuing claim.

9. Crown-Indigenous Relations and Northern Affairs Canada, Mississaugas of the Credit First Nation Receives Advance Payment ... Treaty 22 and 23 Land Surrenders, 2 March 2025

Government announcement of \$30 million advance; not proof of final settlement.

10. Pierre Boucher de La Broquerie, Carte du Lac Ontario, Frontenac, 4 October 1757

Primary French manuscript map; British Library, Maps K.Top.121.14; Digital Commonwealth/Leventhal digital surrogate. CC BY-NC-SA 4.0. Image retained.

11. Friends of Fort York, Fife and Drum, vol. 24, no. 4, December 2020

Secondary discussion of the 1757 map and Credit label; interpretation attributed to the publication.

12. Mississaugas of the Credit, MCFN Timeline

Nation's public timeline. Approximate early French trade chronology; not a primary construction record.

13. Heritage Mississauga, Port Credit

Local historical synthesis; Government Inn dated 1798.

SOURCE REGISTER

SOURCES 14 TO 26

Source numbers match the chapter citations, plates and appendices. Titles are linked to the original records; notes record how the evidence was used.

14. William Lyon Mackenzie, *Sketches of Canada and the United States*, London: Effingham Wilson, 1833, pp. 130–135

Primary colonial observer; visit dated 24 December 1830; reproduces 1829 petition. Upstream Credit Mission distinct from harbour village. Scan and OCR retained.

15. *Government House in Port Credit*, Toronto Public Library JRR 882

Historical coloured engraving; nineteenth century, artist uncertain. Commons catalogue suggests original drawing possibly by Owen Staples. Image retained; public-domain designation in Canada.

16. *Upper Canada, An Act to Incorporate ... the Credit Harbour Company*, 4 William IV, c. 32, 6 March 1834, pp. 195–202

Primary statute; British North American Legislative Database, University of New Brunswick. Full scan inspected; p. 197 reproduced. £5,000 capital and 200 reserved shares do not prove actual two-thirds ownership.

17. William Henry Smith, *Smith's Canadian Gazetteer*, Toronto: H. & W. Rowsell, 1846, pp. 148–149

Primary gazetteer; population and harbour description; export figures for 1844. Scan inspected and retained.

18. *Heritage Mississauga, Port Credit HCD and East Village Tour Brochures*, August 2019

Local heritage synthesis; fire, railway, stonehooking and industrial succession.

19. Dominion Bureau of Statistics, *Shipping Report 1967: International Seaborne Shipping*, catalogue 54-203

Bibliographic reference for national shipping statistics and introductory Ontario-port discussion. No numerical claim in this manifesto relies on this entry. Port statistical geography does not define a proposed municipal boundary.

20. *City of Mississauga, Port Credit: 2001 Community Profile*

Municipal profile; dated population 10,260 and 1961 town status. Not current population and not an independence boundary.

21. *Historical Port Credit plan embedded in supplied early draft*

Excluded reference image from an earlier draft. Date, attribution and reproduction permission are not established; it is neither reproduced nor relied upon for dated cartographic claims in this edition.

22. *Mississauga Library, Port Credit local archive catalogue*

Catalogue-level evidence: items 3 (1951 report), 95 (1960 OMB order), 60 (1961 Weekly supplement), 81 (1961 directory), 93 (council list), 112 (1965 treasurer report). Descriptions establish listed records, not their full contents.

23. *Region of Peel Archives, 1967*, 1 January 2017

Archival interpretation: Port Credit and Streetsville excluded from 1968 town, included in 1974 city.

24. *Ontario, The Regional Municipality of Peel Act*, S.O. 1973, c. 60, Bill 138, p. 255

Statute catalogue identifies the Act. No section-specific legal interpretation is based on the catalogue description.

25. Matthew Wilkinson, *How the City of Mississauga Was Born*, Modern Mississauga, 10 January 2024

Local historian's secondary account of municipal formation, with reproductions from the Mississauga Times.

26. *Archives of Ontario, Port Credit Yacht Club, 1957*, RG 65-35, I0005569

Primary photograph; original TIFF and lossless PNG retained. Open Government Licence – Ontario.

SOURCE REGISTER

SOURCES 27 TO 39

Source numbers match the chapter citations, plates and appendices. Titles are linked to the original records; notes record how the evidence was used.

27. [Canadiana, Port Credit Weekly portal, removal notice](#)

Dated access notice: newspapers removed at Mississauga Library's request effective 26 February 2025. Cited for access history, not as a newspaper issue.

28. [Mississauga Library, Mississauga History](#)

Library guidance on access to local-history collections and newspaper research.

29. [Kathleen A. Hicks, Lakeview: Journey from Yesterday, Part Three, p. 189](#)

Municipal historical compilation reproducing May 1951 Port Credit Weekly coverage of Dixie Road crossing activism; concerns Lakeview, not amalgamation.

30. [City of Mississauga, Mississauga Fully Committed to Becoming an Independent City, 1 December 2023](#)

Primary statement of municipal political position, not independent proof of financial benefits.

31. [City of Mississauga, Council minutes, 15 February 2023](#)

Primary council record of the city's preferred independence position.

32. [City of Mississauga, Mississauga Will Work with Province on New Plan for Peel Dissolution, 13 December 2023](#)

Dated municipal response to the province's changed approach to Peel dissolution in December 2023.

33. [Government of Ontario, Municipal Restructuring](#)

Official procedural guidance, including limits for municipalities governed by special legislation. The proposed public process must establish the applicable legal route.

34. [Archives of Ontario, Credit River, ca. 1948–1972, RG 65-35, 10016524](#)

Primary photograph; broad catalogue date retained. Exact vantage point not independently identified. Open Government Licence – Ontario.

35. [Parks Canada and Mississaugas of the Credit, Nahnebahweequay commemoration, 25 September 2025](#)

Primary announcement of the Port Credit commemoration and intended Marina Park plaque installation. The announcement establishes the commemoration; it does not establish completion of the planned installation.

36. [City of Mississauga, Inaugural National Indigenous Peoples Day, 21 June 2022](#)

Primary dated announcement: arena displays, partnership to create Port Credit Art Walk, and city-centre event. Announced art-walk partnership is not proof of completion.

37. [Port Credit BIA, 2025 Historic Walking Tours](#)

Organizer programme, including Nahnebahweequay history. BIA activity is not automatically municipal or Nation-led programming.

38. [Museums of Mississauga, Out of the Vault: Beyond the Shore, 22 January–5 April 2026](#)

Municipal exhibition at Adamson Estate, covering Lakeview and Port Credit. Not evidence of a permanent Indigenous-history museum at the harbour.

39. [City of Mississauga, Port Credit Heritage Conservation District Plan Update](#)

Primary municipal summary: original 2004 plan; revised 2018 plan in force 29 January 2020 after tribunal settlement.

SOURCE REGISTER

SOURCES 40 TO 52

Source numbers match the chapter citations, plates and appendices. Titles are linked to the original records; notes record how the evidence was used.

40. City of Mississauga, Meadowvale Village Heritage Conservation District Plan, 2014

Primary heritage policy; protection of village landscape and streetscapes. PDF inspected, notably statement of attributes, p. 20.

41. City of Mississauga, Meadowvale Village Review, report dated 25 March 2014, PDC 14 April 2014

Primary staff report; four focus-group meetings and coordinated heritage, official-plan and zoning policies. Not comparative spending evidence.

42. City of Mississauga, OZ/OPA 25-10 W1, 42-46 Park Street East and 23 Elizabeth Street North, 2025

Primary application notice: 378 proposed units, 30 storeys. Cited as a dated proposal, not an approval or completion record.

43. LEA Consulting, Transportation Impact Study Update, 42-46 Park Street East and 23 Elizabeth Street North, May 2025

Developer-retained study. PDF inspected; conclusions p. 33, queues pp. 21-22. Published June 2025. AM total in conclusion has inconsistent component arithmetic; not used as a verified trip count.

44. BA Group, 10 West transportation considerations addendum, 26 July 2023

Developer-retained memorandum for 17/19 Ann, 84/90 High Street. PDF filename misleadingly generic; cover establishes actual subject. 410 proposed new units; six retained existing units. Sections 1 and 7 inspected.

45. Ontario Land Tribunal, 70 Park Street East, order of 10 July 2025, OLT-23-000684, MOPA 199

Primary order: operative attachment permits 33 storeys. The cover describes the original 38-storey, 530-unit proposal; its unit figure does not establish the final settlement count.

46. City of Mississauga, 88 Park Street East public notice, February 2023

Original 40/42-storey, 1,139-unit proposal, appealed November 2022. Later approvals supersede original heights; not a current approved-unit total.

47. City of Mississauga, MOPA 181 supporting staff report, 10 July 2024, Appendix 1, p. 11

Primary municipal account of neighbouring applications: 88 Park approved by OLT in May 2024 at 36 and 29 storeys. Does not establish final unit count.

48. City of Mississauga and BA Group, Parking Strategy Phase II: Port Credit and Lakeview, Final Report, 2014

Primary commissioned strategy. Distinct from a traffic-capacity study; versions counted as one study family.

49. City of Mississauga and HDR, Lakeshore Road Transportation Master Plan and Implementation Strategy, May 2019 draft final report

Municipal plan linked from City's endorsed-plan project page; executive summary and corridor modelling. Forecasts depend on 2019 inputs; not live 2026 counts.

50. City of Mississauga, Lakeshore Corridor Transportation Improvements

Primary project record; BRT assessment completed 2023, two-kilometre Etobicoke Creek-East Avenue segment. Completion of assessment is not opening of service.

51. City of Mississauga, Lakeshore Complete Street Study

Primary project description covering the study's corridor and multimodal scope. An anticipated completion date is not a record of delivered infrastructure.

52. City of Mississauga, Credit River Active Transportation Bridge Study

Primary project record; Schedule B assessment completed 2023. Walking, rolling and cycling bridge; not a new general-traffic crossing.

SOURCE REGISTER

SOURCES 53 TO 65

Source numbers match the chapter citations, plates and appendices. Titles are linked to the original records; notes record how the evidence was used.

53. [GHD Limited, Updated Traffic Impact Study, 88 Park Street East, 8 June 2023](#)

Developer study of a revised 1,328-unit proposal. Executive summary inspected; acceptable operation relies on existing/planned network and signal changes. Not final approved dimensions. PDF retained.

54. [Port Credit BIA, Southside Shuffle, 5–7 September 2025](#)

Organizer listing of blues and jazz festival in Memorial Park and village streets. No independently audited attendance claimed.

55. [Port Credit BIA, Port Credit Buskerfest, 15–17 August 2025](#)

Organizer event listing with Port Credit locations.

56. [Port Credit BIA, Canada Day INThePort, 1 July 2025](#)

Organizer notice; partnership includes Paint the Town Red, BIA, Visit Mississauga and City; road closure Stavebank–Hurontario.

57. [Port Credit BIA, WinterINThePort Fire and Ice, 17 February 2024](#)

Organizer notice of outdoor skate-trail launch and performances in Memorial Park.

58. [Port Credit BIA, Winter INThePort, 29 November–24 December 2025](#)

Organizer seasonal programme spanning several weeks, rather than a single festival day.

59. [Port Credit BIA, archived events listings, November 2024](#)

Dated listing for Arts on the Credit Artworks, 16–17 November 2024, Waterside Inn. Art event, not a street festival.

60. [Mississauga Waterfront Festival, organizer home page](#)

Retains cancellation of 19–21 June 2020 event. Does not substantiate an edition in 2023–2025 despite generic annual-event descriptions elsewhere.

61. [Ontario, Development Charges Act, 1997, ss. 33–38](#)

Current primary law on reserves, permitted uses, borrowing and credits. Geography and restructuring allocation require relevant by-laws and transition instruments.

62. [City of Mississauga, Annual Treasurer’s Statement: Summary of Activity in 2025, report dated 6 May 2026](#)

Primary municipal accounts; CBC repeal and balance pp. 5–6; Appendix 3 Port Credit AT Bridge financing. Transfers/allocation are not proof of completed works or cash expenditure. PDF inspected.

63. [City of Mississauga, Community Benefits Charge Administration Policy 04-16-01, reviewed February 2025](#)

Historical administrative framework; ward reporting and citywide allocation on p. 4. Read with subsequent repeal, not as proof of a currently collectible charge.

64. [City of Mississauga, 70 Park Street East proposal statistics, report dated 10 May 2023, Appendix 1, p. 4](#)

530 proposed new units plus 210 existing, 38 storeys in original proposal. Operative 2025 settlement changes height; these are dated proposal statistics.

65. [Bousfields, Planning Justification Report, 17–19 Ann Street area, February 2022](#)

Developer planning report; originally 359 new units and surrounding-development table. Superseded by 2023 addendum for the 410-unit scenario. PDF inspected.