

Revised Official Plan Amendment to Authorize Section 37 Funding of Heritage Conservation District Studies as an Eligible Community Benefit

Date:	August 20, 2008
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning
Wards:	All
Reference Number:	Pg080050

SUMMARY

This report implements the City Council direction provided at its November 19 and 20, 2007 meeting to adopt in principle the Official Plan amendment wording, to include mapping of individual potential Heritage Conservation Districts (HCDs), and to also address refinements resulting from further stakeholder and community consultation. Specific Potential HCDs have been mapped, and Section 37 funding of HCD studies will be permitted as part of a proposed development that is within or in close proximity to such specifically mapped areas. The proposed OPA includes text descriptions of those Potential HCDs for which Council has not yet authorized HCD studies, and such text will be used to help determine whether a proposed development is within or in close proximity.

It is possible that not all Section 37 funds contributed by a proposed development for HCD study purposes will be needed for HCD studies. As a result, staff recommend that alternative uses for such funds be specified in Section 37 agreements, to provide needed flexibility in the use of the funds. In accordance with the directions of City Council, the adoption of the proposed Official Plan Amendment attached as Schedule A to this report is recommended.

RECOMMENDATIONS

The City Planning Division recommends that:

1. In accordance with the directions of City Council, Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Appendix A.
2. That Members of Council and City staff involved in negotiating Section 37/45 community benefits be advised that where funds for Heritage Conservation District studies are being secured, and there is a possibility that not all such funds may ultimately be needed for HCD studies, that alternative purposes for such funds be specified in the Section 37 agreements.

Financial Impact

The recommendations of this report will have no financial impact.

DECISION HISTORY

At the meeting of November 19 and 20, 2007, in considering Planning and Growth Management Committee recommendations regarding Item PG10.1, entitled “Adoption of Official Plan Amendment to Authorize Section 37 Funding of Certain Studies as Eligible Community Benefits”, and a further report dated November 20, 2007 from the Chief Planner and Executive Director, City Planning, City Council adopted the following motions:

1. In accordance with the direction of the Planning and Growth Management Committee, City Council approve, in principle, an amendment to the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Appendix A to the supplementary report (November 20, 2007) from the Chief Planner and Executive Director, City Planning (PG10.1a).
2. The Chief Planner and Executive Director, City Planning, be directed to report to the City Council meeting of April 28 and 29, 2008 on a draft by-law to adopt the Official Plan Amendment, including maps of areas of potential Heritage Conservation District studies, produced in consultation with stakeholders.

The link to the online version of the above-mentioned supplementary report is <http://www.toronto.ca/legdocs/mmis/2007/cc/bgrd/pg10.1a.pdf> (report dated November 20, 2007).

Planning and Growth Management Committee, at its November 1, 2007 meeting, considered the following report dated September 18, 2007 from the Chief Planner and Executive Director, City Planning:

<http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-7455.pdf> (report dated September 18, 2007).

The above two reports, with online links to earlier reports, together contain a more detailed history of this proposed amendment.

ISSUE BACKGROUND

At the direction of Planning and Growth Management Committee, a public consultation program was carried out by City Planning staff for the proposed amendment to the Official Plan over the Spring and Summer of 2007. A community consultation meeting was held on September 5, 2007. The statutory public meeting at the October 4, 2007 meeting of the Committee was continued at the November 1, 2007 meeting. The Committee had initially directed that the amendment also address Section 37 funding for Avenue and Secondary Plan studies, but retracted that direction at the November 1, 2007 meeting.

At a meeting amongst stakeholders and City staff on November 15, 2007, convened by Councillor Vaughan, the consensus was that:

- the policy amendment be included in Chapter 7 of the Official Plan, (Site and Area Specific Policies);
- a map of potential Heritage Conservation Districts (HCDs) be included in the proposed amendment;
- the new policy would apply to development projects within or in close proximity to potential HCD areas identified on the map;
- a report would be forwarded to the Council meeting of November 19 and 20, 2007 by City Planning staff with a proposed amendment, minus the maps, attached;
- the adopting by-law, with completed maps attached, would be forwarded to Council at a later date; and
- the maps would be refined in consultation with stakeholders.

The report dated November 20, 2007 (see link in Decision History, above) was forwarded to Council. In discussions prior to Council consideration of the matter, it was acknowledged that several months would be required to complete the mapping necessary for the amendment. Thus the Council direction was to report back to the April, 2008 meeting of Council.

The extent of the work involved in researching, mapping and describing the potential HDC's identified in the initial study, as well as those additional areas identified through public consultation, has resulted in this report being forwarded to the September 10, 2008 meeting of Planning and Growth Management Committee.

COMMENTS

Need for the Amendment

The existing, in-force policies of the Official Plan (Section 5.1.1, see Appendix B), require that Section 37 community benefits be capital facilities or cash contributions toward specific capital facilities. As studies are not capital facilities, an amendment is required to fund HCD studies through Section 37. The Official Plan (OP) policies also require a reasonable planning relationship between the community benefits and the contributing development, including an appropriate geographic relationship and addressing planning issues associated with the development.

Whereas this required planning relationship could have been determined on a case by case basis without a map, such a process would have created uncertainties given the lack of heritage-related information at hand. Having no map would have likely resulted in an inconsistent application of this planning relationship principle. As a result of stakeholder input in the Fall of 2007, City Council determined that inclusion of mapped areas of potential HCDs should be included in the OPA. Such mapping, together with the proposed policy that contributing developments must be within or in close proximity to identified areas, will result in Section 37 funding of HCD studies that is more consistent with the principles of the approved Section 37 Official Plan policies, setting aside the principle of restricting community benefits to capital facilities.

Mapping Research

City Planning staff successfully sought the assistance of planning students at Ryerson University to undertake much of the initial research necessary to prepare the maps of potential HCDs. During the January to April, 2008 semester, nine third year planning students carried out research as a class project, under the general direction of Heritage Preservation Services (HPS) staff, with the cooperation of the course professor. The students researched potential HCDs based upon historical mapping, written histories, grid analysis, and urban morphology. With the assistance of stakeholders in the heritage community, the mapping of potential HCDs has been augmented and refined by City staff.

Additional Community Consultation Meeting

As previously mentioned, a first Community Consultation meeting was held on September 5, 2007. A second Community Consultation meeting was held on May 28, 2008, at which the proposed mapping and accompanying descriptions of potential HCDs, were presented and discussed. Approximately 35 to 40 persons attended the May 28, 2008 meeting.

Verbal and written comments received, requested the mapping of additional potential HCDs and refinements to the text descriptions of individual potential HCDs. Questions were asked regarding:

- the future process of adding new potential HCD areas to the maps after the OPA comes into force;
- how “close proximity” to a potential HCD would be determined; and
- how potential HCD areas could be removed from the map if the community does not want them recognized.

Comments received during and after the meeting were as follows:

- the symbolic circles on the maps may not be the best way of capturing the potential HCD areas;
- clarification is required as to whether the mapping or written descriptions would take precedence with respect to identifying geographical extent of the areas; and,
- clarification required as to how the new OPA would affect S.37 policies in existing Secondary Plans

Additional Statutory Public Meeting

An additional statutory public meeting is required because:

- significant changes have been made to the amendment put forward in the Fall of 2007; and;
- significant time has elapsed since the first statutory public meeting held on October 4 and November 1, 2007.

Mapping of Potential HCDs

There are two types of potential HCDs shown on the maps included in the proposed OPA; those with no firm study area boundaries determined, and those with study areas already authorized by City Council as of July, 2008.

a) Potential HCDs Without Firm Study Area Boundaries

Most Potential HCDs are represented by symbols that do not reflect the actual study area boundaries. Such study area boundaries must be determined through further research and field work. These symbols contain a number on the maps that corresponds to the name of the HCD listed in Schedule A to the OPA and to the text description in Schedule B to the OPA. The map symbols indicate the general location and to some degree the relative size of the future study areas. The maps must be read together with the written descriptions to obtain a more complete documentation of the extent of the Potential HCDs. To the extent that the text description is more detailed regarding the HCD boundary than the map symbol, the text will take precedence in determining the geographical extent of the Potential HCD.

Further field work and research will be necessary to determine specific study area boundaries, which will take time to complete. Therefore, the symbolic depiction of Potential HCDs on the maps, together with text descriptions of the geographical extent,

will allow Section 37 funding of HCD studies before the precise study area boundaries have been determined.

b) Potential HCDs With Studies Authorized by City Council

The second type of potential HCDs comprises those where Council has already authorized specific study area boundaries as of July, 2008, but where the studies may not be complete and an HCD plan for the area has not been developed and/or adopted. These areas are identified by a letter on the OPA maps that corresponds to the HCD name in the list in Schedule A. The maps show the specific boundaries approved by Council for these studies. There are 14 such areas on the maps, which will allow any needed future HCD studies to be funded or partially funded through cash contributions secured through Section 37 of the Planning Act. Text descriptions of these areas are not included in Schedule B to the OPA because the mapped boundaries represent the actual study area delineation. The previous staff reports related to the particular study area would provide the detailed heritage and boundary information.

In the future, when Council approves new specific study area boundaries for Potential HCDs currently identified on the maps by symbols, staff does not consider it necessary to continually update the OPA maps to change the symbolic mapping to show actual study area boundaries. This OPA will authorize use of Section 37 funds for studies in both types of areas, and the distinction is not critical for Section 37 funding purposes. The maps can be updated from time to time, such as when an amendment is required to add other new Potential HCDs to the maps. New Potential HCDs can only be added to the maps through a further OPA, and Section 37 funding of HCD studies is limited to those areas identified on the maps.

Similarly, removal of Potential HCDs from the maps could only be approved through further amendments to the Official Plan, but inclusion on the map does not require that Section 37 funds be secured for HCD studies, that related studies be undertaken or that an HCD be designated.

There has been some confusion amongst stakeholders regarding the effect of the mapping in this OPA; in particular, whether the absence of a Potential HCD on the map would prevent study, recognition or designation of an HCD for that area. A Potential HCD does not need to be identified on the OPA maps in order for related HCD studies to be authorized or for an HCD plan to be approved. This OPA deals only with the ability to fund HCD studies through Section 37 of the Planning Act.

Text Descriptions of Potential HCDs Part of Proposed OPA

The written descriptions of the Potential HCDs form part of the proposed OPA and are contained in Schedule B to the OPA. The text descriptions must be read together with the maps of Potential HCDs included in the OPA. These written descriptions contain

information on the heritage character of the identified areas, and greater detail regarding the geographical extent or coverage. As previously mentioned, the proposed OPA contains wording to the effect that the text descriptions will take precedence over the maps where the text provides greater detail regarding geographical extent of the potential HCD.

Text descriptions of those Potential HCDs identified on the maps as areas already authorized for study as of July 2008 are not included in Schedule B to the proposed OPA.

Relationship of New HCD Funding Policies to Existing Secondary Plan Policies

Ratepayer organizations involved as stakeholders have recommended that the proposed OPA stipulate that the policies of existing secondary plans prevail over this OPA with respect to determining eligible Section 37 benefits. The secondary plan of particular concern is the North York Centre Secondary Plan. This secondary plan contains a specific schedule of eligible benefits with a quantifiable relationship to increased density of development proposed within the secondary plan boundaries, and the concern is that this OPA could be interpreted as adding funding of HCD studies to the list of eligible benefits, which would upset the existing schedule of benefits. Staff is of the opinion that this issue would also apply to the Sheppard East Subway Corridor Secondary Plan, which also contains a similar schedule of eligible benefits with a quantifiable relationship to increased density. Clarifying statements in the proposed OPA are appropriate and have been included, as discussed below.

Where Secondary Plans do not contain explicit Section 37 policies, the policies of Section 5.1.1 of the Official Plan will apply, and this OPA will permit funding of HCD studies as an eligible community benefit (provided the policies in this OPA are satisfied). Most Secondary Plans that do contain Section 37 policies have sufficient flexibility in such policies to allow a variety of types of community benefits, and again this OPA will be applicable. There are still other Secondary Plans that do provide flexibility except that they explicitly limit community benefits to capital facilities. In such cases, the text of this OPA allows funding of HCD studies. Only where the Secondary Plan Section 37 policies are very specific and exclusive with respect to eligible community benefits, such as in the North York Centre, should the Section 37 funding of HCD studies not be permitted.

Wording has been included in the proposed OPA which specifically precludes funding of HCD studies as an eligible Section 37 benefit with respect to development within the North York Centre and Sheppard East Subway Corridor Secondary Plans, for clarity and certainty. Further, a statement is added to the effect that if the Section 37 policies applicable to development within a Secondary Plan are sufficiently flexible with respect to the type of community benefits to be provided, or are otherwise flexible but explicitly limit community benefits to capital facilities, then funding of HCD studies is deemed to be an eligible Section 37 community benefit if all other applicable Official Plan policies are satisfied.

Determination of “Close Proximity” to Potential HCDs

The wording of the proposed OPA refers to proposed development “within or in close proximity to those specific areas identified on the accompanying maps” as Potential HCDs. At the May 28, 2008 Community Consultation meeting, staff was asked how one would determine how close a proposed development had to be to the Potential HCD in order to be eligible to provide Section 37 funding for an HCD study. This relationship is governed by the existing, approved Section 37 policy (policy 5.1.1.1) in the Official Plan which requires that a reasonable planning relationship exist between the community benefits and the contributing development, including having an appropriate geographic relationship and addressing planning issues associated with the development.

In implementing OP policy 5.1.1.1 and this OPA, two appropriate alternative criteria for determining “close proximity” are as follows:

- a) The contributing development would likely have an impact on the heritage character of the potential HCD; or
- b) The contributing development would benefit from the preservation of the heritage character of the area.

A specific minimum distance between the contributing development and the potential HCD would not be an appropriate criterion for close proximity, because a reasonable planning relationship is not dependent upon a specific minimum distance. Furthermore, the Potential HCD boundaries set out on the maps in the proposed OPA are for the most part symbolic and general in nature. For that reason, the wording specifies that the text description of the geographic extent will take precedence where it is more specific than the map boundaries.

Alternative Uses of Excess Section 37 Funds Allocated to HCD Studies

When Section 37 funds are secured for the purposes of HCD studies, there does exist the possibility that not all such funds will be needed for the studies. There are two potential scenarios that could result in excess funds:

- a) The studies may not cost as much as was originally estimated; or
- b) The initial phases of the studies may determine that further phases are not warranted.

Should an excess of funds occur, such funds must be returned to the City and their use is encumbered by the terms of the Section 37 agreement. The process of revising the agreement can be very cumbersome as it can require official plan and zoning by-law amendments, and if a registered condominium is involved, can also require the approval of all unit owners. Therefore, as a general practice, if there is any likelihood that not all of the funds allocated for HCD studies will be spent on such studies, it would be prudent to include alternative uses for any excess funds in the terms of the S.37 agreement. When

the package of Section 37 benefits is being negotiated, alternative use(s) of funds for HCD studies should be considered and set out in the final planning reports, proposed by-laws and Section 37 agreements. A recommendation has been included to this effect in this report.

The proposed OPA as approved in principle by Council in November, 2007 contained the words “Such contributions will be used for no other purpose...”. This wording was included at the recommendation of the ratepayer stakeholders, in order to reinforce the sole purpose of the funds. Given the recommendation to include some flexibility in the terms of the Section 37 agreement regarding use of the secured funds, the quoted words could be interpreted to be in conflict with this need for flexibility. Consequently, the above words have been modified to read as, “Such contributions will be used for no purpose other than as specified in the relevant Section 37 agreements...”. The purposes of Section 37 funds, as set out in Section 37 agreements (and final reports and by-laws) must comply with all applicable Official Plan policies. Technically, such an OPA provision is unnecessary because the requirement to comply with the Section 37 agreement does not need to be explicitly stated, but the wording may provide a level of comfort to the stakeholders who raised the concern.

Transparency and Accountability in Use of Section 37 (and Section 45) Funds for Outside Parties

City staff have been developing and implementing a compliance, tracking and reporting process for Section 37/45 community benefits that will increase the level of transparency and accountability of the City with respect to such benefits. Cash benefits in particular have been the focus of the efforts to date. One small component of this overall scheme involves policies and procedures pertaining to funds for outside parties, meaning third party organizations for which City Council does not approve specific expenditure budgets. Staff have a fiduciary duty to ensure that Section 37/45 funds are used for the purposes for which they are secured. These financial controls are not part of the proposed OPA, but because most HCD studies will be undertaken by outside parties, i.e. community organizations, they are discussed here for information purposes.

The main elements of the process regarding Section 37/45 funds for outside parties are as follows:

- a) Every City expenditure of Section 37 or Section 45 funds (by internal Divisions or by outside parties), requires an approved City budget. Section 37/45 funds for outside parties, which include the community organizations that receive and administer Section 37/45 funds for HCD studies, are to be budgeted as City grants through the Community Partnership and Investment Program (CPIP). The school boards, Artscape, Waterfront Toronto and any other organization for which specific expenditure budgets are not approved by City Council are considered to be outside parties. The CPIP (or any other expenditure) budget cannot be approved until the Section 37/45 funds have been received by the City.

City Planning (Policy and Research) staff will work closely with staff from Financial Planning and Social Development, Finance and Administration Divisions to ensure that Section 37 and Section 45 funds received by the City and intended for outside parties are included in the annual CPIP budget approval or in the quarterly budget adjustment reports forwarded by Financial Planning Division;

- b) Before the funds can be forwarded to an outside party, the CPIP budget must be approved and an Undertaking must be signed by the outside party setting out the intended use of the funds and containing requirements for financial reporting. Information on the proposed project will first be required from the outside party in order to draft the Undertaking;
- c) Where the funds forwarded exceed \$50,000.00 in total, a brief audited statement of expenses will be required to be submitted to the City when the funds have been spent or the project is finished, with the cost of the audited statement paid for through the Section 37/45 funds. Copies of invoices and receipts must accompany the financial statement;
- d) A progress report and brief statement of expenses, including copies of invoices and receipts, will be required to be submitted to the City by the outside party every 6 months from when the funds are forwarded and, if the total amount is \$50,000.00 or less, when the funds are spent or the project is finished;
- e) When the project has ended, any excess or unused funds must be promptly returned to the City;
- f) A statement of project status (the project being the component(s) funded through S.37/S.45 funds) will be required to be submitted to the City upon the funds being expended or the project completed, whichever occurs first; and
- g) Copies of any reports produced as part of the project will be required to be submitted to the City.

Draft Official Plan Amendment

The proposed Official Plan Amendment is attached as Appendix A to this report. The OPA consists of policy text, maps showing Potential HCDs, a list of the names of the Potential HCDs (Schedule A), and descriptive text related to each Potential HCD for which specific study area boundaries have not yet been approved by Council (Schedule B).

Conclusion

This report implements the City Council direction provided at its November 19 and 20, 2007 meeting, and also includes refinements as a result of the further stakeholder and community consultation. Specific Potential HCDs are mapped, and Section 37 funding of HCD studies will only be permitted in proposed developments within or in close proximity to such specifically mapped areas. The proposed OPA includes text descriptions of those Potential HCDs for which Council has not yet authorized HCD studies, and such text will be used to help determine whether a proposed development is within or in close proximity. It is possible that not all Section 37 funds contributed by a proposed development will be needed for HCD studies. As a result, staff recommends that alternative uses for such funds be specified in Section 37 agreements to provide needed flexibility in use of the funds.

In accordance with the directions of City Council, the adoption of the proposed Official Plan Amendment attached as Appendix A to this report is recommended.

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SIGNATURE

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ATTACHMENTS

Appendix A: Draft Official Plan Amendment
Appendix B: Official Plan Section 37 Policies

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Appendix A

Draft Official Plan Amendment

Authority: Planning and Growth Management Committee Item PG__, adopted, as amended, by City of Toronto Council on _____
Enacted by Council: _____

CITY OF TORONTO

BY-LAW No. ____-2008

To adopt Amendment No. 38 to the Official Plan for the City of Toronto with respect to authorizing funding of Heritage Conservation District studies as eligible community benefits under Section 37 of the *Planning Act*, in specific areas of the City.

WHEREAS authority is given to Council by the *Planning Act*, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 38 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ____ day of _____, A.D. 2008.

DAVID MILLER
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

AMENDMENT NO. 38 TO THE OFFICIAL PLAN

Authorizing funding of Heritage Conservation District studies as eligible community benefits under Section 37 of the *Planning Act* in specified areas of the City

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 305 for the lands identified on the accompanying maps and written descriptions that form part of the policy, as follows:

305. Areas where Funding of Heritage Conservation District Studies is an Eligible Section 37 Community Benefit

Where Section 37 of the *Planning Act* is used in developments within or in close proximity to those specific areas identified on the accompanying maps as Potential Heritage Conservation Districts, cash contributions to fund Heritage Conservation District studies will be eligible as community benefits. Such contributions will be used for no purpose other than as specified in the relevant Section 37 agreements and will be subject to all provisions of Section 5.1.1 of this Plan except the requirement that community benefits be capital facilities and/or cash contributions toward specific capital facilities.

The accompanying maps show two types of Potential Heritage Conservation Districts: those where studies and study area boundaries had not been authorized by City Council as of July, 2008; and those where Council had authorized Heritage Conservation District studies and had approved specific study area boundaries as of July, 2008. The boundaries shown for the former type are symbolic and general in nature, and to the extent that the respective text description in accompanying Schedule B provides greater specificity regarding the boundaries of that District, the text description will take precedence over the symbolic boundaries. For the latter type, the specific study area boundaries authorized by Council are shown on the accompanying maps, and no text descriptions are provided.

Where development is proposed within a Secondary Plan area and is also within or in close proximity to a Potential Heritage Conservation District, and the applicable Section 37 policies provide sufficient flexibility with respect to the type of benefits that may be secured, then the funding of Heritage Conservation District Studies is deemed to be an eligible Section 37 community benefit provided all other applicable Official Plan provisions are satisfied. In such cases, the existence of a Secondary Plan

policy explicitly limiting Section 37 community benefits to capital facilities is deemed not to preclude funding of Heritage Conservation District Studies as an eligible benefit.

For clarity, funding of Heritage Conservation District studies is not an eligible Section 37 community benefit with respect to developments proposed within the North York Centre or Sheppard East Subway Corridor Secondary Plans.

Schedules A and B below, and the attached maps, also form part of this policy.

2. Maps 24-34, Site and Area Specific Policies, are amended by adding the lands shown on the attached maps as Site and Area Specific Policy No. 305.

Schedule A: List of Potential Heritage Conservation Districts

Map No.	Potential Heritage Conservation District	Map No.	Potential Heritage Conservation District
1	Alderwood	56	Davisville
2	Amesbury	57	Deer Park
3	Baby Point	58	Dovercourt Village
4	Bloor West Village	59	Financial District
5	Davenport	60	Forest Hill
6	Eatonville	61	Garrison Common
7	Fairbanks	62	Glenwood
8	Harwood/ Symes	63	Gorelands
9	Humber Bay	64	Governor's Bridge
10	Humberlea	65	Grange Park
11	Humber Summit	66	Harbord Village
12	Humber Valley Village	67	Hillcrest
13	Islington	68	Humewood
14	Kingsway	69	Kensington
15	Lambton Mills	70	King-Spadina
16	Long Branch	71	St. Lawrence District East
17	Mimico	72	Leslieville
18	Mount Dennis	73	Moore Park
19	New Toronto	74	Palmerston
20	Queensway	75	Parkdale/ Queen West
21	Regal Heights	76	Queen Street West/ Trinity Bellwoods
22	Rexdale	77	Rathnelly
23	Runnymede	78	Riverdale
24	Swansea	79	Seaton Village
25	Sunny Lea/ Sunnylea	80	South Hill

Map No.	Potential Heritage Conservation District	Map No.	Potential Heritage Conservation District
26	West Toronto Junction	81	The Beach
27	Thistletown	82	Topham Park
28	Thorncrest	83	Queen's Park Precinct/University Ave
29	Weston South	84	Woodbine Gardens
30	Armour Heights	85	Yonge - Yorkville
31	Bedford Park	86	Bendale
32	Bennington Heights	87	Birchcliffe
33	Bridle Path	88	Cliffcrest
34	Caribou Park	89	Cliffside
35	Don Mills	90	Guildwood Village
36	Downsview	91	Highland Creek
37	Glen Park	92	Malvern
38	Heathbridge Park	93	Oakridge
39	Lansing	94	Scarborough Junction
40	Lawrence Park	95	West Hill/ Old Kingston Road
41	Leaside	96	West Rouge
42	Lytton Park	A	Agincourt
43	Sherwood Park	B	Annex (Madison Avenue)
44	Teddington Park	C	Balmy Beach
45	Willowdale	D	Casa Loma
46	Windfields	E	Harbord Village - Phase 2
47	Yorkmills	F	Glen Edyth
48	Allan Gardens	G	Liberty Village
49	Allenby	H	Queen Street East
50	Annex West	I	Riverdale Area Phase 1
51	Beaconsfield Village	J	St. Lawrence Area Phase 1
52	Brockton	K	Toronto Islands
53	Cedarvale	L	Summerhill
54	Chaplin Estates	M	West Queen West
55	Corktown	N	Weston Area Phase 2

Schedule B: Descriptions of Potential Heritage Conservation Districts (not including those already authorized for study as of July, 2008)

1. Alderwood

Alderwood developed from a small farming community to a residential neighbourhood from the 1920s to the 1950s. Its long linear streets are lined with rows of bungalows and storey-and-a-half houses. This early to mid 20th century low density housing stock together with the mature suburban setting help define the neighbourhood's character. The location of Etobicoke Valley Park to the west of the neighbourhood also greatly enhances the amenity qualities present in the community. Alderwood is located within the area east of the Etobicoke Creek, south of the Gardiner Expressway, west of the Canadian Pacific railway tracks and north of the Canadian National railway tracks.

2. Amesbury

Amesbury (also known as Brookhaven-Amesbury) developed from a small farming settlement in the early 19th century to a complete mid to late 20th century neighbourhood. The neighbourhood is also associated with Toronto's first airfield located along the current day Trethewey Drive. Amesbury mainly comprises mid to late 20th century housing with much of the housing stock in the neighbourhood existing in the form of planned post World War II subdivisions. It is intersected by Black Creek Drive and the Black Creek Valley. The community, which was subdivided for residential development in the 1940s, features curvilinear streets with bungalows and storey-and-a-half brick houses to the east of Black Creek Drive. There are five parks in the area which greatly enhance the amenity and setting qualities of the neighbourhood. The streets circling Harding Park are lined with 'Veterans Housing' which was built in the late 1940s and early 1950s for returning World War II veterans and their families. There is also an area of 'Veterans Housing' located on Trethewey Drive to the southwest of the neighbourhood. Amesbury is situated within the area north of Eglinton Avenue, south of Lawrence Avenue, east of Jane Street and west of Keele Street.

3. Baby Point

Baby Point, which is situated on a peninsula of land overlooking the Humber River, developed as a residential neighbourhood from the 1920s to the 1940s as part of Home Smith's Humber Valley Surveys. Much of the housing stock consists of detached, Tudor Revival style houses. The larger homes tend to back onto the Humber Valley ravine and are found along Baby Point Road and Baby Point Crescent, while the smaller homes are found near the Jane Street and Baby Point Road entrance. North and south of Baby Point are single-family residential neighbourhoods established about the same time as the Point. Amenity qualities in Baby Point are considerable with interspersed ravines and parkland. The planned nature of the community is clearly signalled upon entrance to the neighbourhood as access is only possible through a set of historic stone gates at the intersection of Jane Street and Baby Point Road. It is located within the area south of the

rear lots to St Mark's Road, east of the Humber River and Etienne Brule Park, west of Jane Street and north of Bloor Street West.

4. Bloor West Village

Bloor West Village developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing of a consistent style and layout. The commercial strip on Bloor Street contains low rise storefronts, mainly constructed between the war years, with offices or residences above. The main residential areas of the village are located north and south of Bloor Street. Local landmark buildings include the local churches and the Runnymede Library. Bloor West Village was the first Business Improvement Area (BIA) to come into existence in Toronto. The introduction of the BIA has greatly enhanced the urban realm and built form of Bloor Street West with many local business-led initiatives instigating street and building improvement schemes. The neighbourhood is situated in the area surrounding Bloor Street West, east of Riverview Drive, west of Kennedy Park Road, south of Annette Street and north of Morningside Avenue.

5. Davenport

Davenport developed as a residential neighbourhood in the early 20th century. The area mainly comprises Victorian style housing. These houses, which are modest in scale, define the character of the neighbourhood. This character remains unaltered despite the construction of some modern semidetached houses within the community. These new developments have largely respected the scale and density of the existing housing stock. The Canadian Pacific railway line, which is situated south of the neighbourhood, provides clear guidance as to the exact confines of the neighbourhood. The four blocks from Christie Street to Shaw Street, immediately south of Davenport Road, are part of the Frankel Lambert housing co-operative which contains private homes as well as Cityhome rental units and senior citizen accommodations. This co-operative development largely respects the scale and density of the receiving community. The neighbourhood is located south of Davenport Road, north of Geary Avenue, east of Landsdowne Avenue and west of Bathurst Street. Dufferin Street, Ossington Avenue and Christie Street bisect the neighbour from north to south.

6. Eatonville

Eatonville, influenced by Timothy Eaton's considerable contributions to the community, developed from a small village settlement to a residential neighbourhood in the early to mid 20th century. Eatonville's houses located east of Highway 427 were built in the late 1940s and the 1950s. These houses consist of detached bungalows, one-and-a-half-storey homes, and Cape Cod style two-storey houses. The houses west of Highway 427 were built in the 1960s and 1970s. This part of the neighbourhood contains a mix of brick bungalows, semidetached houses, and large detached two-storey homes. Eatonville's main arterial streets including the West and East Malls and Burnhamthorpe Road contain a mix of rental and condominium high-rise apartments and townhouses. Wedgewood

Park and Glen Park are focal amenities for the community. Eatonville also holds a civic role in the greater Etobicoke York region as it hosts the Etobicoke Civic Centre (c. 1958). Its mix of mid 20th century housing types and its civic and community amenities all enhance the cohesive sense of community within the area. The neighbourhood is located north of the Canadian Pacific Railway Line, west of Kipling Avenue, south of Rathburn Road and east of Etobicoke Creek. Highway 427 intersects the area from north to south.

7. Fairbank

Fairbank developed from a small 19th century village settlement to a residential neighbourhood in the early 20th century. It contains a mix of early 1900s working class houses, postwar brick and stucco bungalows, and new home developments. The neighbourhood's topography consists of rolling hills bisected by curvilinear one way streets. There are also a number of apartment buildings framing the neighbourhood from its periphery. Prospect Cemetery is a local landmark in the neighbourhood. Fairbank is situated north of Rogers Road, west of Marlee Avenue, east of Caledonian Park Road and south of Glencairn Avenue.

8. Harwood/ Symes

Harwood/ Symes developed as a residential and industrial neighbourhood in the late 19th to mid 20th century. The housing stock in the area contains a diverse range of housing types with various styles evident. The eastern and northern sections of the neighbourhood contain the main industrial districts with interspersed residential districts containing bungalows and semidetached houses. The western and southwest sections of the neighbourhood comprised a mix of Victorian semidetached and detached houses. This area also contains a number of former market garden cottages that date back to the late 1800s. Cayuga Park, which is located to the northeast of the neighbourhood and Gaffney Park, which is located to the west of the neighbourhood, are both focal points for the community. The Harwood/ Symes neighbourhood is located north of Rockliffe Yards and Symes Road, east of Jane Street, west of Weston Road and south of the Black Creek River.

9. Humber Bay

Humber Bay developed from a market garden farming community to a residential neighbourhood in the early 20th century. Much of the residential districts within the neighbourhood date from the mid to late 20th century with the neighbourhood also noted for its retention of a number of early 20th century market gardeners' houses. The majority of the housing stock consists of an attractive mix of bungalows, split-level houses, multi-plex dwellings, low-rise apartment buildings and more modern houses. The neighbourhood is of a high scenic quality with many of the houses having excellent views overlooking Mimico Creek or the Humber River Valley. The neighbourhood is located south of Berry Road, east of Mimico Creek, north of Lakeshore Boulevard and west of the Humber River.

10. Humberlea

Humberlea, influenced by the Canadian Government's war-time housing strategy, developed from a small early 20th century settlement to a complete residential neighbourhood in the mid 20th century. The neighbourhood is largely defined by Veteran's Housing constructed in the late 1940s and early 1950s. This housing stock consists of a large number of attractive low density brick bungalows dating from this period. The built character of the neighbourhood has remained relatively unaltered despite some of these small houses having been replaced in recent years with new houses. The neighbourhood is located east of the Humber River Valley, west of the Canadian Pacific Railway line, north of Highway 401 and south of Sheppard Avenue West. Weston Road runs through the centre of this neighbourhood in a north-south direction.

11. Humber Summit

Humber Summit developed from a small settlement to a residential neighbourhood in the mid 20th century. The neighbourhood's winding roads and rolling hills west of Islington Avenue contain a mix of old frame cottages from the 1940s and 1950s together with some modern infill houses. The houses east of Islington Avenue are mainly semidetached with built-in garages and front porches decorated with cast iron railings. Elaborate front archways also add to the character of these post-war suburban houses which were built largely in the 1960s. The neighbourhood is situated east of the Humber River, west of the rail line, south of Steele's Avenue and north of Finch Avenue West.

12. Humber Valley Village

Humber Valley Village, which was noted for its prosperous early 20th century market gardens, developed as a planned town in the early to mid 20th century. The area, which is still defined by this distinctive residential character, has a unique rolling topography with curvilinear streets and scenic views of the Humber River Valley ravine. Some large brick and stone houses are contained on streets such as Edenbridge and North Drive, with more modest bungalows on surrounding streets. The neighbourhood is located within the area around the Humber River Valley Ravine, north of Bloor Street West, east of Islington Avenue, south of Eglinton Avenue and west of the Humber River.

13. Islington

Islington, influenced by the arrival of the railway to the area, developed as a milling town in the late 19th century and later as a residential neighbourhood in the early to mid 20th century. The area is defined largely by residential development with a diverse range of early to mid 20th century housing types and some more recent infill and replacement housing developments. Its development has been greatly influenced by major transportation nodes such as the 427, the QEW and Gardiner Expressway highways and the railyards of the CPR. There is a mix of attractive residential houses in the south western area framed by numerous apartment towers along Bloor Street. The area north of the Bloor-Dundas intersection contains a mix of lower density family bungalows and

attractive commercial storefronts along the main streets. The neighbourhood is located north of Bloor Street West, east of Kipling Avenue and Mimico Creek, south of Rathburn Road and west of Islington Avenue.

14. Kingsway

Kingsway developed as a residential neighbourhood after it was planned for development in 1908. The Kingsway houses, located between Kingsway Crescent and Royal York Road, and from Bloor Street north to Kings Garden Road, were developed as part of a separate plan of subdivision called Kingsway Park. These houses were built between 1924 and 1947 and include some of the finest examples of Old English classical and vernacular architecture in Toronto. The Kingsway's oldest houses are located along Government Road near Dundas Street. These homes were originally part of the Lambton community. The neighbourhood is located south of Dundas Street West, north of Bloor Street West, west of Home-Smith Park and east and west of the intersecting Royal York Road. Central Park South forms the boundary to the southwest with Dundas Street West forming the boundary to the northwest. This neighbourhood does not include any of area to the east of Prince Edward Drive North and to the north of Queen Anne Road (this is included in the Lambton Mills neighbourhood).

15. Lambton Mills

The village of Lambton Mills developed as a milling town in the early to mid 19th century. Today the area is mainly a residential neighbourhood defined by its geographic location along the Humber River and characterized by its long association with the milling industry. The area is defined by a mix of housing types ranging from early to mid 19th century workers cottages to early 20th century railway workers houses, built for the workers employed in the CPR Lambton Yards. The neighbourhood also contains some 20th century infill housing and some post World War II housing. Much of the early to mid 19th century housing remains on the west bank, while only a few remnants, including the designated 150 year old Lambton House, remain on the east bank. The Lambton Kingsway Park is a community focal point situated to the southwest of the neighbourhood. Lambton Mills is located east of Prince Edward Drive, west of Jane Street, north of St Mark's Road and Queen Anne Road and south of Foxwell Street and the Lambton Golf and Country Club.

16. Long Branch

Long Branch developed as a resort settlement in the late 19th century and later as a residential area from the 1920s onwards. Long Branch's oldest houses are located on Lake Promenade between Long Branch Avenue and 38th Street. The rest of the houses north to Lakeshore Boulevard were built from the 1920s to the 1950s. These brick and frame houses include Edwardian and Tudor Revival style bungalows and two storey homes and modern semidetached homes. The neighbourhood, which stretches along the waterfront area, is loosely situated west of 22nd and 23rd Streets (north and south of

Lake Shore Boulevard), east of 43rd Street and south and southeast of the railway tracks. Lake Shore Boulevard West intersects the neighbourhood from east to west.

17. Mimico

Mimico developed as a railway town in the 19th century. Today, it is mainly a residential area defined by a diverse range of housing types. Much of the housing stock in Mimico ranges from grand lake side estates dating from the 1890s to the early 1900s to bungalows built in the 1920s to the 1940s. There are also a number of two-storey houses dating from the 1930s and 1940s with some multi-complex apartment buildings. The neighbourhood is located south of Evans Avenue, north of Lake Ontario, west of Mimico Creek and east of Dwight Avenue.

18. Mount Dennis

Mount Dennis is an unplanned residential suburb, with farming and industrial origins, which developed from the mid-19th century to the 1960s. The built environment present in the neighbourhood represents the various organic phased layers of its historic development. The area mainly comprises housing defined by a mix of workers' housing dating from the 1860s to the 1950s. The first Mount Dennis School, built in 1891, is still in existence and used as a school. The neighbourhood is located west and northwest of Black Creek River, north of Alliance Avenue and east of Scarlett Road and the Humber River. Buttonwood Ave, Cobalt Street and Industry Street loosely form the boundary of the neighbourhood to the north.

19. New Toronto

New Toronto, influenced by the arrival of the railway to the area, developed as an industrial and residential neighbourhood in the late 19th and early 20th centuries. The Town was a very important industrial settlement during most of the twentieth century and, consequentially, retains a significant industrial heritage. The neighbourhood's housing stock is characterised by small frame and brick bungalows and modest two storey houses, which were built largely between 1910 and the 1950s. Larger single family homes are located closer to the lake, south of Lake Shore Boulevard. Memorial Park, which is located east of 22nd Street to the west of the neighbourhood, is an amenity focal point for the community. The neighbourhood is located south of the Canadian National Railways mainline, north of Lake Ontario, east of 22nd Street and Colonel Smith Park and west of Dwight Avenue.

20. The Queensway

The Queensway developed from a small farming community in the late 19th century to a residential neighbourhood in the mid 20th century. The neighbourhood contains a diverse mix of low density housing stock consisting mainly of two bedroom brick bungalows and storey-and-a-half houses located on good size lots. The area around Queensway Park contains an excellent example of intact War Veterans housing constructed during the

1940s. There are a number of former important market-garden cottages and pre-subdivision houses located in the north-east pocket of the neighbourhood near Mimico Creek and Woodford Park. The Queensway is located north of the Queen Elizabeth Way, east of Kipling Avenue, west of Mimico Creek and south of Norseman Street. The Queensway Road bisects the neighbourhood from east to west with Queensway Park located to the centre of the community to the north of the Road.

21. Regal Heights

Regal Heights developed as a residential neighbourhood on laid out park lots in the early 20th century. The neighbourhood is situated on the northern crest of the Davenport escarpment and contains large turn of the century houses on winding tree-lined streets. It was constructed as a planned neighbourhood to provide housing for the workers of the nearby factories which were set up in the early 20th century. The houses were well constructed and afterwards well maintained by the new prosperous community. The housing stock consists of detached and semidetached three storey houses constructed between 1912 and 1923. The neighbourhood is located north of Davenport Road, east of Dufferin Street, south of St Clair Avenue West and to the west of Oakwood Avenue. Glenholme Avenue intersects the centre of the neighbourhood running in a north-south direction.

22. Rexdale

Rexdale, influenced by its industrial origins, developed as a planned residential and industrial neighbourhood in the mid 20th century. The mix of housing includes raised bungalows, contemporary style bungalows, split-level homes, storey-and-a-half houses, semidetached houses, and basic two-storey detached houses. The houses in the Kipling Heights subdivision east of Kipling Avenue were built mostly in the mid to late 1950s while the houses west of Kipling date mostly from the early 1960s. Rexdale also contains a large number of apartment buildings and multi-plex dwellings in the Islington Avenue and Rexdale Boulevard area. The neighbourhood is located west and south of the Humber River West branch, east of Highway 27 and north of Rexdale Boulevard.

23. Runnymede

Runnymede developed as a residential neighbourhood in the late 19th and early 20th centuries. The neighbourhood's building stock includes grand Victorian mansions, English Cottage and Tudor-Revival style houses, pre and post-war bungalows and a mix of detached and semidetached homes. All of the streets have been well planned with laneways leading off them. Runnymede houses feature many different types of exteriors including wood, insulbrick, frame siding, stucco, brick and stone. Many Runnymede houses also feature vernacular style gambrel roofs that have a distinctive barn-like appearance. Much of the housing stock was built to service the industrial developments of West Toronto and of the CPR Lambton Yards. The neighbourhood is located in the area north of Bloor Street West, east of Jane Street, west of Runnymede Street and south of Canadian Pacific Railway Tracks.

24. Swansea

Swansea developed as a residential neighbourhood in the late 19th and early 20th century. The neighbourhood contains a cluster of original workers' cottages and row housing built in the 1880s. It is, however, largely made up of two storey housing, bungalows and some semidetached houses constructed between 1905 and 1935. There is a Tudor Revival style 'Home Smith' designed subdivision as well as larger homes including Victorian 'Gemmell' designs, a 'Gouinlock' design and other significant attractive modern houses also contained within the neighbourhood. Rennie Park, Grenadier Pond, Catfish Pond and Swansea Public School with its large playground are recreational facilities contained within the community. Swansea is situated east of the Humber River, south of Bloor Street, west of High Park and north of the Gardiner Expressway. Windermere Avenue intersects the centre of the neighbourhood from north to south with Morningside Avenue intersecting from east to west.

25. Sunny Lea/ Sunnylea

Sunnylea developed as a residential neighbourhood from a farming settlement from the late 19th century to the mid 20th century. Sunnylea's typical housing stock consists of characteristically mid 20th century split-level, storey-and-a-half or two-storey houses, built mostly in the 1940s and 1950s. These houses are all detached and include at least a 30-foot frontage and a private drive. The Tudor style houses located closer to Bloor Street are representative of the older turn of the century building stock in the neighbourhood. Sunnylea is situated west of the King's Mill Park and Humber River, south of Bloor Street West, east of Mimico Creek and north of Berry Road.

26. West Toronto Junction

West Toronto Junction developed as a residential, commercial and industrial neighbourhood in the early 20th century. Dundas Street West is the main commercial street, while industry is located next to the railway tracks. Annette Street boasts fine churches and other institutional buildings. The residential neighbourhood on either side of Annette has late Victorian detached houses on large lots. More modest housing adjoins the industrial areas. West Toronto Junction is so named due to the fact that three railway lines cross in close proximity to the neighbourhood. It is located in the area along Dundas Street West and Dupont Street, which intersect the area in an east-west direction, and on either side of Keele Street, which intersects the area in a north-south direction. Bloor Street West forms the boundary to the south of the neighbourhood with railway tracks located southwest and north of the area.

27. Thistletown

Thistletown developed as a permanent residential neighbourhood from a summer resort in the early 20th century. Old Thistletown also features a handful of former summer cottages built in the 1910s, as well as bungalows from the 1940s and 50s and a small number of new sympathetically designed homes. This eclectic mix of housing type characterizes Thistletown's early to mid 20th century built heritage. The newer pockets of Thistletown, around Albion Gardens Park and Beaumonde Heights Park, were built up during the 1950s and 1960s, and include bungalows, split -level houses, and storey-and-a-half homes. The main thoroughfares of Albion and Islington have been widened with modern convenience stores replacing many of the area's historic building stock. The Thistletown neighbourhood is located south of Finch Avenue West, east of Kipling Avenue and west and north of the Humber River. The Humber River West Branch forms the southern boundary of the neighbourhood.

28. Thorncrest

Thorncrest was designed as a planned neighbourhood in 1945. The neighbourhood was designed with winding roads and irregular layouts with a 'no fence' concept applied to the mid 20th century construction. The original Thorncrest houses include attractive bungalows and modernist-style homes from the late 1940s and the 1950s. The original appearance and character of Thorncrest has been respected through the neighbourhood's governance under strong zoning and building restrictions. The community's curvilinear street patterns, cul-de-sacs and much of its original mid 20th century built environment remain in place. The Thorncrest neighbourhood is located north of Bloor Street West, south of Eglinton Avenue, east of the 427 Highway and west of Islington Avenue.

29. Weston South

Weston South developed as a residential neighbourhood from a small village in the early to mid 20th century. The housing stock consists of low density detached bungalows and attractive two storey houses having both front and rear gardens. Weston Road and the Canadian National Railway Line intersect the neighbourhood from north to south. The built environment of Weston South is reflective of its mid 20th century suburban origins as a high quality low density family-oriented neighbourhood. The street of Humberview Crescent, which is situated west of Weston Road, north and east of the Humber River and south of Fairglen Crescent, is included in the boundaries of the neighbourhood for the purpose of this study. The neighbourhood is located south of MacDonald Avenue, west of Jane Street and the Canadian National Railway Line, north of Denison Road East and Clouston Avenue and east of the Humber River, Wilby Crescent, Pine Street and Ralph Street.

30. Armour Heights

Armour Heights developed from a small village settled by John Armour in the 1830s to a residential neighbourhood built in phases from the 1920s to the 1970s. The area mainly comprises attractive two-storey detached and semidetached homes and impressive Tudor Manor houses. The neighbourhood is located south and west of the Don River Valley, Earl Bales Park and the Don Valley Golf Course, east of Bathurst Street and north of Wilson Avenue. Highway 401 intersects the centre of the neighbourhood.

31. Bedford Park

Bedford Park, influenced by the introduction of the streetcar to the area, developed from a farming community in the late 19th century to a residential neighbourhood by the mid 20th century. The area mainly comprises housing containing an attractive mix of detached and semidetached homes. It is located east of Avenue Road, west of Ronan Avenue, north of Lawrence Avenue West and east and south of Deloraine Avenue and Golfdale Road. Yonge Street intersects the centre of the neighbourhood from north to south.

32. Bennington Heights

Bennington Heights developed as a successful market gardens settlement in the late 19th century and later as a planned residential neighbourhood in the early to mid 20th century. The housing stock in the community ranges from large English Manor stone houses which were built in the 1920s and 1930s to attractive Cottage style two-storey homes and bungalows which were built in the late 1940s and early 1950s. The area has a picturesque rolling topography with ravine land intertwined through winding residential streets. The neighbourhood is located south of Moore Avenue, west of Bayview Avenue, northwest of the Canadian Pacific Railway tracks and east of the Moore Park Ravine.

33. Bridle Path

Bridle Path developed as a residential neighbourhood dating from the 1930s to the 1960s. The housing in the area is mainly defined by large stately homes set against the backdrop of the Don River Valley and lush parkland. There is a pocket of smaller homes just north of the eastern part of Sunnybrook Park. This housing pocket, despite being more modest in scale, also contributes handsomely to the built form cohesion and aesthetic quality of the neighbourhood. The overall housing stock in the Bridle Path includes an eclectic mix of architectural styles with many fine examples of Georgian, Colonial, Greek and Tudor Revival on display. The neighbourhood is located east of Bayview Avenue, south of York Mills Park, west of Windfields Park and Edwards Gardens, north of Sunnybrook Park and northeast of the Don River.

34. Caribou Park

Caribou Park developed as a residential neighbourhood from the 1930s to the 1960s on agricultural lands subdivided between 1910 and 1912. A defined quality commercial district is located north of the neighbourhood along Avenue Road. The area mainly comprises housing defined by two distinct residential pockets. The grand Georgian, Tudor, and English Cottage style houses, which were built in the 1930s and 1940s, close to Avenue Road represent the first phase of the neighbourhood's residential development. The attractive split-level houses and bungalows, which were built in the 1950s and 1960s, and are located close to Bathurst Street, represent the second phase. The neighbourhood is located south of Lawrence Avenue Road, east of Bathurst Street, north of Coldstream Avenue and west of Avenue Road.

35. Don Mills

Don Mills developed as a planned community between the years 1952 and 1967. The area mainly comprises housing defined by various housing typologies. The housing stock ranges from detached and semidetached homes to attractive low rise apartment buildings with terrace row housing, maisonettes as well as garden apartments. Community landmarks include the Gray heritage home and the rebuilt David Duncan House, north of York Mills Road and Don Mills Road. The neighbourhood's recreational and open space is dominated by the picturesque Donalda Golf and Country Club and the Toronto Botanical Gardens. The commercial/industrial sector of Don Mills serves as the head office for many large multinational companies. The neighbourhood is located in the North York District and is built on about 8.35 square kilometres (2,100 acres) of former farmland centred at the intersection of Don Mills Road and Lawrence Avenue East. The neighbourhood is located south of York Mills Road, east of Leslie Street, west of the Don Valley Parkway, northeast of the Canadian National railway tracks and northwest of the Canadian Pacific railway tracks.

36. Downsview

Downsview developed as a residential neighbourhood in the 1950s and 1960s. The area mainly comprises housing which backs onto greenbelts and parklands. These green space amenities provide an attractive and healthy setting for the family orientated low density neighbourhood of Downsview. The dominant landmark in the community is the former Canadian Armed Forces Base which is now known as the Downsview Lands. The housing stock in the area contains attractive semidetached and split level houses situated on large suburban size lots. The neighbourhood is located north of Lawrence Avenue West, west of Allen Road, east of Highway 400 and south of Sheppard Avenue. Highway 401 intersects the neighbourhood from east to west with Jane Street intersecting the western section of the neighbourhood from north to south.

37. Glen Park

Glen Park developed as a residential neighbourhood from earlier subdivided lots from the 1920s to the mid 20th century. The housing stock ranges from small bungalows with front bay windows to ranch-style, split-level, and raised bungalow designs. Much of this housing can be termed as Veteran's war-time housing. Some of this original housing stock has been replaced by new houses in recent years. These new developments have been largely sympathetic to the low density scale and architectural character of the neighbourhood. Glenwood is situated north of Eglinton Avenue West, west of Bathurst Street, south of Lawrence Avenue West and east of the Canadian National railway tracks.

38. Heathbridge Park

Heathbridge Park, which was influenced by the 1940s establishment in the area of the Co-operative Residential Community (CRC), developed as a residential district in the mid 20th century. The area mainly comprises housing defined by a standardised range of housing typologies, true to the CRC principles. It comprises an interesting mix of five streets, four of which are cul-de-sacs with Heathbridge Park Road and Evergreen Gardens arranged around common areas. Heathbridge Park is located to the southwest of Leaside with Mount Pleasant Cemetery directly to the north. The neighbourhood is contained within the area surrounding Heathbridge Park, Heathbridge Park Road, Evergreen Gardens, Windmill Road and Orchard Gardens.

39. Lansing

Lansing developed as a residential neighbourhood in the early to mid 20th century. Much of the housing dates from the 1920s to the 1950s with more modern infill also prominent. The housing styles vary with Edwardian, Tudor Revival, English Cottage and Craftsman style houses all found in the area. The neighbourhood is located along the Yonge Street corridor near the former North York City Hall and the North York Civic Centre. It is situated east of Bathurst Street, west of Yonge Street, south of the York Cemetery and north of the Don River. Sheppard Avenue West intersects the area from east to west.

40. Lawrence Park

Lawrence Park developed as a residential neighbourhood over a protracted period from the early to the mid 20th century. Lawrence Park represents one of Toronto's first planned garden suburbs. Its subdivision began in the early part of the 20th century. It was not fully developed, however, until after World War II. The housing stock includes fine examples of English Cottage, Tudor Revival and Georgian and Colonial style designs. The neighbourhood is located east of Yonge Street, north of Mount Hope Cemetery and Keewatin Avenue, west of Bayview Avenue and south of Lawrence Avenue East.

41. Leaside

Settled by the Lea family in the early 1800s, Leaside was designed as a planned community in 1913 on the initiative of the Canadian Northern Railway. Leaside's residential area is mainly defined by Georgian Revival architectural typologies, with extensive use of local red brick from the Don Valley Brick Works. The neighbourhood contains an interesting mix of two-storey detached homes, bungalows, semidetached houses, apartment houses (fourplexes), and distinctive apartment buildings of the era. Howard Talbot Park (northwest), Trace Manes Park (centre) and Leaside Memorial Gardens (southeast) are the main recreational parks in the area. The neighbourhood is located south of the institutional lands (Glenvale Blvd), north of the CPR tracks (Leacrest Road), west of the industrial lands (Laird Drive) and Serena Gundy Park, and east of Bayview Avenue.

42. Lytton Park

Lytton Park developed from a small village settlement in the late 19th century to a complete residential neighbourhood in the early to mid 20th century. The area mainly comprises an exclusive mix of housing defined by a diverse range of housing types. The housing stock ranges from Tudor and Georgian Revival style houses which were built primarily between 1890 and 1930. There is a high quality commercial strip located on Yonge Street to the east of the District. The neighbourhood is located south of Lawrence Avenue West, west of Yonge Street, north of Briar Hill Avenue and east of Bathurst Street. Avenue Road intersects the area in a north-south direction.

43. Sherwood Park

The residential area of Sherwood Park developed to the north of the Park. The housing stock consists of a fine selection of bungalows, semidetached and fully detached houses built mostly between 1910 and 1940. Some of the more modern houses, located along the neighbourhood's attractive winding streets, are of mid-to-late 20th century in origin. These houses, despite the fact that they tend to be quite large, encompass an array of architectural styles enhancing the built form fabric and aesthetic quality of the neighbourhood. The Park, which has a rolling topography, retains many native tree species. Sherwood Park is located north of Mount Hope Cemetery, east of the Blythwood Ravine, south of Blythwood Road and west of Bayview Avenue.

44. Teddington Park

Teddington Park, which is influenced greatly through its association with the Rosedale Golf Club, developed as a residential neighbourhood between 1910 and 1935. The major street in the neighbourhood is Teddington Park Avenue, a wide tree-lined boulevard that contains large Tudor and Georgian Revival style houses. The Rosedale Golf Club is located to the north of the neighbourhood with the Riverview Drive Ravine located to the east. The neighbourhood is located north of Golfdale Road, east of Yonge Street, south of

Glen Echo Road and west of the Riverview Drive Ravine. The neighbourhood is also inclusive of Riverview Drive, which is located to the southeast corner of Golfdale Road.

45. Willowdale

Willowdale developed from a small 19th century settlement to a complete early to mid 20th century residential neighbourhood. Much of the neighbourhood's housing stock dates from the 1920s to the 1950s and ranges from fine examples of Edwardian and Tudor style houses to rows of cosy brick and frame bungalows and split-level houses. York Cemetery, which is located to the southwest of the neighbourhood, is a major landmark of the area. The neighbourhood is located west of Bayview Avenue, east of the West Don River, south of Finch Avenue and north of Highway 401.

46. Windfields

Windfields developed as a residential neighbourhood in the 1970s and 1980s after Parklands, now known as Winfields Park was donated by renowned Philanthropist E.P. Taylor. The housing stock ranges from modern split-level houses and bungalows to large decorative houses. The neighbourhood contains picturesque long winding streets with interspersed parkland. It is situated west of the Canadian National Railway Line, north of Edward Gardens, east of Bayview Avenue and south of Highway 401.

47. York Mills

York Mills developed as a milling community in the 19th century. Today it is defined by large modern condominiums and office buildings in addition to its early to mid 20th century housing stock. The larger buildings are centred along its main arteries of Yonge Street and Bayview Avenue. The early to mid 20th century housing stock includes a range of different housing types with fine examples of Tudor Revival manor houses, English Cottage style designs and contemporary designs present. The neighbourhood is located south of Highway 401, east of Yonge Street, west of Leslie Street and north of the Don River.

48. Allan Gardens

Allan Gardens is a predominately residential area in Downtown Toronto. The neighbourhood, which contains a mix of housing, is dominated by a variety of grand Victorian, Edwardian and Second Empire style residential houses. Allan Gardens Public Park is located to the northwest of the neighbourhood. It is the largest public park in the Downtown core and is the home of the Allan Gardens Conservatory, a botanical garden with six greenhouses that feature unusual and exotic plants from around the world. The neighbourhood is located south of Carlton Street, west of Parliament Street, east of Jarvis Street and north of Shuter Street.

49. Allenby

Allenby developed as a residential neighbourhood in the 1930s and 1940s. The housing stock consists of a mix of Tudor Revival style two storey houses and bungalows. Roselawn Avenue bisects the area from east to west. Commercial activity in the neighbourhood is defined by the busy commercial strip located south of the neighbourhood on Eglinton Avenue West. The Old Eglinton cinema, which is a community landmark, is situated along this commercial strip. The neighbourhood is located south of Briar Hill Avenue, west of Avenue Road, north of Eglinton Avenue West and east of Latimer Avenue and Castlewood Road.

50. Annex West

Annex West developed as a residential neighbourhood from 1880 to 1910. The area to the east of Spadina Road mainly comprises housing containing fine examples of Victorian, Queen Anne and Richardsonian Romanesque architectural styles. Plum and pink coloured sandstone, rich red brick, and terra cotta clay tiles make up the exterior facades of many of these homes. The architectural detailing ranges from pyramid roofs and turrets to recessed grand archways and wooden spindled porches. The residential areas west of Spadina Road, which were mostly constructed by 1910, are less elaborate than the houses east of Spadina, but are nonetheless fine examples of English Cottage, Georgian and Tudor Revival style architecture. Some 1930s Tudor Revival style infill housing were constructed in the neighbourhood, but are not typical of the built environment. The neighbourhood is located south of the Canadian National railway tracks, north of Bloor Street West, east of Bathurst Street and west of Avenue Road.

51. Beaconsfield Village

Beaconsfield Village developed as a residential area in the late 19th century from earlier park lots. The area, which is defined by its late Victorian built character, comprises fine Victorian row and semidetached housing. Although many of these houses have been renovated and some have been converted into two and three family dwellings, the Victorian character and scale remain dominant characteristics of the neighbourhood. Beaconsfield Street is the focal point and the defining street in the neighbourhood. The neighbourhood is located south of Dundas Street West, east of Dufferin Street, north of Queen Street West and west of Ossington Avenue.

52. Brockton

Brockton developed as a small settlement in the 19th century. The area mainly comprises housing containing a diverse range of late 19th century and early 20th century housing types. Victorian semidetached homes are the most common type in the neighbourhood.

Many of the houses feature a front porch with pillars, and steps with wrought iron railings and small front gardens. The neighbourhood is situated west of Dufferin Street, east of the Canadian National Railway tracks, south of Bloor Street and north of Dundas Street West and Trinity Bellwoods Park.

53. Cedarvale

Cedarvale developed as a residential neighbourhood between the 1920s and the 1950s and is typified by a combination of Tudor Revival and Georgian style houses. Cedarvale's side streets contain a mix of housing types with a number of apartment buildings located on its periphery. The defining feature of the area is the Cedarvale Ravine, which cuts a wide diagonal swath through the middle of Cedarvale while Vaughan Road separates it from the Humewood neighbourhood. The neighbourhood is located west of Bathurst Street, south of Eglinton Avenue, east of Oakwood Avenue and north and northeast of Vaughan Road.

54. Chaplin Estates

Chaplin Estates developed as an exclusive residential neighbourhood after it was subdivided in 1913. The neighbourhood, which was largely built in the 1920s and 1930s, includes many fine examples of Tudor, Georgian, and English Cottage style two and three storey houses. East of the community, Yonge Street offers a distinctive commercial experience. Oriole Park, which is located south of the neighbourhood, is a focal point for the area. Chaplin Estates is situated south of Eglinton Avenue West, west of Yonge Street, east of Avenue Road and north of the Belt Line Trail.

55. Corktown

Corktown developed as a residential, commercial and industrial neighbourhood in the 19th century. The area contains some of the oldest houses in Toronto dating back to the 1850s. The housing stock ranges from former workers' cottages located along the neighbourhood's narrow laneways to Georgian and Victorian row-houses on the main streets. Located east of the original Town of York, this area started to be occupied after 1830 when its lots were sold off for housing and industry. It was dubbed Corktown as a result of its Irish residents, many of whom came from County Cork, Ireland. Neighbourhood boundaries embrace some of Canada's most historic landmarks including the Blackburn house site, St. Paul's Minor Basilica, Little Trinity Church, and Enoch Turner Schoolhouse. It is located south of Shuter Street, north of Front /Eastern Avenue, east of Berkeley Street and west of the Don River.

56. Davisville

Davisville developed as a residential neighbourhood in the 1920s and 1930s with commercial and entertainment sections. The houses west of Mount Pleasant Road are mostly large two and three-storey English Cottage and Edwardian-style homes. The houses east of Mount Pleasant Road are made up primarily of attractive smaller detached

houses, semidetached houses and bungalows. This part of the neighbourhood also contains a handful of historical homes from the late 1800s, and a growing number of interesting modern housing. The neighbourhood is located north of the Mount Pleasant Cemetery, west of Bayview Avenue, east of Yonge Street and south of Eglinton Avenue East.

57. Deer Park

Deer Park developed as a residential and commercial area in the late 19th and early 20th century. The neighbourhood mainly comprises housing containing fine Victorian and Edwardian houses. Oriole Park, which is located to the north of the District, is an attractive and important recreational park for the community. Local landmarks include “Woodlawn” at 35 Woodlawn Avenue West (the remnant of the William Hume Blake estate that was designed by the noted Toronto architect John Howard in 1840), and an important collection of 20th century apartment houses and office buildings on St. Clair Avenue. The neighbourhood includes Foxbar Road, which has an interesting and unusual curvilinear street form. Deer Park, which is centred on the intersection of Yonge Street and St Clair Avenue, is loosely situated west of the Vale of Avoca, Mount Pleasant Cemetery and Yonge Street, north of Ramsden Park, east of Avenue Road and Oriole Parkway and south of Eglinton Avenue West.

58. Dovercourt Village

Dovercourt Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area comprises housing with an eclectic concentration of small shops along the main streets of the neighbourhood. Many of the houses have been sensitively converted into two and three family homes. Dovercourt Park, which is located in the centre of the neighbourhood, south of Fernbank and north of Southview, provides for an attractive recreational community facility. The neighbourhood is situated south of Dupont Street, north of Bloor Street West, east of Dufferin Street and west of Dovercourt Road.

59. Financial District

The Financial District is Toronto’s main downtown business and finance district. It is the most densely built up area of the city with large office blocks that are the predominant building type. These large towers are connected by a system of underground walkways, known as The Path system, which is lined with retail establishments, making the area one of the most important shopping districts in Toronto. Transport links are centred on Union Station at the south end of the financial district. Historic architectural landmarks are numerous and include the former Bank of Montreal building at 30 Yonge Street, the aforementioned Union Station and the Canadian Bank of Commerce Building at 25 King Street West. The neighbourhood also contains many modernist glass and steel type skyscrapers such as the Toronto Dominion Centre by renowned architect Ludwig Mies van der Rohe. The Financial District is bound by Queen Street West to the north, Yonge Street to the east, Front Street to the south and University Avenue to the west.

60. Forest Hill

Forest Hill developed from a small village to a residential neighbourhood from the 1920s to the 1950s. The centre of the neighbourhood is defined by two phases of built type; the Lower Village and the Upper Village. The Lower Village contains an eclectic mix of commercial stores, eateries and apartments. The Upper Village comprises intact sections of mid 20th century housing. There are also a number of attractive mid 20th century condominiums located west of Spadina on Lonsdale Road and Heath Street West. Local landmarks include the Upper Canada College and Bishop Strachan School. The neighbourhood is located north of St Clair Avenue West, east of Bathurst Street and Allen Road, west of Oriole Parkway and Avenue Road and south of Briar Hill Avenue.

61. Garrison Common

Garrison Common developed as an industrial neighbourhood in the mid 19th century. The northeast of the area, up to King Street and over to Strachan Avenue, was developed first from 1865 to 1900. The other section southwest of the neighbourhood, down to the Canadian National mainline and over to Dufferin Street, is almost entirely representative of 20th century building typologies. Toward Bathurst Street, Niagara Street, which extends along the path of Garrison Creek, contains early workers' housing. The neighbourhood is located east of Dufferin Street, south of King Street West and the Canadian National Railway mainline, west of Strachan Avenue and north of the Gardiner Expressway East.

62. Glenwood

The Glenwood neighbourhood developed on the lands of the former Woodbine Golf and Country Club in the mid 20th century. The housing stock consists of large bungalows and detached and semidetached two storey houses. Glenwood Crescent, which contains many attractive original houses in a scenic setting, is the major residential street in the neighbourhood. It has a curvilinear street form, located both east and west of O'Connor Drive. A focal point of the area is the Taylor Creek Park which wraps itself around the southern reaches of this neighbourhood. Glenwood is located north of Taylor Creek Park, south of Parkview Hill Crescent and St Clair Avenue East, west of Rexleigh Drive and east of Alder Road.

63. Gore Lands

Gore Lands developed as a residential neighbourhood after the construction of a bridge over the Park Drive Ravine in the early 20th century. The eclectic mix of housing stock contained within this neighbourhood forms the most densely built up settlement of North Rosedale. The architectural styles of the housing stock vary, ranging from simple undecorated four-squares, semidetached town houses, workers cottages, unusual flat roofed art moderne homes and a collection of sturdy modest bungalows. Topographically, the significant rise in the landscape from Summerhill towards the CPR

line greatly enhances the aesthetic and built form quality of the neighbourhood. Gore Lands is located south of the Canadian Pacific Railway Line, north of Park Drive Reservation Lands, east of David A Balfour Park and west of Chorley Park.

64. Governor's Bridge

Governor's Bridge developed as a residential neighbourhood, after the construction of the Governor's Bridge, between the 1920s and the 1940s. The neighbourhood contains approximately one hundred and fifteen homes set against the backdrop of the Moore Ravine Valley. Whilst having many attractive modern houses, the neighbourhood is nonetheless characterised by the Spanish Colonial Revival style evidenced in many of its original houses. The neighbourhood is situated southeast of Bennington Heights and the Canadian Pacific Railway Line, west and southwest of the Don River and Bayview Avenue and east of Moore Park Ravine.

65. Grange Park

Grange Park developed as an exclusive residential neighbourhood in the late 19th century. Much of the neighbourhood comprises narrow tree-lined residential streets lined with ornate Victorian Queen Anne style houses. Beverley Street contains examples of some mid to late 19th century Second Empire style housing. South of the neighbourhood is the commercial strip on Queen Street West. This area provides the Grange Park community with a defined social and commercial centre. Grange Park is located north of Queen Street West, east of Augusta Avenue, west of University Avenue and south of College Street. Dundas Street East intersects the centre of the neighbourhood running in an east-west direction.

66. Harbord Village

Harbord Village developed as a residential neighbourhood from park lots in the late 19th century. The housing stock consists of the Bay-n-Gable style houses. The typical Bay-n-Gable house of the neighbourhood is tall and narrow; two to three tall stories high with a peaked gable over bay windows, front doors located to the side of the front elevation and painted wood porches of varying sizes and detail. Harbord Street intersects the centre of the neighbourhood from east to west. The main commercial centre in the community is located in the north end of the neighbourhood on Bloor Street West. Harbord Village is situated south of Bloor Street West, north of College Street, west of Spadina Avenue and east of Bathurst Street.

67. Hillcrest

Hillcrest Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area mainly comprises housing set against the scenic ridge of the Davenport escarpment. The Victorian houses at the north end of Hillcrest, which were built in the late 1800s and early 1900s, comprise a mix of architectural styles

and layouts. There is also a pocket of larger detached homes, built between 1910 and 1930, near Hillcrest Park. Some of these houses were built with stone from the original Union Station, which was torn down after World War I. A Business Improvement Area (BIA) operates along the commercial district along St Clair Avenue from Christie Street West to Winowa Drive. This commercial district contains an attractive mix of commercial shop and building types. The neighbourhood is located south of St Clair Avenue West, west of Bathurst Street, east of Oakwood Avenue and north of Davenport Road. Christie Street intersects the area running in a north-south direction.

68. Humewood

Humewood developed as a residential neighbourhood in the early 20th century on the lands of the former Humewood Estate. The neighbourhood comprises intact early 20th century detached and semidetached houses, mostly constructed between 1910 and 1925. The housing stock of the area contains a wide variety of architectural styles including Tudor, English Cottage, and Edwardian style homes. Impressive front porches and expansive dormer windows are characteristic of many of the houses in this neighbourhood. Humewood Court, a cul-de-sac which runs off of Humewood Drive just north of St. Clair, is noteworthy for containing some of the finest Art Deco walk-up apartment buildings in Toronto. The neighbourhood is located southwest of the Cedarvale Ravine and Vaughan Road, north of St Clair Avenue West and east of Dufferin Street.

69. Kensington

Kensington developed as a residential and commercial neighbourhood on laid out park lots in the late 19th century. The neighbourhood's housing stock consists of idyllic Victorian row-houses having high pitched gables and decorative barge board among many other decorative accents. The terraced houses, which are small to moderate in size, were built between the 1870s and 1890s. The houses in the heart of the Kensington Market have market stalls on their front yards. Many of these houses are oriented to the rear of the property where tiny little laneways offer privacy from the hustle and bustle of the marketplace. Bellevue Square is situated to the south of the neighbourhood. The neighbourhood is located south of College Street, east of Bathurst Street, west of Spadina Street and north of Dundas Street West. Nassau Street intersects the neighbourhood from east to west.

70. King-Spadina

King-Spadina District, influenced by its early origins as an institutional precinct and by the later introduction of the steam railway to the area, began to develop as a residential, commercial and industrial neighbourhood in the late 18th century. The area mainly comprises former industrial buildings, entertainment venues and commercial outlets along King Street West. Many of the former industrial buildings have been converted for use in an office, residential or entertainment capacity. The general existing and desired character of the area remains that of an industrial scale neighbourhood with a consistent street relationship. High buildings that have been constructed recently have been inserted

into that fabric and do not yet represent the “norm” for built form in the area. The commercial strip along King Street contains some early Second Empire style commercial terraced buildings alongside larger six storey plus former industrial red brick buildings. These structures house an array of various restaurant and bar types, coffee and specialist retail shops. The neighbourhood is located along King Street West, west of University Avenue, east of Bathurst, north of the Canadian National Railway Line and south of Queen Street West.

71. St. Lawrence District East

The St. Lawrence neighbourhood developed in the late 18th century and 19th century as the downtown centre of Old York. The area (both east and west) encompassed the original ten blocks of the city. A regeneration project for the neighbourhood was planned and developed by the City of Toronto in the 1970s as a mixed use housing development. It has been much lauded as a model for the design and planning of new neighbourhoods across North America. The neighbourhood contains many adapted industrial type buildings such as 145 Front Street, the LKTYP Drama School at the corner of Front and Frederick Street and the Canadian Opera Company at the corner of Front Street and Berkeley Street. Other notable buildings in the area include the Canadian Stage Company’s complex of red brick buildings fronting on Berkeley Street. St. Lawrence District East is located south of Front Street East, east of George Street South, north of the Gardiner Expressway and west of Parliament Street.

72. Leslieville

Leslieville, influenced by the introduction of the streetcar to the area, developed as a residential neighbourhood in the late 19th century. The area’s older houses along Queen Street, and south to Eastern Avenue were built in the late 1800s. They include Ontario Cottages, Second Empire row houses and Victorian houses. Leslieville’s second generation of houses, north of Queen Street, was built in the early 1900s. This district includes modest detached and semidetached houses as well as a large number of small bungalows. The Alexander Muir “Maple Leaf Forever” Tree is a local landmark on Laing Avenue. The neighbourhood is located north of Eastern Avenue, east of Carlaw Avenue, west of Coxwell Avenue and south of the Canadian National Railway Line. Dundas Street East intersects the centre of the neighbourhood from east to west with Greenwood Avenue intersecting the neighbourhood from north to south.

73. Moore Park

Moore Park, influenced by the construction of two bridges in the area, developed as a residential neighbourhood in the early 20th century. The architectural styles associated with the neighbourhood’s building stock include large English Cottage, Georgian, and Tudor Revival style houses built between 1908 and 1930. These styles are representative of the strict design guidelines put in place by the developer, John Thomas Moore, prior to construction of the neighbourhood. The built fabric of the Moore Park has remained true to this original design vision. The neighbourhood is located south of Mount Pleasant

Cemetery, north of the Park Drive Ravine and the railway tracks, west of Moore Park Ravine and east of the Vale of Avoca Ravine.

74. Palmerston

Palmerston developed as a residential neighbourhood from laid out park lots in the late 19th century and early 20th century. The housing stock consists mainly of Bay-n-Gable type houses constructed in the late 19th century and early 20th century. The main residential street in the neighbourhood is Palmerston Boulevard, which has distinctive stone and iron gates at its entrances at both Bloor Street and College Street. This Street is also lined by original cast-iron lamps and mature maple trees. Local landmarks include the George Weston Mansion at 469 Palmerston Boulevard, the College Street Baptist Church (c.1889) and the Harbord Street Collegiate Institute (c.1892). Palmerston is located west of Bathurst Street, east of Clinton Street, south of Canadian Pacific Railway Line and north of College Street.

75. Parkdale

Parkdale developed as an exclusive residential and commercial neighbourhood in the late 19th century with the neighbourhood's grandiose mansions constructed between 1875 and 1895. The houses in the north end of Parkdale, above Queen Street, are smaller than their South Parkdale counterparts. These houses were built between 1900 and 1910. Parkdale's main commercial strip is contained on Queen Street West. This commercial area contains an eclectic mix of small specialist shops. Many of the buildings to this section of Parkdale date to the mid to late 19th century and are among the oldest in the neighbourhood. The housing stock is mainly constructed of brick with some of the original shopfronts remaining. The neighbourhood is situated north of the Gardiner Expressway, east of Roncesvalles Avenue, south of Bloor Street West, southwest of the Canadian National Railway Line and west of Dufferin Street. Queen Street West and King Street West are located south of the neighbourhood, intersecting at Roncesvalles Avenue.

76. Queen Street West/ Trinity Bellwoods

Queen Street West/ Trinity Bellwoods developed as a residential and commercial neighbourhood in the late 19th century and early 20th century. The neighbourhood contains small to medium sized Victorian style housing. Many of the houses in this neighbourhood have either front or rear access to Trinity Bellwoods Park. Some of the area's larger houses are located on Shaw Street, a tree-lined boulevard that is twice as wide as the other streets in this neighbourhood. Trinity Bellwoods Park spans the entire length of the neighbourhood. Queen Street West provides the neighbourhood with a vibrant commercial district encompassing many bars, restaurants and specialty shops.

Givins Street Public School c.1914 at 180 Shaw Street, which terminates the vista looking west along Lobb Avenue from Trinity Bellwoods Park, is a local landmark. The neighbourhood is located south of Dundas Street West, east of Dufferin Street, west of Augusta Avenue and north of Queen Street West. Gore Vale Avenue intersects the centre of the neighbourhood from north to south.

77. Rathnelly

Rathnelly developed, from laid out park lots, as a residential enclave at the south end of the South Hill-Poplar Plains neighbourhood between 1880 and 1910. The area mainly comprises residential Victorian detached and semidetached red brick housing. Adjoining the residential neighbourhood, the Poplar Plains Pumping Station (c.1906) at 235 Cottingham Street and the MacPherson Avenue Hydro Substation c.1911 at 290 MacPherson Avenue are local landmarks. The neighbourhood is located south of Poplar Plains Crescent, west of Avenue Road, north of the Canadian Pacific Railway Line and east of Poplar Plains Road. MacPherson Avenue intersects the southern section of the neighbourhood running in an east to west direction.

78. Riverdale

Riverdale, influenced by the introduction of the railway and later by the introduction of the streetcar, developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The building stock consists of various types of Victorian and Edwardian residential houses. Notable landmarks include the Riverdale Library on the corner of Gerrard Street East and Broadview Avenue and the former Post Office, now a community centre at Queen Street East and Saulter Street. The Don Jail is located in the west of the neighbourhood, south of Riverdale Park east. There is a commercial strip on Queen Street East to the south of the community. The neighbourhood is located south of Browning Avenue, west of Greenwood Avenue, northeast of the Canadian National Railway Line, north of Eastern Avenue and east of the Don River.

79. Seaton Village

Seaton Village developed, on laid out park lots, as a residential and commercial neighbourhood in the 1890s and early 1900s. The housing stock in the area consists mostly of semidetached Victorian style houses. This housing stock represents an important collection of intact late 19th century Victorian terraced housing. The neighbourhood contains a commercial district along Bloor Street West. Focal points of the neighbourhood include the city park; Vermont Square, which is located to the northeast of the neighbourhood, and Palmerston Square. The neighbourhood is situated north of Bloor Street, south of Dupont Street, east of Christie Street and west of Bathurst Street.

80. South Hill

South Hill developed as a residential neighbourhood between 1890 and 1920. The area comprises some of the largest houses in Toronto. This housing stock also contains a number of recently constructed townhouses and apartment buildings on both sides of Avenue Road. South Hill's geographical position, with Avenue Road Hill in particular commanding excellent views over Downtown Toronto, enhances the aesthetic quality of the neighbourhood setting. Sir Winston Churchill Park, which is located to the northwest corner of the area, provides for the recreational needs of the community and is a focal point for the neighbourhood. South Hill is located south of St Clair Avenue West, west of Avenue Road, east of Spadina Road and north of Davenport Road.

81. The Beach

The Beach developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing containing a diverse range of housing types constructed mainly during the 1920s and 1930s. The commercial district of Queen Street East lies at the heart of The Beach community. This district contains a range of restaurants, bars and specialty shops. The side streets are mostly lined with semidetached and large Victorian and Edwardian houses. There are also some attractive mid 20th century low-rise apartment buildings and a few row-houses located in this area. The Beach itself is a scenic, single uninterrupted stretch of sandy shoreline bounded by the R.C. Harris Water Treatment Plant (locally known as the water works) to the east and Woodbine Park (a small peninsula in Lake Ontario) to the west. The neighbourhood is located west of Victoria Park, south of Kingston Road, east of Woodbine Avenue and north of Lake Ontario.

82. Topham Park

Topham Park developed as a residential neighbourhood in the mid 20th century as a result of the Canadian Government's War-time housing strategy. The area mainly comprises housing containing War Veterans housing. These houses are located in the centre of the neighbourhood between Selwyn and Squires Avenues and from St. Clair Avenue north to Tiago Avenue. The houses of the neighbourhood, which were constructed between 1944 and 1946, are easily distinguished by their bright frame siding and front porches. The streets on the periphery of the neighbourhood include sturdy brick bungalows, and detached one-and-a-half-storey and two-storey houses built mostly in the late 1940s. Topham Park is located southeast of O'Connor Drive, south of Parma Park, north of St Clair Avenue East and west of Victoria Park Avenue.

83. Queen's Park Precinct/ University Avenue

University Avenue and Queen's Park are prominent ceremonial processions in downtown Toronto lined by many institutional and public buildings and anchored by the Provincial Legislature building which is set within an oval shaped park. The Legislature creates an impressive vista for those looking north along University. The portion south of College

Street is dominated by a series of hospitals. These include the Toronto General Hospital, Mount Sinai Hospital, Princess Margaret Hospital, Toronto Rehab, and the Hospital for Sick Children. The rest of the street is home to a variety of corporate offices and provincial government buildings. The neighbourhood begins at the intersection of Queen Street West and University Avenue and heads north along University Avenue and Queens Park Crescent to Queens Park and Bloor Street West.

84. Woodbine Gardens

Woodbine Gardens, influenced by the construction of the Woodbine Bridge in 1932, developed as a residential neighbourhood in the mid 20th century. House styles in the neighbourhood range from Tudor Revival and ranch-style bungalows to solid brick two-storey houses. Many of the neighbourhood's earliest houses, which were built in the 1940s, were constructed of brick and stone. All the other houses were built in the early 1950s. The aesthetic quality of Woodbine Gardens built environment is greatly enhanced by the neighbourhood's uneven topography and geographic position overlooking Taylor Creek Park. The neighbourhood is situated south of St Clair Avenue East, west of Dawes Road and Victoria Park Avenue, east of Rexleigh Drive and north of Taylor Creek Park.

85. Yonge-Yorkville

Yonge-Yorkville developed as a residential neighbourhood, on earlier subdivided park lots, in the late 19th century. The housing stock consists of Victorian houses built mainly between 1870 and 1895. Recreational parks for the community exist in the form of Ramsden Park, located north of the neighbourhood, and Ketchum Park, situated to the south. The neighbourhood contains a mix of attractive high rise condominium towers, office towers, hotels and theatres, all perched on a pedestal overlooking the Toronto Downtown to the south. Yorkville is celebrated as one of Toronto's most stylish neighbourhoods. It offers a unique blend of designer boutiques, fashionable restaurants, plush hotels and world class galleries. The dedicated commercial strip is located along Yorkville Avenue and Cumberland Street with many exclusive shopping boutiques present. Davenport Road intersects the area from east to west. Yorkville is located south of Ramsden Park, west of Yonge Street, east of Avenue Road and north of Bloor Street West. The neighbourhood is also inclusive of the commercial strip on Yonge Street which runs between College Street in the south to Bloor Street in the north.

86. Bendale

Bendale developed from a small village settlement to a residential neighbourhood in the mid 20th century. The housing stock ranges from bungalows to split-level brick houses built in the 1950s and 1960s. Neighbourhood landmarks include Thompson Memorial Park, Scarborough Town Shopping Centre, the Scarborough Civic Centre and Scarborough General Hospital. Other notable elements of the built environment and public realm include other mid-20th century developments such as the Bendale Public School, the Bendale Park, and Bendale Boulevard. These landmarks and housing stock provide Bendale with a defined mid 20th century built heritage. The neighbourhood is

located east of the Canadian National railway tracks, north of Eglinton Avenue East, west of Bellamy Road and south of Ellesmere Road.

87. Birchcliffe

Birchcliffe developed from a summer resort settlement to a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing set against the backdrop of the Scarborough Bluffs and Lake Ontario. The housing stock ranges from bungalows, storey-and-a-half houses and detached, two-storey homes that feature Tudor, Edwardian and Cape Cod designs. This neighbourhood's original housing stock dates from the 1910s to the 1950s. The aesthetic qualities of the built environment are greatly enhanced through Birchcliffe's geographical location against the backdrop of the Scarborough Bluffs. The neighbourhood is located east of Victoria Park Avenue, south of Danforth Avenue, west of Scarborough Heights Park and north of Lake Ontario. Kingston Road intersects the neighbourhood.

88. Cliffcrest

Cliffcrest developed as a residential neighbourhood in the mid 20th century. The housing stock consists of bungalows, storey-and-a-half houses, semidetached homes and detached, two-storey houses built in the late 1940s and the 1950s. There is also a number of interesting modern infill houses located in the neighbourhood. Cliffcrest is a pleasant neighbourhood within which to live due to the unusually low housing density and to its coastal location in close proximity to the Scarborough Bluffs. It is located east of Midland Avenue, north of Lake Ontario, south of the Canadian National Railway and west of Bellamy Rd.

89. Cliffside

Cliffside developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. The housing stock, which was built mostly in the 1920s, 30s, and 40s includes an eclectic mix of architectural styles including Tudor, Cape Cod, Edwardian, Craftsman style bungalows and newer, contemporary homes. The major landmark in this neighbourhood is the St. Augustine Seminary which has been training Roman Catholic priests since 1910. This large Beaux Arts style building with its large dome is an important landmark which helps define the character of the neighbourhood. There are also a number of associated early 20th century arts and crafts cottages located in close proximity to the Seminary. Cliffside is located south of St Clair Avenue East, east of Kennedy Road, north and west of Scarborough Bluffs Park, with Resthaven Memorial Gardens located in the northeast corner of the neighbourhood.

90. Guildwood Village

Guildwood developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. Guildwood features a mix of houses, including bungalows, split-level and detached two-storey homes built in the 1950s and 60s, and some attractive modern housing. The stretch of Guildwood Parkway west of Livingston Road contains a mix of townhouses, multi-plex dwellings, and low-rise apartment buildings. The major landmark in this neighbourhood is the historic Georgian style Guild Inn (c.1914), located at 201 Guildwood Parkway, which is situated on ninety acres of property overlooking the Scarborough Bluffs. Guildwood Park forms a naturalized frame around the formal Guild Inn Gardens and several other historic structures. Surrounding these buildings are more than 70 architectural fragments and sculptures within the formal gardens. Guildwood is located north of Lake Ontario, east of Markham Road, south of Kingston Road and the Canadian National Railway line and west of Grey Abbey Ravine.

91. Highland Creek

Highland Creek developed in the mid 19th century as a residential and industrial centre. The neighbourhood contains a large number of frame or brick bungalows built in the 1920s, 30s, 40s, and 50s. Many of these cosy white frame houses were originally summertime cottages. Highland Creek's historical landmarks include the 'W.J. Morrish General Store', c. 1891, situated on Old Kingston Road, the third Highland Creek Public School, c. 1918, located on Military Trail, and the 'Miller Lash/McLean Estate, c. 1914, which is situated on the University of Toronto's Scarborough College campus. These late 19th century and early 20th century landmarks, in association with the surviving early summer cottages, ensure that Highland Creek retains its turn of the century character. The historic cemetery located along the Old Kingston Road (c.1800) is also another notable landmark in the area. The neighbourhood is located east of Morningside Avenue, northeast of Highland Creek, northwest of Kingston Road and south of Highway 401.

92. Malvern

Malvern developed from a small village settlement servicing a prosperous farming community to a mid to late 20th century planned community. The neighbourhood contains a mix of housing types ranging from single-family detached homes, semidetached homes, townhouses, low-rise garden apartments and high-rise apartment buildings. Malvern was constructed as a planned model community by the Canada Mortgage and Housing Corporation in the 1950s. This agency was established as a government-owned corporation in 1946 to address Canada's post-war housing shortage. Its housing was built from the 1970s to the 1990s with the neighbourhood having a population of some 50,000. The Toronto Zoo, the Rouge River, and the Rouge Valley Park are also located in Malvern. The character of the neighbourhood is enhanced through the quality of these amenities and also through the model planned layout of the community. It is located east of Markham Road, south of Finch Avenue, north of the 401 Highway and west of the Rouge River.

93. Oakridge

Oakridge developed as a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing with a diverse range of housing types. There is a defined commercial strip running through Oakridge along Danforth Avenue, providing its residences with shopping, dining and other entertainment. This commercial district provides the Oakridge community with a clear defined centre. The Bloor-Danforth subway line of the TTC runs through the Warden Woods park, and both the Warden and Victoria Park stations are located within the community. Many of the Oakridge residential homes were constructed from the 1910s to the 1950s. The neighbourhood is located east of Victoria Park Avenue, south of Massey Creek, west of Warden Avenue and north of the CNR rail line.

94. Scarborough Junction

Scarborough Junction, influenced by the Canadian Government's war-time housing strategy, developed from a small village settlement to a residential neighbourhood with a defined commercial strip in the mid 20th century. The housing stock ranges from small bungalows to storey-and-a-half houses and semidetached homes built in the 1940s and 50s. Somewhat larger bungalows, split-level houses and detached, two-storey homes and high-rise apartment buildings on the peripheral streets of the neighbourhood were built in the 1950s and 60s. Scarborough Junction has a distinct mid 20th century appearance with the community knitted together through the defined central commercial district on Eglinton Avenue East. This district features an array of specialty shops and restaurants. The neighbourhood is located northwest of the Canadian National Railway line, west of Bellamy Road, south of Lawrence Avenue East and east of Warden Avenue.

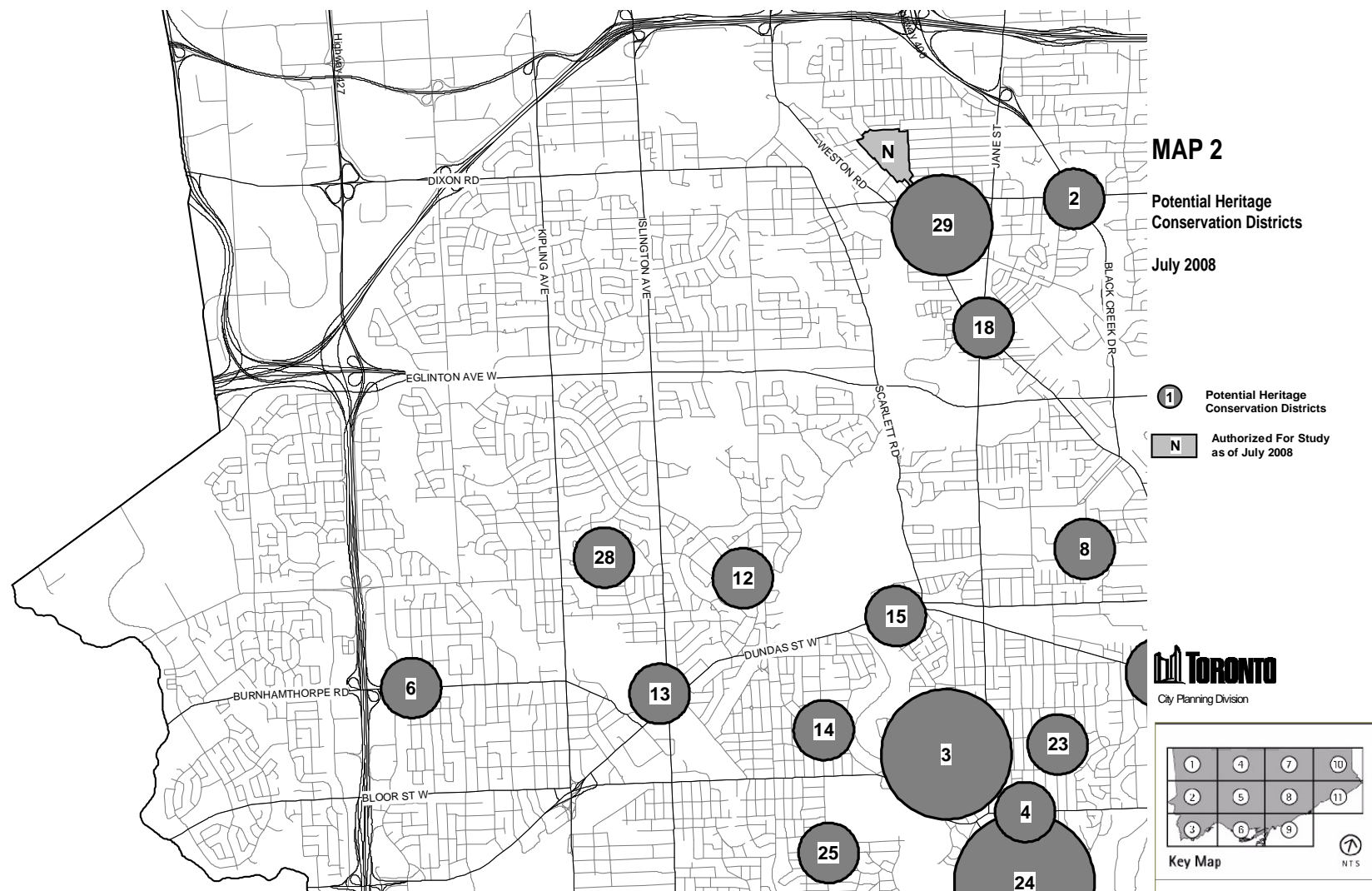
95. West Hill/ Old Kingston Road

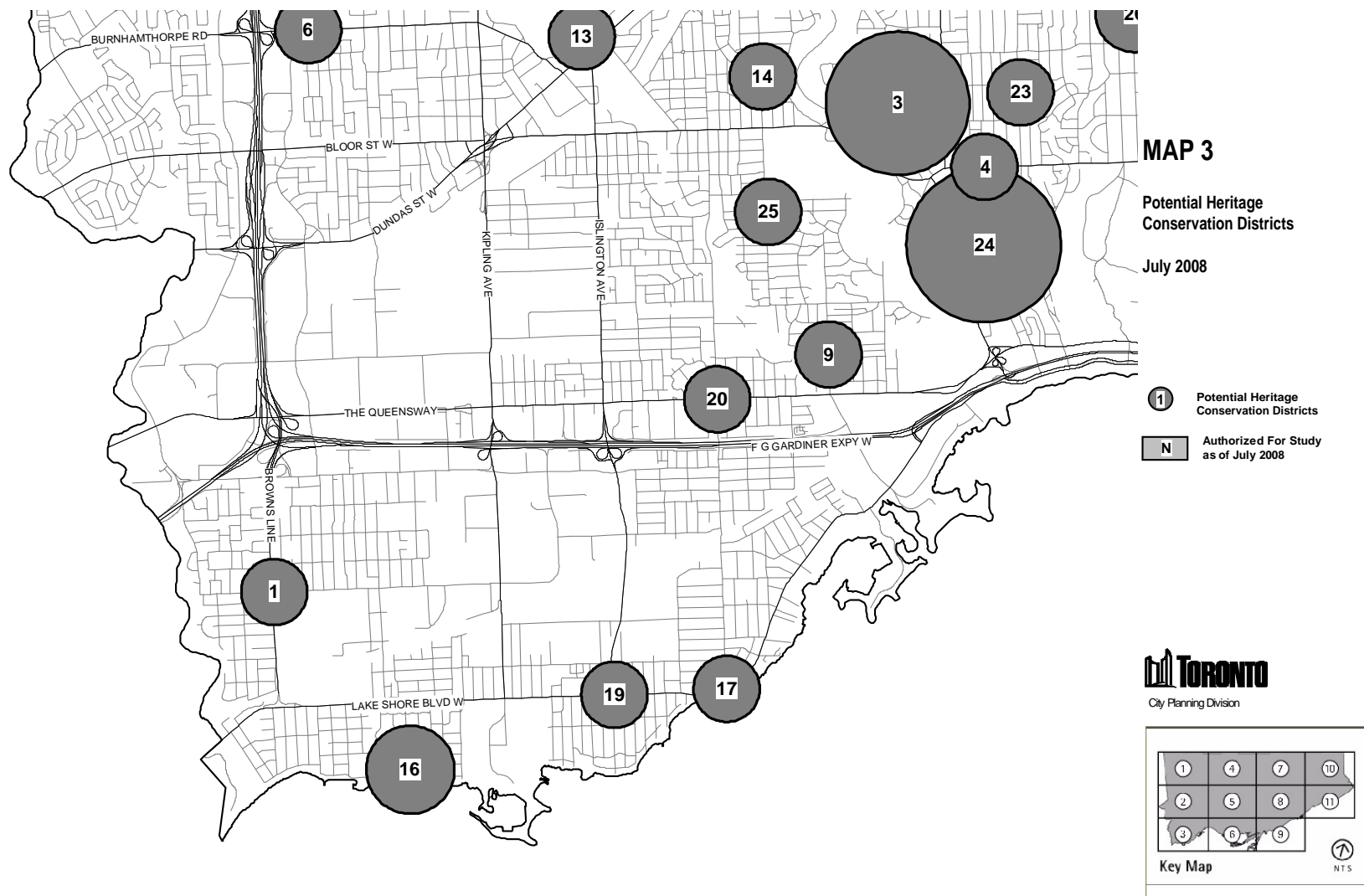
West Hill, influenced by the early 20th century introduction of the streetcar to the area, developed as a residential neighbourhood with a defined commercial centre in the early to mid 20th century. The area contains low density bungalow and storey-and-a-half houses dating from the 1940s, 50s and 60s, mixed in with newer town-homes, and recently built houses. The area contains an abundance of park and ravine land with Morningside Park and Colonel Danforth Park both contained within the community. The neighbourhood is also surrounded by the Highland Creek ravine land to the north, east and west. These recreational lands add greatly to the neighbourhood amenity pool and provide for an attractive backdrop for the defined mid 20th century residential areas. Much of the commercial life in the neighbourhood is centred on Kingston Road. Commercial activity has improved in the area with recent on-street retail facilities having been constructed on the site of the former Morningside Mall. West Hill is located north of the Canadian National railway line and east, west and south of Highland Creek.

96. West Rouge

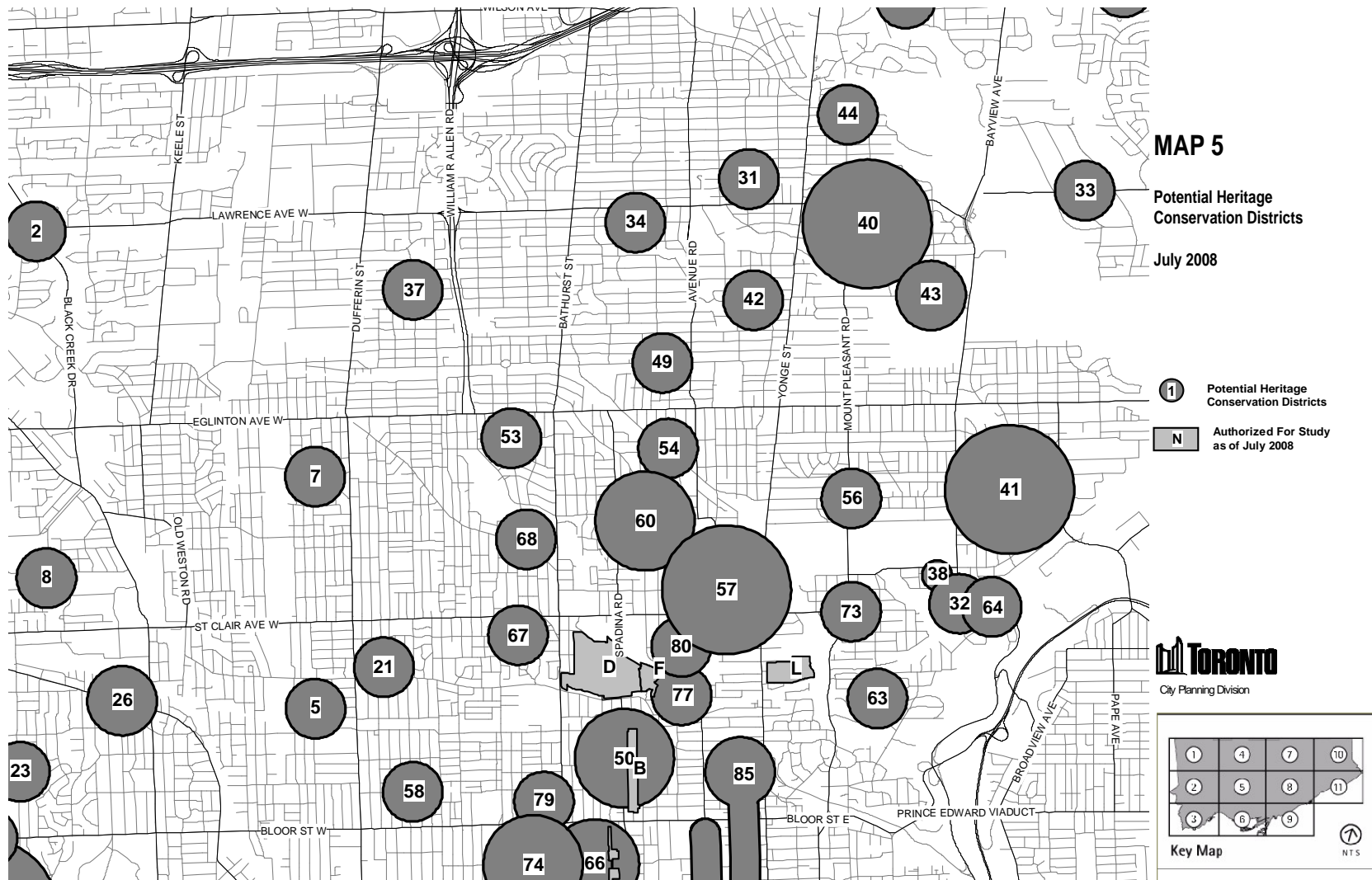
West Rouge developed in the 1920s as a summer riverside resort for the wealthier class. The area primarily consists of housing ranging from 1950s to 1960s and 70s ranch-style bungalows, split-level homes and Tudor style, two-storey homes. Some early cottages dating from the 1920s scheme have been retained with modern infill housing contributing to the additional building stock. West Rouge is positioned in a scenic location along the shores of Lake Ontario with the low density scale of the neighbourhood greatly adding to its attractive setting. The neighbourhood is located west of the Rouge River, east of Highland Creek and Port Union Road and south of Kingston Road.

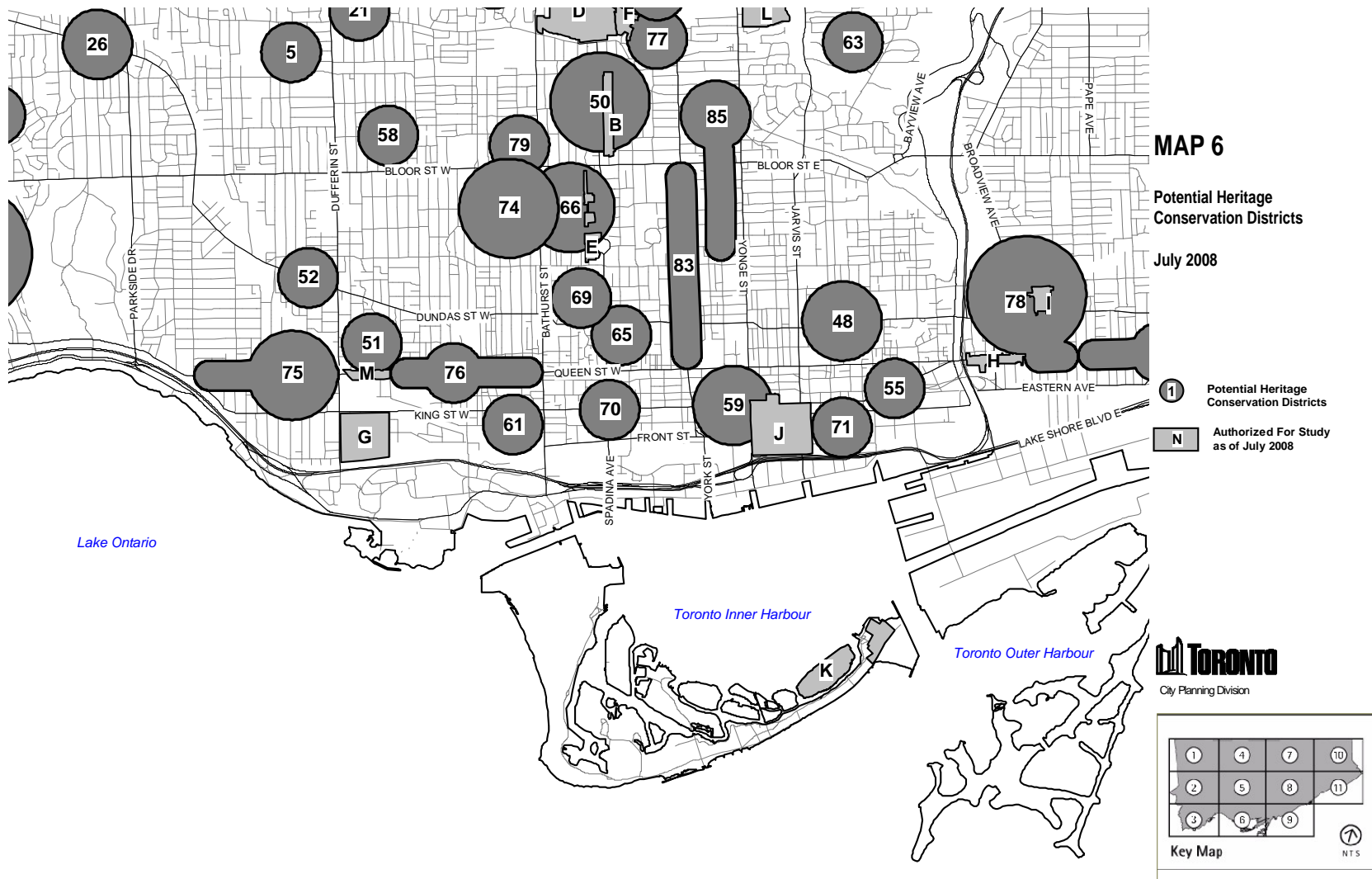


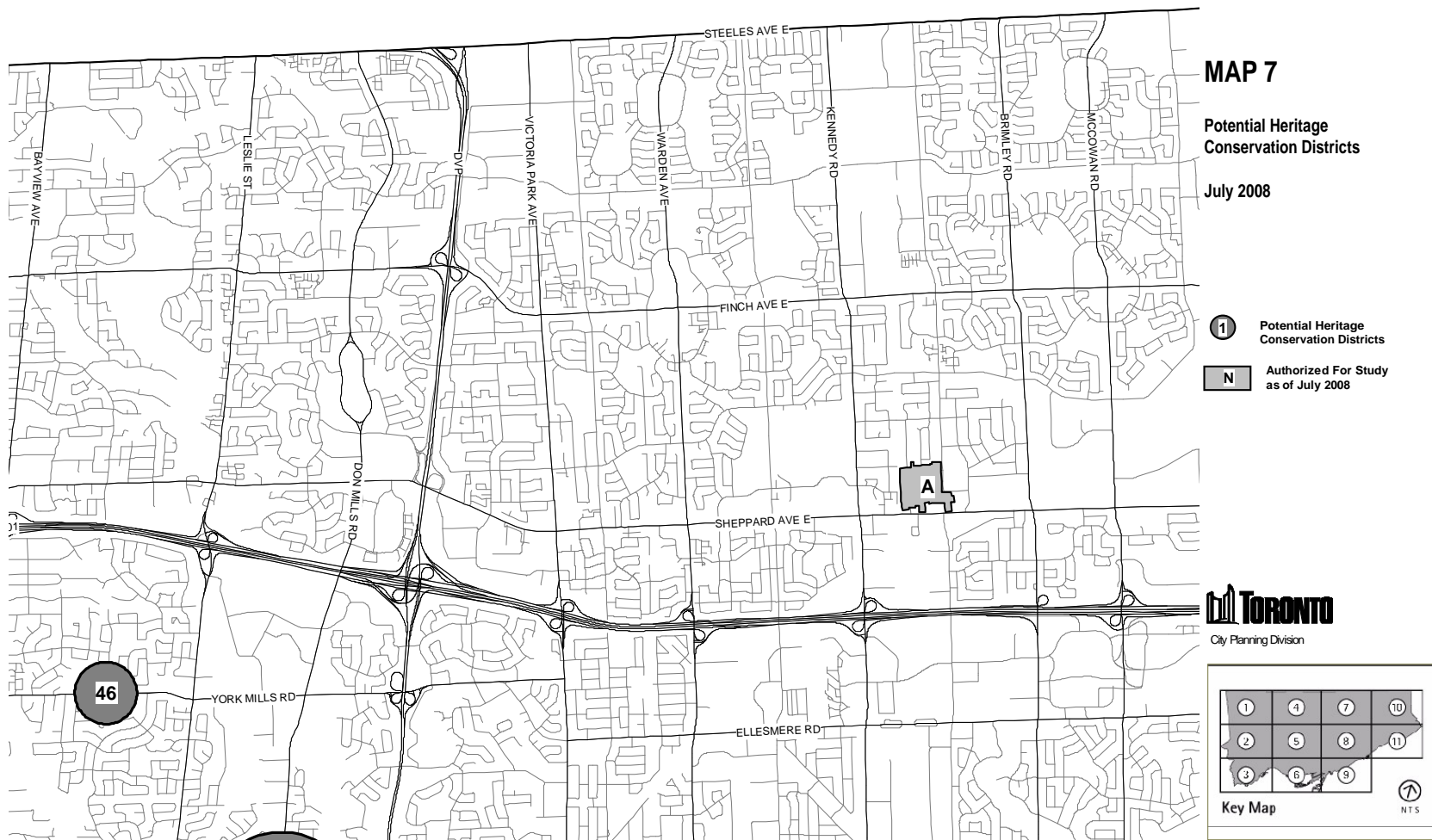




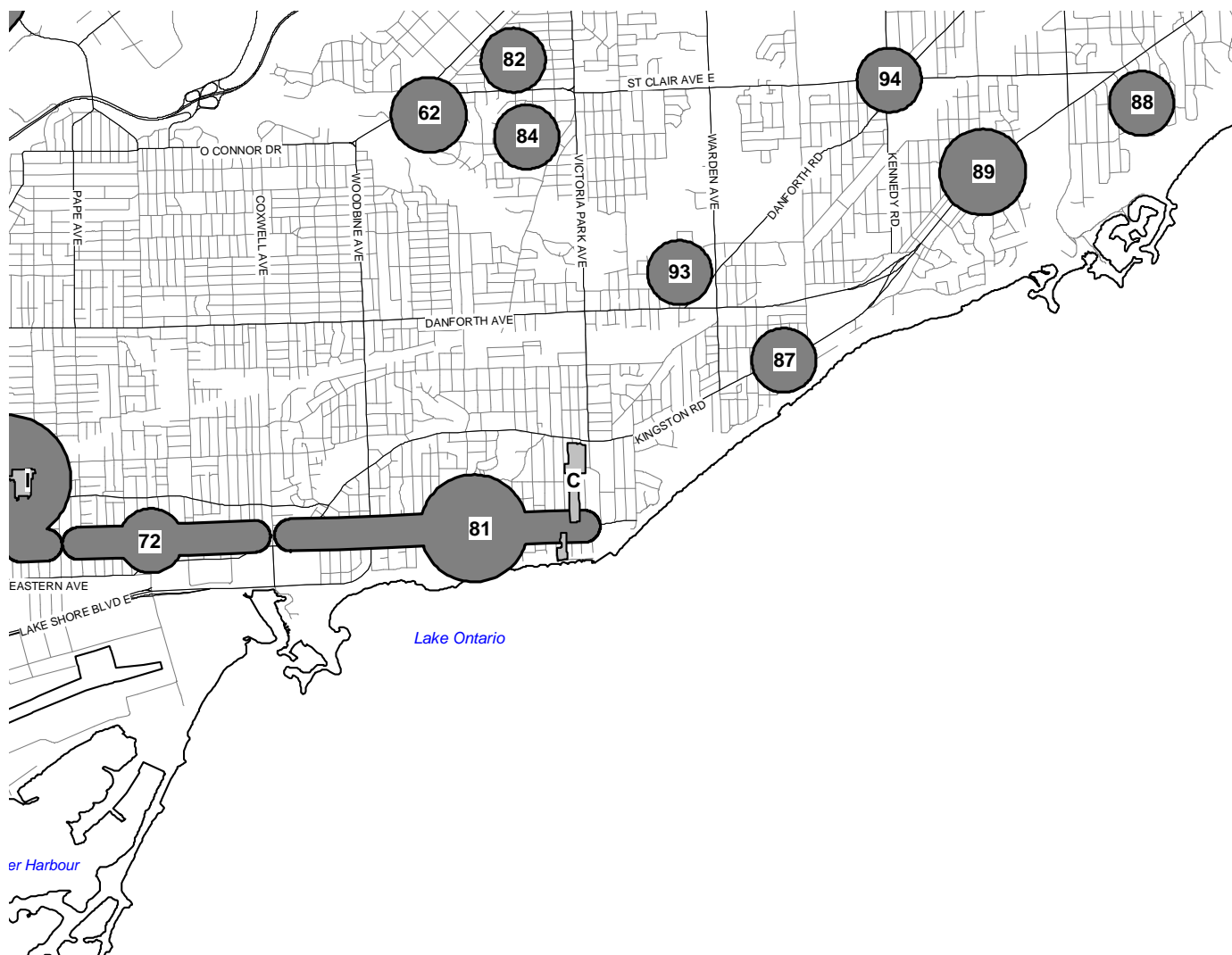












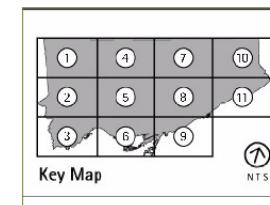
MAP 9

Potential Heritage
Conservation Districts

July 2008

- ① Potential Heritage
Conservation Districts
- N Authorized For Study
as of July 2008

Toronto
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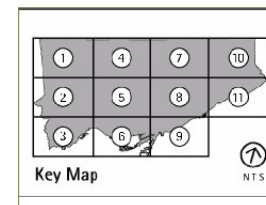
MAP 10

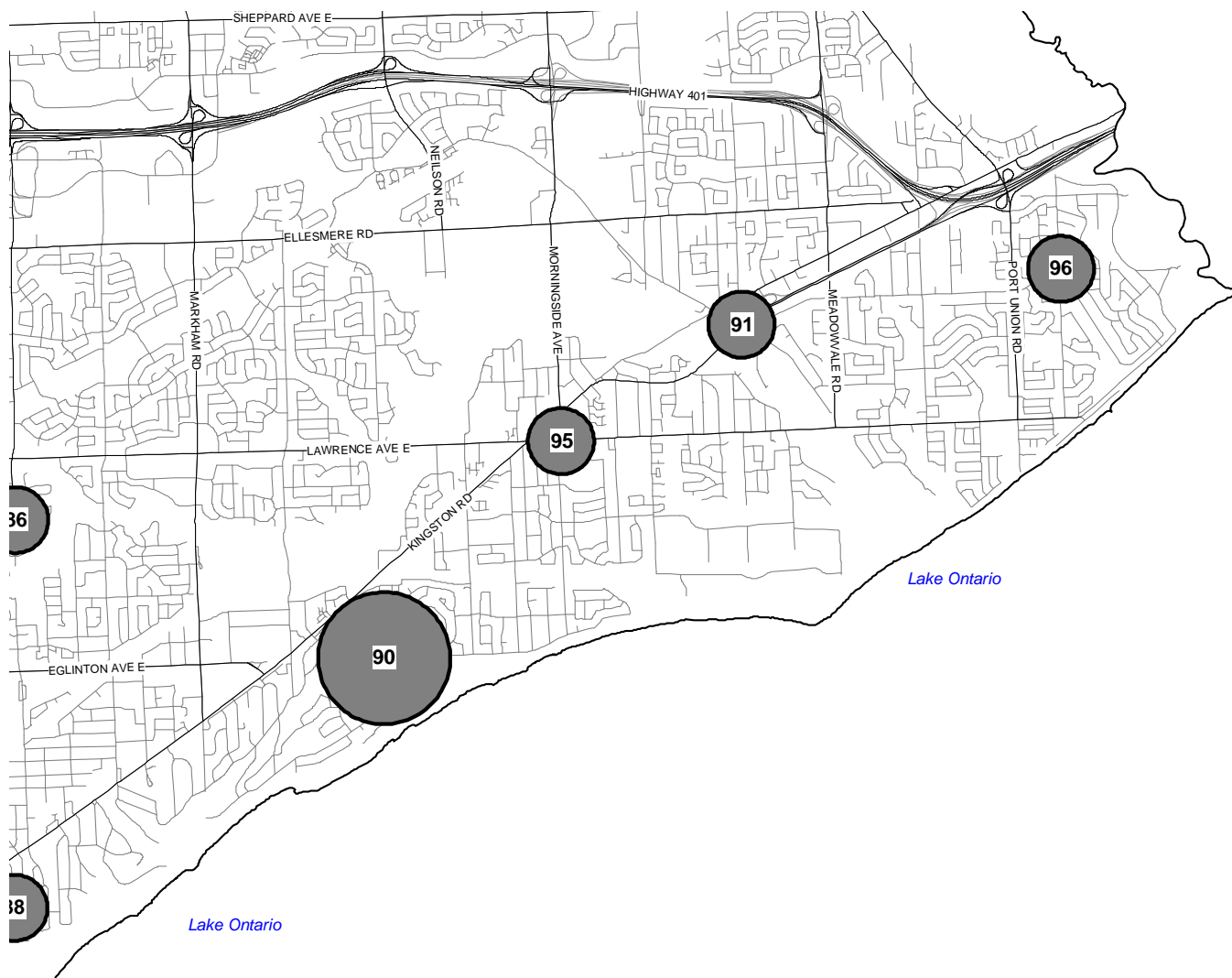
Potential Heritage
Conservation Districts

July 2008

- 1 Potential Heritage
Conservation Districts
- N Authorized For Study
as of July 2008

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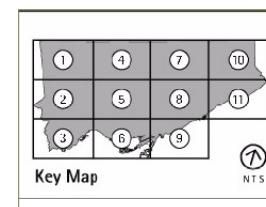
MAP 11

Potential Heritage
Conservation Districts

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- ① Potential Heritage
Conservation Districts
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Appendix B

Official Plan Section 37 Policies

Section 5.1.1: Height and/or Density Incentives

1. Zoning by-laws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density for a use than is otherwise permitted by the zoning by-law for that use in return for the provision of community benefits in the form of capital facilities to be set out in the zoning by-law together with the related increase in height and/or density, subject to the following:
 - a) the capital facilities must bear a reasonable planning relationship to the increase in the height and/or density of a proposed development including, at a minimum, having an appropriate geographic relationship to the development and addressing planning issues associated with the development;
 - b) the development must constitute good planning, be consistent with the objectives and policies of this Plan, and comply with the built form policies and all applicable neighbourhood protection policies; and
 - c) the use of Section 37 must be contingent upon adequate infrastructure to support the development.
2. Subject to the provisions of Policy 3, an owner may elect either to develop at such increased height and/or density as may be permitted by the Official Plan in return for providing specified capital facilities in accordance with Policy 1 or else to develop in accordance with the height and density permitted by the zoning by-law in the absence of any such increase(s). Where the owner elects to provide the capital facilities, they will be secured in one or more agreements that are registered on title to the lands.
3. Except as contemplated in Policy 5, if the applicable zoning has not been updated to implement this Plan or where a change of use is proposed, then the City will consider whether additional height and/or density beyond that permitted by the zoning by-law for the use is warranted without recourse to Section 37 of the *Planning Act*. However, in all cases, where a Secondary Plan or area specific policy contains an explicitly stated base value from which increased height and/or density may be permitted in return for certain capital facilities, then that base value will be used instead of the density permitted by the zoning by-law.
4. Except as contemplated in Policy 5, Section 37 may be used for development, excepting non-profit developments, with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or significantly increases the permitted height. Where

the zoning by-law measures residential density in units per hectare (UPH), the units are to be converted to gross floor area at the rate of 100 square metres per unit in order to determine whether these thresholds are exceeded.

5. Despite Policies 3 and 4, Section 37 may be used, irrespective of the size of the project or the increase in height and/or density:
 - a) to conserve heritage resources or rental housing in accordance with the provisions of this Official Plan;
 - b) to replace rental housing in accordance with the provisions of this Official Plan;
 - c) where Secondary Plan or area specific policies in this Plan contain Section 37 provisions that prevail;
 - d) as a mechanism to secure capital facilities required to support development; or
 - e) as may otherwise be agreed upon, subject to the policies contained in this Section.
6. Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or the *Development Charges Act* or other statute, including:
 - a) the conservation of heritage resources that are designated and/or listed on the *City of Toronto Inventory of Heritage Properties*;
 - b) fully furnished and equipped non-profit child care facilities, including start-up funding;
 - c) public art;
 - d) other non-profit arts, cultural, community or institutional facilities;
 - e) park land, and/or park improvements;
 - f) public access to ravines and valleys;
 - g) streetscape improvements on the public boulevard not abutting the site;
 - h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
 - i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
 - j) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
 - k) land for other municipal purposes;
 - l) substantial contributions to the urban forest on public lands; and
 - m) other local improvements identified through Community Improvement Plans, Secondary Plans, *Avenue Studies*, environmental strategies, sustainable energy

strategies, such as deep lake water cooling, the capital budget, community service and facility strategies, or other implementation plans or studies.

7. Section 37 community benefits will be selected on the basis of local community needs, intensification issues in the area, the nature of the development application, and the strategic objectives and policies of this Plan. Priority will be given to the provision of on-site or local community benefits.
8. Where a Secondary Plan or area specific policy identifies additional capital facilities that bear a reasonable planning relationship to greater height and/or density over an area defined in the Secondary Plan or area specific policy, any Section 37 increase in height and/or density anywhere in that defined area, and the community benefits (specified capital facilities or cash contributions toward the specified capital facilities) in return therefor, will be tied to the identified capital facilities in the manner prescribed by that Secondary Plan or area specific policy. In such circumstances, where appropriate, the prescription will be quantitatively formulated.
9. All zoning by-law provisions enacted pursuant to Section 37 and agreements in effect at the time that this policy comes into force are authorized by this Plan and deemed to comply with this Plan.