



Balmy Beach Heritage Conservation District Study
Balmy Avenue

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Figure 1. Balmy Beach, early 1900s

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1. Study Summary

In recognition of their special character and cultural heritage value, more than 70 areas in Ontario have been recognized as Heritage Conservation Districts under the Ontario Heritage Act. In maintaining their uniqueness and sense of place, 12 of these districts contribute to the rich history and dynamic landscape of the City of Toronto.

This report is the result of a City of Toronto by-law and a community polling process authorizing a Heritage Conservation District Study to be undertaken for six character areas in the Balmy Beach neighbourhood. All properties along Balmy Avenue have been defined by the City of Toronto as comprising one such character area. This Heritage Conservation District Study has been prepared for the consideration of the property owners of the Balmy Avenue character area and City Council.

The key components of this Heritage Conservation District Study are:

- To provide a comprehensive analysis of the historical and architectural character of Balmy Avenue as a means to evaluate the heritage character of the street;
- To encourage and facilitate the participation and input of local residents, as well as the Municipality, in pursuing and promoting the awareness of the preservation of street's character;
- To determine whether identifying Balmy Avenue as a Heritage Conservation District under Part V of the Ontario Heritage Act is an appropriate means of protecting the character of Balmy Avenue.

Sanctioned under provincial and municipal heritage policy, this Study includes an analysis of the historical development of Balmy Avenue, as well as an architectural evaluation of its built form. It identifies Balmy Avenue as exhibiting a mixture of vernacular architecture (local building traditions and elements), historical development patterns and a mature streetscape.

As part of the study process a meeting was held with Balmy property owners to discuss the important characteristics of the Balmy Avenue area and alternatives for protecting these elements. In addition, a resident survey was undertaken in the area. As a result of these consultations and our analysis of the attributes of the Balmy Avenue character area, this Heritage Conservation District Study does **not** recommend the recognition of Balmy Avenue as a Heritage Conservation District under Part V of the Ontario Heritage Act. However, should further community consultation support identification of Balmy Avenue as a Heritage Conservation District and Council wish to proceed with the designation of this character area, this Study proposes the guidelines of the adjacent Glenfern Area to guide appropriate change for the area.

2. Study Background and Methodology

Balmy Beach is well known to many Torontonians as a neighbourhood of special character stemming from its historical evolution from a seasonal resort community to a mature Toronto neighbourhood. Its geographic location along the lakefront, east of Kew Beach, west of the Scarborough Bluffs and south of the Kingston Road ridge, has endowed this area with a special sense of place. It is one of only a few Toronto neighbourhoods that remain connected to its waterfront. Early 20th-century architecture and mature streetscapes preserve a strong relationship with the history of Balmy Beach and the historical development of Toronto. Recently, however, demolition and infill developments have begun to erode some of the unique and historic attributes of this Toronto community.

In response to recent development pressures evident in their neighbourhood, the Character Committee of the Balmy Beach Residents Association (BBRA) contacted city staff late in 2003 to find out more about Heritage Conservation Districts and how they can assist in the preservation and enhancement of their heritage streetscapes. Subsequently, the BBRA held a series of public meetings with city staff to inform residents of the study process and to gauge the community's interest in proceeding with a Heritage Conservation District Study of their neighbourhood. During these meetings support for this process was mixed and, at the urging of area residents, the city proceeded to conduct a poll within the proposed study boundary to accurately measure the community's support. As part of this polling process the study area was divided into fourteen character areas, each of which voted whether to continue the study process or not. Six character areas voted to continue the study process and agreed that a second poll would be taken on the studies were completed to gauge support for the adoption of the proposed Heritage Conservation District Plan for each character area.

Following this initial polling process, a group of Balmy Beach residents formed the Balmy Beach Heritage Conservation Committee (BBHCC) to proceed with the study of the remaining character areas defined by the City as: Glenfern Avenue including properties along lower Silverbirch Avenue and the Lake Front (here after referred to as the Glenfern Area); Balmy Avenue; Kingswood Road between Queen and Bracken (Kingswood South); Kingswood Road between Bracken and Kingston Road (Kingswood North); Bracken Avenue (1 to 37) and Bingham Avenue (2 to 45). Under the advice and guidance of City of Toronto Heritage Preservation Services staff, the BBHCC held an interview process and retained E.R.A. Architects Inc. (ERA) to act as a professional consultant for this study and appropriate District Plan(s) for the remaining character areas.

As part of the study process, a group of community volunteers led by Barbara Myrvold, a local historian and resident, photographed, researched and recorded the history of each property. Their research in Toronto City directories and assessment rolls, along with examination of historical maps and pictures were complemented by interviews and surveys of area residents. Barbara also prepared a history of Balmy

Beach and each character area. The materials gathered formed a property inventory used by the consultant team to develop an historical evaluation of the properties within each character area, to identify key patterns of neighbourhood development, and to prepare appropriate guidelines for the protection of the each area's heritage character.

In response to the public consultation process it was decided that the Balmy Beach Heritage Conservation District Study would consider the recognition of each character area separately, and that an individual study plan would be proposed for the consideration of the property owners of each character area at the time of the second poll. Following preliminary meetings with the BBHCC, two working groups were established of interested residents of the character areas south and north of Queen Street East. These groups met on November 23, 2005 and November 30, 2005 respectively. At these meetings residents were introduced to the consultant team, presented with a brief history of their neighbourhood, and were engaged in discussions regarding the defining features of their character areas and concerns about the nature of change in the area. An additional series of meetings are slated for June 2006 to review the findings and proposed recommendations of their respective study plans. Following the conclusion of this consultation process the second public poll is to be held.

3. Policy Provisions

The processes and procedures of the Balmy Beach Heritage Conservation District Studies were sanctioned under the terms laid out by Part V of the Ontario Heritage Act 1990, the 2005 Provincial Policy Statement and provisions of the City of Toronto Official Plan.

The Ontario Heritage Act

The Ontario Heritage Act represents the primary piece of Provincial legislation that regulates the protection of heritage resources within Ontario. According to Part V of the Act, as amended on April 28th 2005, the municipality may by by-law designate any area as a Heritage Conservation District. Based on these provisions, municipalities shall adopt a District Plan that identifies the cultural value of the District and provides principles for protecting that value¹.

The 2005 Provincial Policy Statement

The purpose of the Provincial Policy Statement (PPS), issued under the Planning Act, is to provide municipalities in Ontario with policy direction on matters related to land use planning and development. As it relates to this Heritage Conservation District Study, Part V, Section 2.6 of the PPS states:

- Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- Development and site alteration may be permitted in adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.²

¹ Ontario Ministry of Culture, *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, 2005.

² Ontario Ministry of Municipal Affairs and Housing, *2005 Provincial Policy Statement* (Queen's Printer for Ontario, 2005), 21.

The City of Toronto Official Plan

The Official Plan outlines Toronto's vision for the future character of the City. As statutory policy, the Official Plan guides the City in its decisions on how best to achieve balanced change, growth, and development. In this case, the Official Plan addresses how the City of Toronto will implement and address municipal requirements set forth in the Ontario Planning Act and Ontario Heritage Act.

With reference to the identification and protection of heritage resources the Official Plan states:

- It is the policy of Council to designate property to be of architectural or historical value or interest and to take all necessary steps to ensure the preservation and conservation of all buildings, structures, and sites, including all areas in the public domain, within such districts.
- It is the policy of Council to designate Heritage Conservation Districts within the City on the basis of appropriate studies and to take all necessary steps to ensure the preservation and conservation of buildings, structures, sites, including all areas in the public domain, within such districts.³

Passed by City Council in November 2002, the new Official Plan is currently awaiting approval at the provincial level. Among other things, this new policy recognizes the importance of protecting stable neighbourhoods and heritage resources for their contributing qualities to the character of the city. The Official Plan states:

- Development will respect and reinforce the physical pattern and character of established neighbourhoods, with particular regard to...conservation of heritage buildings, structures and landscapes.
- Our heritage buildings, districts and landscapes create a unique sense of place and a rooted sense of local identity and continuity for Torontonians... Heritage conservation not only makes our neighbourhoods even more attractive, it also increases their desirability and value.
- Significant heritage resources will be conserved by... designating areas with a concentration of heritage resources as Heritage Conservation Districts and adopting conservation and design guidelines to maintain and improve their character.⁴

³ City of Toronto Planning and Development, *City of Toronto Official Plan 1996*, Section 5.

⁴ City of Toronto Urban Development Services, *City of Toronto Official Plan 2002*, 46-47, 71-72.

4. Study Objectives

Developed as part of the historic neighbourhood of Balmy Beach, Balmy Avenue exhibits some of the cultural patterns that contribute to the rich history of Toronto’s urban landscape. Unfortunately, recent developments tend to be less characteristic of the street’s established character and threaten to undermine the street’s connection with its past.

It is the objective of this District Study to identify the attributes that define the character of this street and determine appropriate means for recognizing this identity. It is the intention of this Study to establish an understanding of Balmy Avenue within the historical evolution of Toronto that may assist in guiding future developments that complement and enhance the area’s established character.

5. Study Boundary

The house types and streetscape features of Balmy Avenue represent a varied settlement pattern that is distinct from other residential housing in the area. As defined by the study poll conducted by the City of Toronto, this Heritage Conservation District Study considered all of the existing residential lots and structures fronting on Balmy Avenue for recognition under Part V of the Ontario Heritage Act.

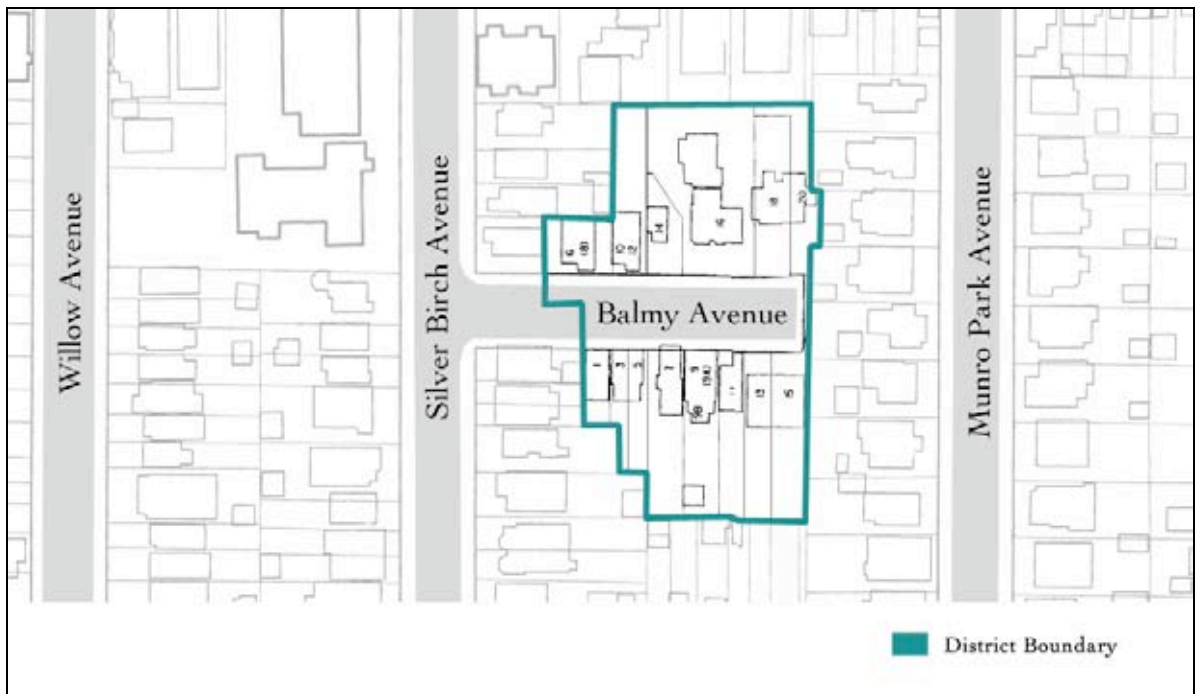


Figure 2. Heritage Conservation District Boundary – Balmy Avenue



Figure 3. South side of Balmy, 1, 3, 5, 7

6. Statement of Cultural Heritage Value

The nature of the heritage character of Balmy Avenue lies in its relationship to the early development patterns of the Beach area from a rural resort community to a mature Toronto neighbourhood. As one of the earliest subdivisions of Adam Wilson's Balmy Beach, Balmy Avenue was laid out along four square lots in 1887 as part of Plan 732. Along with the lots of Glenfern Avenue and the Lake Front, Balmy Avenue's large lot divisions and proximity to the lake made this portion of Balmy Beach prime for early seasonal development.

First populated by tents, cottages and boarding houses, a mix of residential development along Balmy Avenue appears to have begun around the turn of the 20th century with a few cottages possibly dating back several years earlier, and full lot occupancy by the late 1920s. The result of this pattern is that portions of the street maintain a mix of vernacular architecture (local building traditions and elements) of this period. They exhibit detached and semi-detached homes of mostly 1.5 – 2.5 storeys and include, beach cottages, Edwardian classicism and four-square styles of architecture. The use of proportional massing, shared setbacks and siting of these vernacular constructions retain established relationships in design and a rhythm in form. However, more recent demolitions, alterations and developments along the street, have weakened these physical and visual connections.

In maintaining some of its original residential siting and lot occupancy, this street has fostered a rich and mature tree canopy. While this informal and spacious pattern is reminiscent of the area's rural roots, it has resulted in larger developments that have been designed independently of their context and relate poorly to each other. A better understanding of the street's historical development patterns and precedents in design and massing could enhance the quality and relationship of existing and future developments.

7. District Analysis

Heritage attributes are the individual qualities of an area that add to the overall character of a place. As part of this heritage study, the heritage attributes of Balmy Avenue have been identified for their contribution to the street's character. These attributes include: Balmy Avenue's historical relationship to the development of the Balmy Beach community; its mixture of vernacular architecture of the early-20th century; a unique streetscape representative of original lot patterns; as well as a mature landscape defined by a heavy tree canopy.

7.1 Historical Development

Balmy Beach – Early Landowners, Surveys and Subdivisions

Toronto's Balmy Beach neighbourhood comprises the area south of Kingston Road to Lake Ontario, and east of MacLean Avenue to Victoria Park Avenue (originally the York and Scarborough Town line). It was first surveyed in the 1790s as part of lots 1 and 2 in the Broken Front and Concession I from the Bay, York Township. In the mid-1800s, two prominent Torontonians established country estates there. Merchant and former Toronto mayor George Munro⁵ purchased part of lot 1 in 1847. Adam Wilson, a prominent lawyer and later a politician and distinguished judge, held part of lots 1 and 2 by 1853. Today's Scarborough Road marks the boundary between the Munro and Wilson properties.



Figure 4. George Munro, 1800?-78



Figure 5. Adam Wilson, 1814-91

⁵ George consistently spelling his last name as "Monro," the form used for his entry in the Dictionary of Canadian Biography, which also noted variant spellings, Munro and Munroe. "Munro" was used by some of his two sons and four daughters, for a park opened by the lake on his old estate in 1896, and the present street.

On January 19, 1876, Adam Wilson registered Plan 406, subdividing his property into 145 park lots and laying out Balsam, Beech, Birch (now Silver Birch), Pine, and Maple avenues (the last later becoming part of Queen Street). He also set aside a private promenade (Balmy Beach Park) adjoining the beach at the south end of Beech Avenue, for the “common use and enjoyment of lot owners.”⁶

Wilson developed Balmy Beach with some of his friends and business associates, who located their own summer residences there: “four other well-known gentlemen, Messrs. Robert Beaty, James Beaty, Dr. [Orlando] Winstanley, and Benjamin Morton, the latter of whom sold out to Mr. A. McLean Howard.”⁷ The syndicate divided Balmy Beach into six parcels along its three north-south streets. Wilson retained the two easterly portions on both sides of Birch Avenue from the lake to Kingston Road; his Balmy Beach cottage was located on the lake west of Birch.

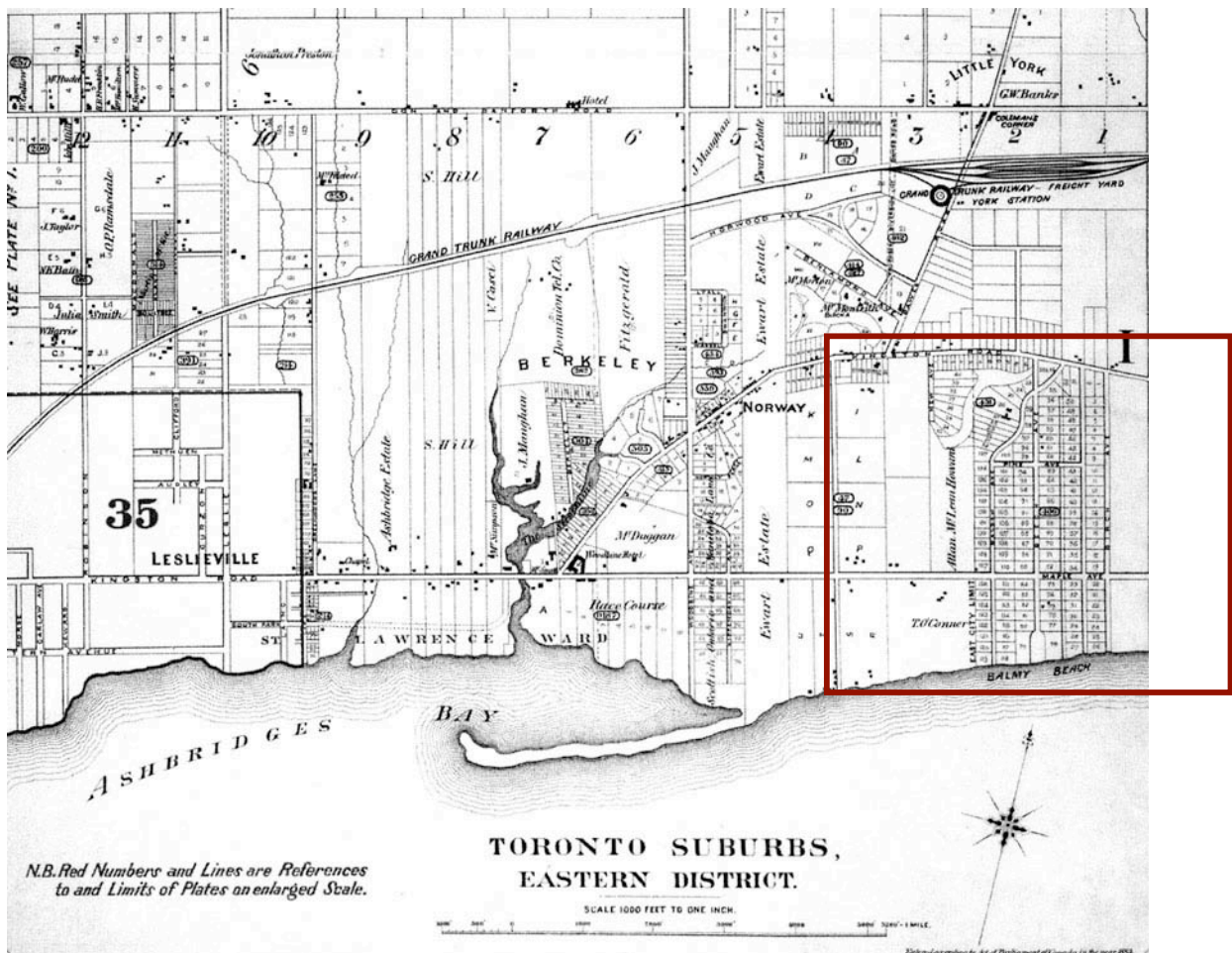


Figure 6. Goad's Atlas of 1884 showing Adam Wilson's Plan 406 for Balmy Beach

⁶ Statutes of the Province of Ontario, 1903, 3 Edw. VII, ch. 50.

⁷ “The Beaches become a populous suburb,” *Toronto Daily Star*, 21 April 1906. Reprinted in *Beach Metro News*, 1 August 1993,



Figure 7. Munro Park Streetcar, circa 1898

Summer Resort

In the 1870s, the Beach district began to be served by steamer and streetcar and to be developed as a summer resort. The Toronto Gravel Road and Concrete Company started streetcar service along Kingston Road in 1875, and the horse-drawn trams served Woodbine Park (later Greenwood Race Track), which opened that same year. Victoria Park started east of Balmy Beach in June 1878 and excursion steamers made several trips a day from pickup points in downtown Toronto. Kew Gardens opened west of Balmy Beach the following year. By that time, several prominent Toronto businessmen and local landowners had opened the Scarborough' Heights Hotel, one of the area's first summer hotels located near Beech Avenue and Kingston Road. It was the site of an auction sale of "Park Lots at Balmy Beach!" held in September 1878 and advertised in the Toronto *Globe*:

Nine valuable park lots on Beech Avenue, Balmy Beach, each lot having a frontage of 135 feet by a depth of 257 feet...on which to build summer villas, being only four and a half miles distant from Toronto and about ten minutes walk from the most beautiful beach on Lake Ontario, where boating and bathing can be indulged in with perfect safety... about 15 minutes walk from Victoria Park between which and Toronto the steamer "Maxwell" plies constantly.⁸

During the 1880s, Queen Street was opened and the area began to be served by streetcar, two crucial factors in the growth of Balmy Beach. In 1880, York Township agreed to survey Queen Street east from Woodbine Park to the Scarborough Township boundary. The Toronto Street Railway Company (TSR) extended its streetcar service along Queen Street to Woodbine Park in 1887 and to Lee Avenue in 1889. Its successor, the Toronto Railway Company (TRC) extended service to Balsam Avenue in 1893 and into Munro Park in 1898, both during summer months only.

⁸ "Sale of Park Lots at Balmy Beach!" Toronto *Globe*, 7 September 1878, 6.

During these two decades, Wilson and his partners in the original plan, along with other early cottagers and some developers registered about a dozen subdivision plans at Balmy Beach. Several new streets were laid out, including Balmy, Glen Fern, Oak (now Willow), a second Maple Avenue (now Scarborough Road), Cedar, Fir, Hazel, Spruce (now Spruce Hill), Howard (now MacLean) and Hughes (now Fernwood Park).

Many of the new streets were named for trees, continuing the tradition that Adam Wilson started in his original plan. This has become a way of distinguishing the area; or as one long-time Balmy Beacher remarked, if you're not on a street with a 'tree name,' you're not in Balmy Beach."⁹

Some of Balmy Beach's natural features were described a few decades later:

Its situation from many standpoints is unique. It is a natural pocket with a southern aspect and having a warm soil, the perfect drainage, and the proximity of the lake, the flora is exceptionally diversified and with the possible exception of part of the Niagara Peninsula, it has a greater variety of trees and plants than any other spot in Canada. Sassafras grows there to a height of twenty feet, and almost every rare Canadian plant can be cultivated successfully.¹⁰

In 1888, virtually all of lot 2 to the edge of the lake, including a large portion of the original Balmy Beach subdivision, became part of the Village of East Toronto.¹¹ Lot 1 remained in York Township. This included lots in Balmy Beach east of today's Willow Avenue as well as the largely undeveloped Munro estate.

Despite being divided politically, Balmy Beach continued to flourish as a resort community with vacationers staying in a growing number of tents, cottages, summer hotels and boarding houses. In 1891, the Church of England started a summer tent church at Balmy Beach for all denominations (the beginnings of St. Aidan's Anglican). Day visitors could use Munro Park, opened in 1896 on the lake just to the west of Victoria Park; soon both parks were operated and served by the Toronto Railway Company.

⁹ Cathy Commins, "A history of Balmy Beach," *Ward 9 News*, 25 March 1980, 3.

¹⁰ "The Beaches become a populous suburb," *Toronto Daily Star*, 21 April 1906. Reprinted in *Beach Metro News*, 1 August 1993.

¹¹ East Toronto was incorporated as a village in 1888 and raised to a town in 1903. The community had developed in the vicinity of Main and Gerrard streets, near the Grand Trunk Railway's York Station.



Figure 8. Map of Toronto and Suburbs, East of the Don, including East Toronto Village, 1892



Figure 9. Balmy Beach Clubhouse, 1905-1936

Year Round Settlement

By the end of the 1890s, Balmy Beach was beginning to change from a seasonal resort to a year-round settlement. In 1899, Balmy Beach residents sought their own post office, claiming 150 families. In that year, Allan McLean Howard Jr. advertised building lots for sale at Balmy Beach, “the most beautiful annex of Toronto, and the coming suburban residential part of the city,” offering the advantages of “city water and gas” and “no city taxes.”¹²

In 1900, the Balmy Beach Property Owners' Association was formed to lobby the East Toronto Council for better services. The municipality responded by building a permanent fire hall on Spruce Avenue in 1902 and opening Pine Avenue School (now Balmy Beach School) in 1906; it also placed its waterworks on the lakefront in 1905. The growing community also featured a new church, Beech Avenue Methodist Church (now Kingston Road United), and a private school, Balmy Beach College, both opened in 1907.

Social gatherings and sporting competitions were a big part of life at Balmy Beach, and many organizations were formed including a lawn bowling club, a hockey club, a baseball team, a skating and curling club, a gun club, a Masonic lodge, and a Bachelors' Club. Starting in 1903, many of these activities centred at the Balmy Beach Club, which continues to operate today. With assurances that a clubhouse would be built at Balmy Beach Park, “the demand for property within the prescribed limits – Howard ave. to Munro Park – has increased wonderfully,” the *Toronto Star* commented in August 1903. “The clubhouse will be for the use of owners and residents only, and this new move has made more people look towards Balmy Beach.”¹³

¹² “Balmy Beach,” *Toronto World*, 1 April 1899, 9.

¹³ “At the Beaches; Balmy Beach,” *Toronto Daily Star*, 15 August 1903, 15.

The *Toronto Star* discussed developments at Balmy Beach in an article published on April 21, 1906:

None of the lots within the boundaries average less than 50 feet frontage, and no house of less value than \$2,000 can be built. This condition is almost invariable and has resulted in the erection of a splendid class of summer cottage. Since the advent of the [street] railway, the number of houses suitable for living in all year round has greatly increased and at least 250 families now spend the winter there. This is increased during the summer by about the same number of families so that estimating five to a family, the population during the summer months is about 2,500 and about half that in the winter. There is between 400 and 500 houses, most of which have been erected within the last five years, and 40 or 50 are being built this spring.¹⁴

In 1906, reports began circulating that the Grand Trunk Railway (GTR) and the Canadian Pacific Railway (CPR) planned to construct lines along the beach, and Canadian Northern Railway (CNoR) proposed a route just north of Queen Street. Local residents, fearing that their property values and the character of their district would be destroyed, rallied to oppose the "railway invasion,"¹⁵ even sending a delegation to the railway commission in Ottawa. The community was successful in its fight, and the CPR and CNoR stayed north of the Danforth, and the GTR retained its old route north of Gerrard.

Neither Victoria nor Munro parks reopened in 1907 but Scarborough' Beach Amusement Park began lakeside operations in that year on the old Thomas O'Connor farm between Balmy Beach and Kew Beach. In 1908, the Munro family and its partner, Charles Millar,¹⁶ subdivided their property in lot 1 north of Queen between Maple (now Scarborough Road) and Victoria Park avenues. Their plan 1408 created 205 building lots and laid out Lynwood (now Kingswood Road), Glendale (now Bingham Avenue) and Bracken avenues. The ravine between Lynwood and Victoria Park south of Bracken was set aside as "Block A." Other plans subdivided the Munro estate south of Queen, creating Munro Park Avenue and Neville Park Boulevard on the old park site.

¹⁴ "The Beaches become a populous suburb," *Toronto Daily Star*, 21 April 1906. Reprinted in *Beach Metro News*, 1 August 1993.

¹⁵ "Beach District Aroused Over Railway Invasion," *Toronto World*, 21 December 1906, 1

¹⁶ Charles Vance Millar (1853 – 31 October 1926) was a Toronto lawyer and financier. He is now known primarily for his will, whose playful bequests including giving the bulk of his estate to the woman who gave birth to the most children in the 10 years following his death. The resulting contest became known as the Great Stork Derby.



Figure 10. Construction of the Bingham Loop in 1922

Annexation to Toronto and City Suburb

The annexation of East Toronto to the City of Toronto had been discussed for years. Most Balmy Beachers favoured annexation, seeing many possible advantages including paved streets, more reliable water and electric light systems, a good sewage system, better police and fire protection, a free postal delivery service, and extended streetcar service to the city. When East Toronto and the city finally agreed to join forces on December 15, 1908, one of the terms was that the area of the town south of Kingston Road would be "set aside as a residential district free from factories and hotels."¹⁷ The annexation of "Balmy Beach," 187 acres between East Toronto and Scarborough Township, followed on December 15, 1909.¹⁸

After annexation, most of Balmy Beach's remaining undeveloped land was subdivided, often in places where ravines, streams and swamps had impeded growth. One long-time resident recalled that Willow Avenue south of Queen "was not opened up until 1914 or 15 when the swamp was filled with ashes from the city dump and the stream put into pipes."¹⁹ Block A of the Munro estate was subdivided, extending Neville Park Boulevard north of Queen. In 1920, the last remaining portion of the McLean Howard estate north of MacLean Avenue and Queen Street was subdivided for residences.

¹⁷ City of Toronto Council, Minutes, 1908, Appendix C, 20 Sept. 1908, 127-8.

¹⁸ City of Toronto Council, Minutes, 1909, Appendix C, 12 Nov. 1909, 77-8.

¹⁹ Olga Marie Porter Commins and Cathy Commins, "A history of Balmy Beach, *Ward 9 News*, 8 April 1980, 13.

The 1910 Goad's *Atlas of the City of Toronto and Suburbs* showed considerable development in the original Balmy Beach subdivision, including several brick buildings among the mostly wood structures. The old Munro estate appeared to be empty, except for two frame buildings on Lynwood Avenue (Kingswood) just north of Queen Street East.

By that time, a small shopping district had started to develop in the vicinity of Queen and Beech with 11 stores listed in the Toronto city directory for 1910. The Prince Edward Theatre, renamed the Fox in 1937, opened in April 1914, and a branch of the Bank of British North America (later Bank of Montreal) filled in the northeast corner in 1917.

After annexation, city services gradually were extended to Balmy Beach. Streetcar service, which often was cut back to Scarborough's Beach Park, was improved once the Ontario Railway Board ordered the Toronto Railway Company (in 1914) to provide regular service to Neville Park. This news encouraged the local real estate market. An advertisement in April 1914 proclaimed, "With better car service assured, values in this section will surely increase. Buy now for a good advance."²⁰

The 1920s saw transportation improvements along Kingston Road encouraging development in the north section of Balmy Beach, which had lagged behind the south part adjoining Queen Street. The Bingham Loop opened on December 2, 1922, soon after the TTC took over service on Kingston Road between Queen Street and Victoria Park. Up to that time, the area was served by the Scarborough Radial Line to West Hill, but residents welcomed the new, more comfortable and more frequent city service.²¹ In February 1923, the Toronto *Globe* observed "a very noticeable development of the vacant lots and a 'building in' of the property along the Kingston Road within the city limits."²²

Building activity has increased to a large degree since the installation of the double trackage, and the frequent trolley services between King street and the city limits has stimulated interest in building property in the neighbourhood of Kingston road and Victoria Park avenue, the terminal of the city car.²³

The newspaper went on to discuss a new subdivision on Bingham, Bracken and Victoria Park avenues, where 154 lots on St. John's Industrial School grounds, south of Kingston Road, had been placed on the real estate market in January 1923 and sold rapidly.

Several apartment buildings sprang up in Balmy Beach in the 1920s, generally two to three stories high containing six to 29 units. Most were located on Queen Street and Kingston Road, but a few were built on the Lake Front, including two east of Silver Birch Avenue.

²⁰ "Munro Beach bargains," *Toronto Star*, 9 April 1914, 27.

²¹ James Bow, "Venerable Bingham Loop" [<http://transit.toronto.on.ca/streetcar/4154.shtml>] (June 6, 2006).

²² "Building active on Kingston Road," *Toronto Globe*, 23 February 1923, 10.

²³ *Ibid.*



Figure 11. Victoria Park Pumping Station, December 17, 1936.

Waterfront Development

The Depression of the 1930s saw two major City of Toronto projects along the waterfront in the Balmy Beach area. The first was the development of a waterfront park beginning around 1930 when some 211 dwellings and an unspecified number of boathouses were removed from the lakefront west of Silver Birch Avenue. In their place went a public boathouse, a refreshment booth, a lavatory building, an athletic field, and a 4,800-foot boardwalk. A crowd of 60,000 was present on Victoria Day in 1932 for the opening of the park, which, after some debate, became known as Eastern Beaches Park.

The second large project was the beginning of a water filtration plant at Victoria Park in 1932. The waterworks replaced the Toronto Board of Education's first forest school opened on part of the site in 1912, and a "boys" camp operated by the T. Eaton Co. for its male employees from 1917 to 1927 in another section. The west wing of the new waterworks was completed in 1935, but the matching east wing was not added until the mid-1950s. Nicknamed the "Palace of Purity," the plant was named in 1946 for Balmy Beach resident Roland Caldwell Harris, Toronto's Commissioner of Works from 1912 to 1945.

More Recent Developments

After the completion of these major projects along the waterfront, development seemed to settle in the Beach area. In the 1960s, however this began to change as the aging housing stock, much of which had been built as summer homes, began being bought up for redevelopment.

The scale of buildings and the character of the Beach area might have been very different if it were not for the actions of local residents who rallied to defeat a scheme to build 17- and 25-storey apartment towers south of Queen Street between Lee and Leuty avenues. About 1200 people joined a ratepayers and residents association to fight the rezoning which would be necessary for the development to go ahead.

Robert Fulford dated the "discovery" of the Beach around 1970, when he began to hear people calling the area "the Beaches." That was when the area started to become fashionable, he said, and real estate prices began to climb out of the reach of those who had traditionally lived in the neighbourhood.²⁴ A group of architects, writing about the area in 1972, noted that:

This small precinct has become a very desirable and highly sought after area in which to live. ... Queen itself has a small town quality ... The Beaches, unfortunately, is under some pressure for redevelopment. It would be a pity if this occurred in a way which changed or altered its essential character.²⁵

The previous year, the *Toronto Star* had reported that ForWard 9, "a broadbased local citizens' group" was attempting to deal with redevelopment and housing, although it had formed "as a reaction to the proposed construction of a downtown short take off and landing airport and the extension of the Gardiner Expressway through residential sections of the Ward."²⁶ A few years later the *Toronto Sun* noticed the addition of some "characterless low-rise apartments . . . adding an unwelcome feature to the quaint jumble of architectural styles that had grown out of the former cottages."²⁷

Redevelopment pressures also threatened to change the balance of Queen Street's traditional mixture of commercial and residential uses, and led to new zoning for the section from Coxwell to the city limits in 1987. The Ontario Municipal Board approved this rezoning on January 6, 1989. In its decision, the OMB stated that it "prefers the city's evidence as supported by most area residents to maintain the character of the area and preserve the total residential community. To do otherwise would open the floodgates for redevelopment."²⁸

Some of the contentious issues facing Beachers evaporated somewhat with the onset of the recession in 1989, which slowed the pace of redevelopment, brought real estate prices down to a more reasonable level and shifted the focus of Beach residents, in their traditional role of defenders of the area, to environmental issues such as sewage treatment, garbage incineration and water quality. However, the closure of Greenwood Raceway at the end of 1993 and the Ontario Jockey Club's decision to sell the 82-acre site rallied the community to demand a voice in the redevelopment of the property.

When the real estate market heated up again in the late 1990s, redevelopment pressures reappeared. Once again, Beach residents have rallied to protect the character of their neighbourhood.

²⁴ Robert Fulford, "Memories of the Beach; the evolution of a village in our biggest city." *Canadian Geographic* (December 1989-January 1990): 60-66.

²⁵ Jack Klein, "The Beaches" in *Exploring Toronto*. (Toronto: Toronto Chapter of Architects in affiliation with Architecture Canada, 1972).

²⁶ Margaret Daly, "The Beaches: an old neighbourhood adopts a new strategy for growth." *Toronto Star*, 20 November 1971.

²⁷ Gregory Glover, "The Beaches: a state of mind." *Toronto Sun*, 21 April 1974.

²⁸ Sharon Hick, "OMB supports Queen rezoning." *Beach Metro News*, 7 February 1989, 1.

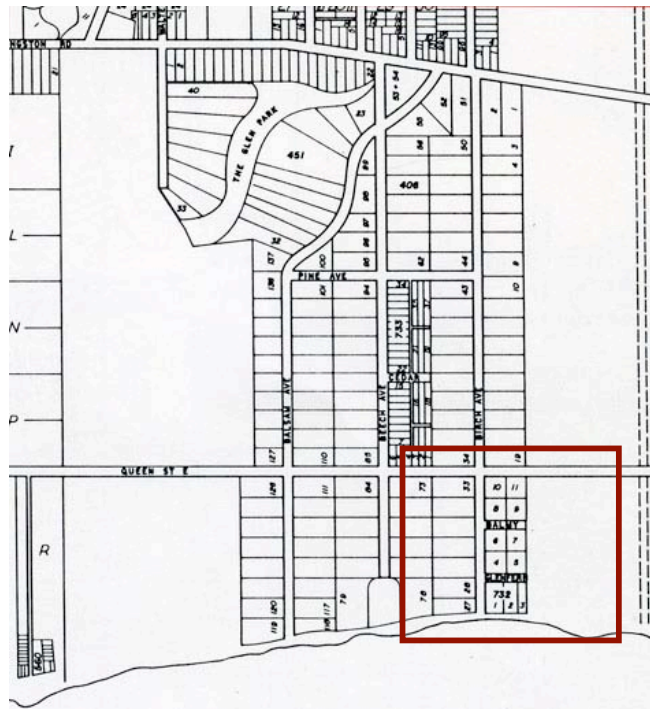


Figure 12. Beach Area Subdivision Plans, 1888.

The Development of Balmy Avenue

Balmy Avenue is located on the broken front of lot 1, on what was once the southeast part of Sir Adam Wilson's²⁹ county estate purchased in 1853. When Wilson subdivided his property in 1876, seven lots were laid out on the east side of Birch (now Silver Birch) south of Maple (today's Queen) avenues. The section in the vicinity of today's Balmy Avenue formed lots 21 and 22 of his plan 406. Each lot was one acre, with a 136-foot frontage and a depth of 287 feet.

In 1887, three developers, Robert J. Fleming, W. H. Banks and F. J. Philpott,³⁰ further subdivided these seven lots into 11 lots, and also laid out Balmy and Glen Fern avenues. Lots 6 to 9 of their plan 732 were on Balmy Avenue; each lot was approximately 150 feet square. The proximity of these properties to the lake and their generous size made them attractive for seasonal recreational development.

²⁹ Adam Wilson (1814-1891) was appointed a judge of the Court of Queen's Bench in May 1863. He became chief justice in 1884 and remained in that position until his retirement in 1887 when he was created knight bachelor.

³⁰ Robert J. Fleming (1854-1925) was involved both in Toronto's real estate market and city politics. He was first elected to Toronto city council in 1886 and became mayor in 1892-3 and 1896-7. Banks and Philpott were probably local builders; by 1907 both lived on Beech Avenue.

By the early 1900s, Toronto newspapers reported the activities of Balmy Avenue’s summer residents who lived in tents or cottages with whimsical names such as *Sans Souci*, *Tarry-a-while*, *Ferndale* and *Parkview*.⁵¹ The *Globe*, for example, noted on August 3, 1901: “The weekly hop of the Balmy Beach Recreation Association was held last night at “Bohemia,” Balmy Avenue...rows of Chinese lanterns were strung around the spacious verandah.”⁵² The street also had a small hotel, *Shadylands*, which advertised in July 1910: “Adjoining Munro Park; health resort: mineral water: very effective in rheumatic troubles: terms two dollars per day in advance; special rates to families.”⁵³

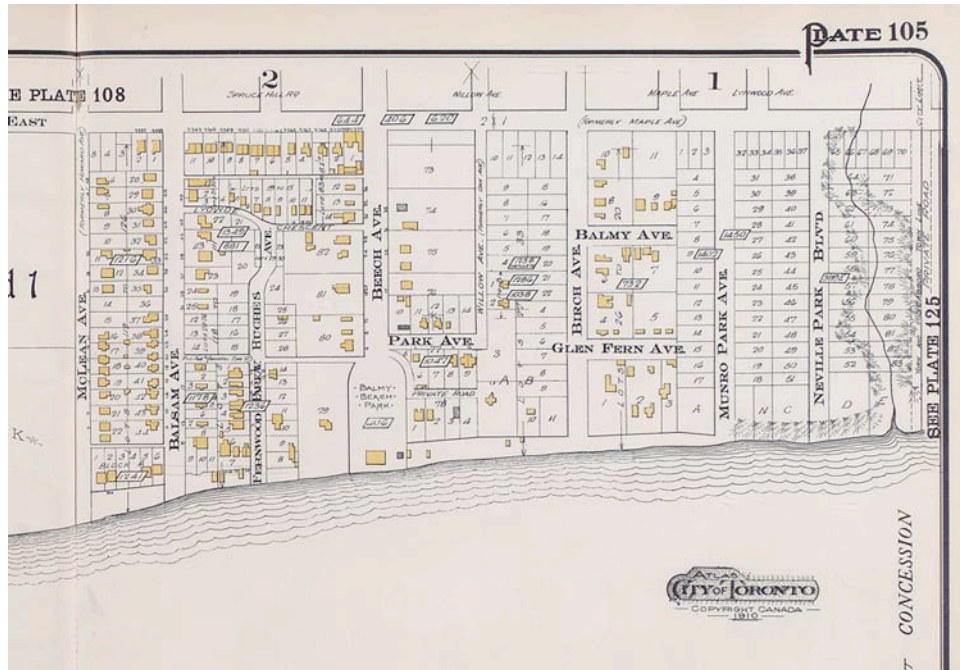


Figure 13. Goad's Atlas 1910

In 1910, Goad's *Atlas of the City of Toronto and Suburbs* showed about a dozen frame buildings on Balmy Avenue. Not only was wood construction common for summer residences, but, until 15 December 1909, the street was in York Township. Evidently, unlike Toronto after the Great 1904 Fire, the township had no by-laws restricting the construction of wood buildings.

With annexation to Toronto, Balmy Avenue, like most of the original Balmy Beach subdivision, evolved from a summer resort community to a year-round city suburb. Canada's Census, conducted in June 1911, listed ten households on Balmy Avenue, which had become a working-class street. Men's occupations included two railway workers and a carpenter while the women (usually unmarried) worked as stenographers, store clerks, and milliners.

⁵¹ Selected classified advertisements from *Toronto Star* and *Globe*, 1901-2.

⁵² "Balmy Beach," *Toronto Globe*, 3 August 1901, 10.

⁵³ "Hotels and Restaurants," *Toronto Globe*, 11 July 1910, 13.

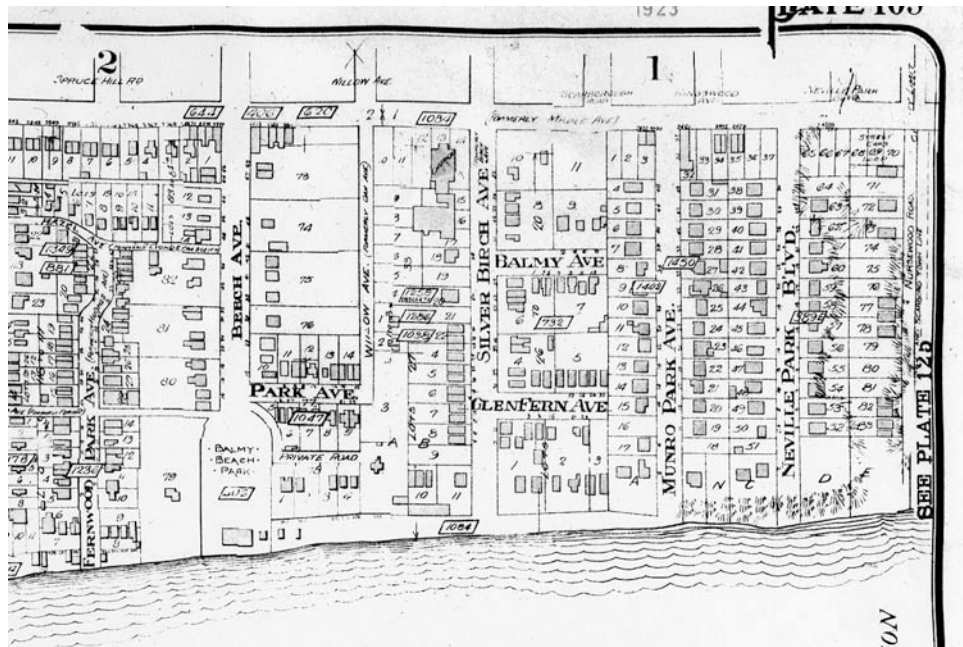


Figure 14. Goad's Atlas 1923

Some new development occurred on the street in the post-annexation period. A detached house was built in 1913 on the south side, and two duplex apartments in 1928 on the north side. Significantly, all three new buildings were brick. A fire insurance plan for the area published in 1956 showed the brick house had the same setbacks as the six other houses on the south side. However, on the north side, the two duplex apartments were much closer to the street and did not have the same deep setbacks as their four neighbours, including the old *Shadylands* hotel and a large cottage on the adjacent lot.

These latter two buildings were replaced when a detached house and a townhouse complex were built on their site in 1979. These new developments signaled dramatic changes to the traditional character of Balmy Avenue. Subsequently several of the old cottages on the south side also were replaced.

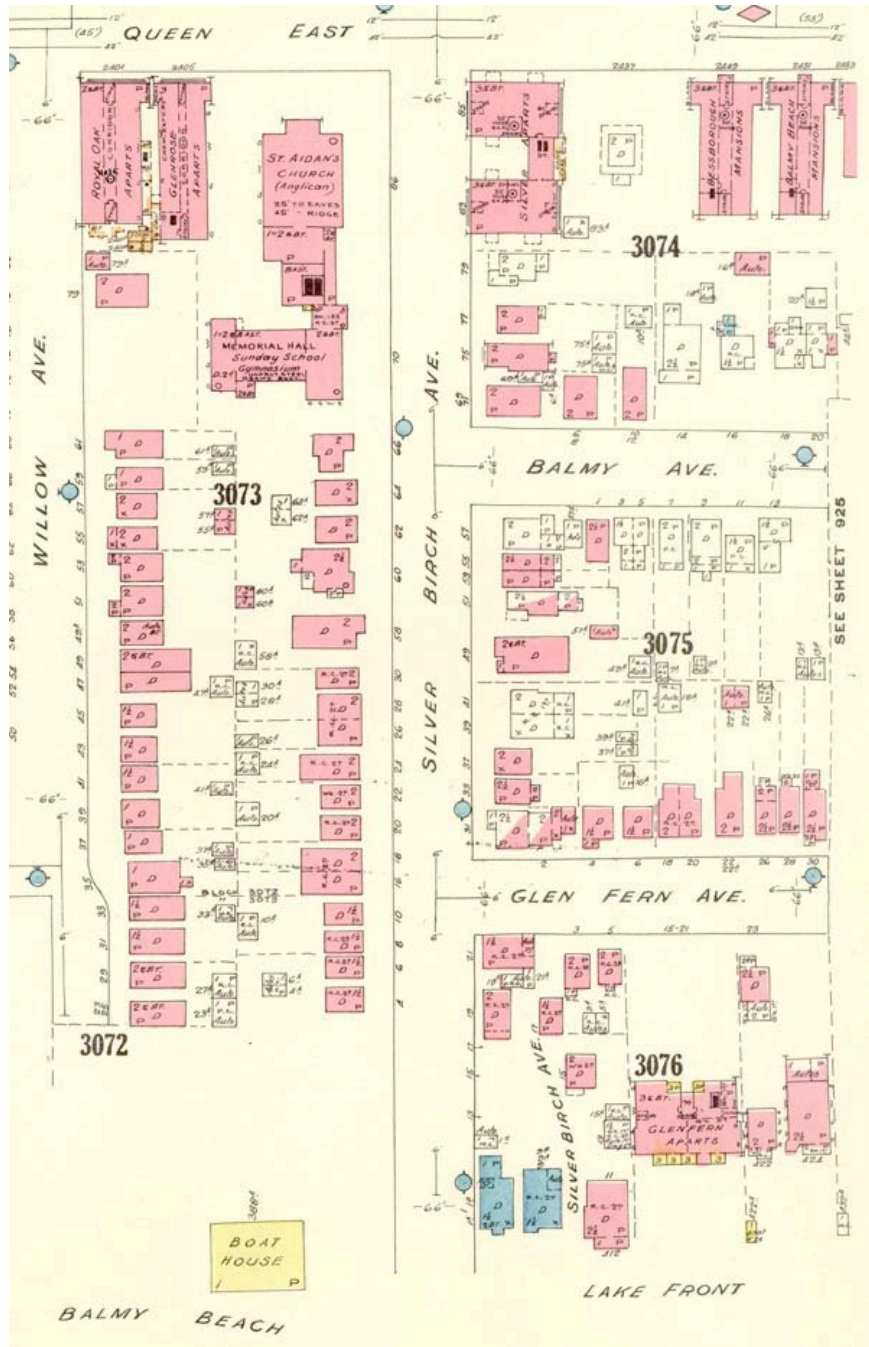


Figure 15. Fire Insurance Map 1956



Figure 16. Periods of Development – Balmy Avenue

7.2 Architecture

The development of Balmy Avenue dates from the early 1900s to the present, however the bulk of original development along Balmy appears to have occurred between 1909 and 1920, with a few additions in the remaining lots occurring in the late 1920s. This period of construction, during the growth and evolution of the Balmy Beach neighbourhood, from a rural resort community to an early Toronto suburb, contributes a unique mix of architectural designs drawing from the area's cottage heritage and the Edwardian practicality of the time.

Prior to the 1930s new homes on Balmy Avenue were developed on further subdivisions of the original eleven square lots, occupying existing open space. This incremental subdivision has contributed to an interesting mix of vernacular design and varied setbacks along the street. For the most part this process resulted in the construction of homes sympathetic to the proportions of those adjacent, contributing to an eclectic and unique architectural character.

Later twentieth century developments in the area however, have proven to interrupt the established massing and orientation of the original streetscape. Through a process of demolition and unsympathetic design these new developments often exceed the typical vertical height of 1-2.5 stories, surpass appropriate lot coverage and fail to relate to the streetscape in design. In addition, these developments have largely ignored the material palette, window types, and architectural detailing common to the area

Beach Cottages

Many of the homes on Balmy Avenue exhibit variations on popular cottage detailing whose layered designs describe the area's evolution. Built of frame construction, these homes share modest 1 and 1 1/2 storey massing, street oriented design and front porches, but vary in their setback and detailing. As well, most show signs of modification, most likely the result of transitioning from seasonal to permanent occupancy. These changes include the enclosure of porches and the use of such materials as insulbrick.



Figure 17. 18 and 20 Balmy exemplify a traditional cottage style dwelling of its time. Modern additions are strongly in keeping with the original proportions of the construction.



Figure 18. Like the structure above 5 and 3 Balmy Avenue

Edwardian Classicism 1900 - 1930

A number of the houses on the street can be identified as having distinct features of Edwardian Classicism with simple, balanced (if not symmetrical) designs, and many windows. This practical house type often constructed of brick displays robust but simple wood detailing. It presents a formal composition in contrast to the casual design of Balmy's cottage styles.



Figure 19. 6 and 8 Balmy Avenue



Figure 20. Looking west on the north side from in front of #18 Balmy Avenue

7.3 Streetscape and Open Space

First laid in 1887, the truncated termination of Balmy Avenue established a streetscape that is unique to the urban grid that dominates neighbouring streets. Sidewalks exist on both sides of the street and are located directly at the street's edge. Front porches and a mature tree canopy contribute a pedestrian-friendly and informal rural quality to the streetscape.

A portion of the homes on Balmy has sustained a sense of the informal organization of its early resort developments. A diversity of architectural styles, most with front porches, adds variation and interest to the street. In some cases, maintaining the buildings' original siting on the lots has allowed the street to retain its rural appeal with large green spaces either in front or behind the dwellings.

The adhoc siting of the built form on Balmy has created a varied streetscape pattern that could benefit from better understanding some of the historical precedents of development on Balmy Avenue. Exercises in appropriate massing and architectural design, including street orientation and height limits, could contribute to a more positive visual and physical relationship between the street's various periods of development.

7.4 Heritage Evaluation

The architectural styles along Balmy Avenue are part of a chronology of the development of the Balmy Beach neighbourhood. As a whole, the varied designs, siting and materials of these structures establish a streetscape that is interesting for its relationship to the historical development patterns of Balmy Beach and the natural environment. As part of this Heritage Conservation District Study each building in the study area has been categorized to help clarify which buildings contribute to the heritage character of Balmy Avenue.

Using the Ministry of Culture’s Criteria for Property of Cultural Heritage Value or Interest a team of heritage professionals was consulted in order to determine the contributing quality of each property in the study area. These evaluations are based on available documentation and existing architectural conditions. As the character of the area continues to evolve these evaluations should be reviewed on a regular basis to ensure that an accurate representation of their contributing qualities is maintained.

The Ministry of Culture’s Criteria for Property of Cultural Heritage Value or Interest identifies the following criteria for evaluation:

Design or Physical Value

The property:

- Demonstrates a rare, unique, representative or an early example of a style, type, expression, material, or construction method; or
- Displays a high degree of artistic merit or craftsmanship; or
- Demonstrates a high degree of technical or scientific achievement; or
- Demonstrates or reflects the work or ideas of a particular builder, designer or theorist.

Historical or Associative Value

- Has strong associations with a theme, event, belief, person, activity, organization, or institution that has made a significant or unique contribution to a community; or
- Yields information that contributes to an understanding of a culture or community.

Contextual Value

- Is particularly important in establishing the character of an area; or
- Provides a physical, historical, functional, visual lineage to its surroundings; or
- Creates a symbolic, aesthetic or visual landmark.³⁴

³⁴ Ontario Regulations 10/06, issued January 25, 2006.

The properties that meet one or more of the identified criteria have been categorized as **‘Contributing’**. These properties are understood as having historical, cultural or architectural significance to the defined character area. Conversely, those properties that fail to meet any one of the above criteria have been categorized as **‘Non-contributing’**.

This study recognizes a little over half of properties along Balmy for their contextual value in establishing a ‘visual lineage’ with the area’s past. This aesthetic relates strongly to architectural attributes such as the proportions of porches, window openings and height, as well as the integrity of construction materials and detail. A number of the original houses on Balmy have been altered and have been evaluated based on the reversibility of these changes and their representation of the street’s existing architectural character. As well, a portion of the original properties on Balmy has been demolished. These new developments have been evaluated on their ability to relate to existing heritage features of the street.



Figure 21. Heritage Evaluation – Balmy Avenue

8. Study Recommendations

The research and analysis of this Heritage Conservation District Study indicates that a number of contemporary changes have compromised the integrity of historical precedents in design and development of Balmy Avenue. As a result, there does not appear to be a significant group of buildings along Balmy Avenue that would constitute a single Heritage Conservation District. As well, the public process undertaken as part of this study up to this point does not demonstrate adequate support for designation of the area as a Heritage Conservation District or agreed upon objectives for its protection. Therefore, this Heritage Conservation District Study does **not** recommend the recognition of Balmy Avenue as a Heritage Conservation District under Part V of the Ontario Heritage Act at this time.

Should further community consultation demonstrate support for recognizing Balmy Avenue under Part V of the OHA and City Council decides to proceed with designating Balmy Avenue character area as a Heritage Conservation District, the following sections propose appropriate guidelines and procedures for District realization.

9. District Guidelines

The following guidelines are designed for managing property alteration and development in the Balmy Beach Heritage Conservation District – Balmy Avenue with a view to protecting and enhancing those elements that contribute to cultural heritage value of the District.

These guidelines are not intended as strict regulations but are to provide assistance in the design and decision-making process. All alterations visible from the street, demolitions and new development within the District will require prior approval of City of Toronto Heritage Preservation Services, and in some cases Council, unless exempted under the terms of the delegation By-law 1005-2001 (see Section 10.1), in addition to other existing building and planning approvals. Assistance in interpreting these principles will be available from staff of Heritage Preservation Services.

As part of the study process all existing planning controls and policies of the study area have been reviewed for compliance with the following guidelines. It is recommended that the height limit and minimum lot frontages in the zoning by-law be reviewed and amended to more closely match the intent of this District Plan.

9.1 Definitions

The italicized terms included in these guidelines have the following meanings:

Contributing Buildings: Properties that contribute to the character of the District and/or are historically, architecturally or culturally significant as identified in the Heritage Evaluation or determined by further evaluation

Non-Contributing Buildings: Properties that do not contribute to the character of the District and/or are not historically, architecturally or culturally significant as identified in the Heritage Evaluation or determined by further evaluation

District: The Balmy Beach Heritage Conservation District – Balmy Avenue, as identified in Figure 2.

Heritage Character: As defined by the Statement of Cultural Heritage Value in this Plan

9.2 Additions and Alterations to Contributing Buildings

Most construction in the *District* will occur as alterations and additions to existing buildings. It is the intent of these guidelines to encourage the preservation of existing *contributing buildings*, to aid sensitive and contextual design for new work and to strengthen and support the *heritage character* of the *District*.

These principles and guidelines do not apply to alterations and additions that do not have significant visual impact when viewed from the street.

- 9.2.1. Alterations and additions to buildings should maintain or enhance rather than detract from the existing architectural style and character of the building and those surrounding it.
- 9.2.2. Reasonable effort should be taken to repair rather than replace significant architectural elements.
- 9.2.3. Using contributing buildings in the *District* and the building concerned as a guide, alterations and additions should be consistent with their size, scale and proportion and level of detail.
- 9.2.4. No alteration or addition should visually overwhelm the building in question or neighbouring buildings.
- 9.2.5. Alterations and additions should maximize the use of materials that predominate in the building concerned or in buildings of similar architectural style in the *District*.
- 9.2.6. Existing wall to window ratio and proportion should not be materially altered.
- 9.2.7. Windows, doors and details should relate in scale and proportion to those of the existing building.
- 9.2.8. Height of an addition should not exceed the height of the ridge of an existing sloping roof or the height of the existing roof or parapet.
- 9.2.9. Integral garages (that are below grade or in front of the main wall of the house) are not permitted.

9.3 Alterations/Additions to Non-Contributing Buildings

- 9.3.1. Alterations and additions to *non-contributing buildings* should contribute to and not detract from the *heritage character* of the *District*.
- 9.3.2. Alterations and additions to *non-contributing buildings* should be designed to be compatible with the contributing buildings of the *District*, in terms of scale, massing height, setback, entry level, materials and windows.
- 9.3.3. The roof profile and the location of the eaves lines or the roof parapet should be designed so that the apparent height of the building is compatible with that of its neighbours and is not visually overwhelming to neighbouring buildings.

9.4 Demolition

The guidelines in this section are to be applied to all buildings in the *District*.

- 9.4.1. *Contributing buildings* should not be demolished.
- 9.4.2. Demolition of a non-contributing building will generally be permissible if the replacement building, as shown in the building permit application, contributes to the *heritage character* of the *District* and is acceptable under these guidelines and the zoning by-law.

9.5 New Buildings

- 9.5.1. New buildings should contribute to and not detract from the *heritage character* of the *District*.
- 9.5.2. New buildings should be designed to be compatible with the *District's contributing buildings* in terms of scale, massing height, lot coverage, setback, entry level, materials, and windows.
- 9.5.3. The roof profile and the location of the eaves lines or the roof parapet should be designed so that the apparent height and form of the roof is compatible with that of the streetscape.
- 9.5.4. Integral garages (that are below grade or in front of the main wall of the house) are not permitted.
- 9.5.5. The ground floor elevations of new construction should be designed so its height above grade is compatible with that of the streetscape.

9.6 Lot Frontages

- 9.6.1 Existing lot frontages should not be subdivided.
- 9.6.2 Sideyard setbacks contribute to the established rhythm of the streetscape and should be protected.
- 9.6.3 Balanced setbacks and green frontages should be maintained in order to protect the open space character of the *District*.

9.7 Landscape and Streetscape

The following landscape and streetscape guidelines are intended to guide future upgrading and enhancements that residents may wish to undertake as they maintain or redevelop their properties over the short and long term. These guidelines are not mandatory but are intended to set direction for public and private improvements to achieve consistency within the heritage district.

- 9.7.1 The preservation of existing landscapes, trees and mature vegetation, in both the public and private realm, is encouraged.
- 9.7.2 The open space character of the *District* should be maintained through balanced setbacks and green frontages.
- 9.7.3 The planting of species characteristic to the *District* is encouraged, especially when replacing dying specimens.
- 9.7.4 Protect existing street trees from damage due to site development, redevelopment and paving modifications, street and infrastructure works.
- 9.7.5 Views created by the canopy of mature street trees and sidewalks are essential to the character of the neighbourhood and should be protected.
- 9.7.6 An open view from the sidewalk to the building face contributes to the *District's* historical streetscape and should be maintained.
- 9.7.7 Sensitive and timely replacement of dead or dying street trees by the City of Toronto Urban Forestry staff is strongly encouraged.

9.8 Adjacent Properties

Developments and alterations to properties adjacent to the defined *District* should be evaluated for their impact of the *heritage character* of the adjacent *District* under provision 2.6.3 of the Provincial Policy Statement.

10. Implementation

In designating the Balmy Beach Heritage Conservation District – Balmy Avenue, City Council takes the following actions:

- The Balmy Beach Heritage Conservation District – Balmy Avenue, with boundaries as illustrated in this Plan, is recognized as a Heritage Conservation District under Part V of the Ontario Heritage Act.
- All individual properties within the District are added to the City of Toronto’s Inventory of Heritage Properties as part of the District designated under Part V of the Ontario Heritage Act.
- The District Plan is adopted by by-law to guide all development and demolition in the District.

Section 42 of the Ontario Heritage Act states that, no property owner in the Heritage Conservation District shall alter any part of the property, erect, demolish or remove any building or structure on the property, other than the interior of any structure without a permit.

10.1 Minor Alterations

Part V, Section 42(1) 1., of the Ontario Heritage Act specifies that permits are required for the alteration of any part of the property, **other than the interior of any structure or building** within a heritage conservation district. Therefore, under the Act and according to the Balmy Beach Heritage Conservation District Plan – Balmy Avenue, **no heritage permit is required for interior alterations.**

The City of Toronto has adopted a streamlined process for the issuance of permits in Heritage Conservation Districts through delegation **By-law No. 1005-2001** which outlines those circumstances in which exterior alterations maybe deemed minor in nature and no permit is required. Under By-law No. 1005-2001 Toronto City Council has provided that a permit be deemed to have been issued for certain alterations to the external portions of a building or structure. Therefore, no heritage permit is required for:

- **An alteration that is not visible from the street,**
- Exterior painting of wood, stucco or metal finishes,
- Repair, using the same materials, of existing exterior features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances windows, foundations and decorative wood, metal, stone or terra cotta,
- Installations of eavestroughs,
- Weatherproofing, including installations of removable storm windows and doors, caulking and weatherstripping, and
- Installations of exterior lights.

Although a permit is not required in the above instances, property owners and residents are encouraged to conform to the spirit and intent of the Statement of Cultural Heritage Value for the Balmy Beach Heritage Conservation District – Balmy Avenue.

10.2 Heritage Permits Issued by City Staff

In Heritage Conservation Districts, City Council has authorized City staff to issue Heritage Permits on behalf of Council when the work is compatible with the guidelines of the Heritage Conservation District Plan. The proposed work can involve construction of a building or structure or alteration to the exterior of a building or structure, excluding those matters set out in Section 9.1 of this Plan.

Permit applicants are encouraged to meet with City staff in the Heritage Preservation Services section of the Planning Division regarding proposed work. These meetings will help City staff to understand the proposal and assist applicants in meeting the guidelines.

For any work requiring the issuance of a building permit, the building permit, once approved by Heritage Preservation Services staff, is deemed to be the Heritage Permit; no additional permit will be required.

Should an alteration not require a building permit but relate to a matter not exempt from the requirement of a heritage permit as described in Section 9.1 of this Plan, City staff may issue a separate heritage permit. These Heritage Permits are for alterations visible from the street and include, but are not limited to, such matters as:

- new aerials, antennas and skylights;
- new vents on the roof or from the basement;
- exterior air conditioning units;
- masonry cleaning or painting;
- any change in existing architectural features, such as windows.

In delegating authority to staff, City Council may decide that it, rather than staff, will make a decision on any permit application. At any time prior to the issuance of a Heritage Permit, City Council, at the request of the Ward Councillor, may consider a Heritage Permit application.

10.3 Heritage Permits Issued by City Council

When a heritage permit application does not, in view of City staff, comply with the District guidelines or when it involves the demolition of a structure in the Heritage Conservation District, City Council will decide on the application. In making its decision, Council will be provided with the advice of City staff and information provided by the applicant.

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12. Acknowledgements

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