



The Avenues and Neighbourhood

Heritage Conservation District Study

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Cover Image: Elias Avenue circa 1910. Trent Valley Archives. F50 5.063.

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CONTENTS

EXECUTIVE SUMMARY	V
PART A: SCOPE, METHODOLOGY AND CONSULTATION	1
1.0 INTRODUCTION	5
1.1 The Heritage Conservation District Initiative	
1.2 What is a Heritage Conservation District?	
1.3 The Benefits of a Heritage Conservation District	
1.4 Scope of the HCD Study	
1.5 HCD Study Area and Terminology	
1.6 Policy Provisions	
2.0 METHODOLOGY	13
2.1 Approach	
2.2 Community Consultation and Engagement	
PART B: RESEARCH AND ANALYSIS	23
3.0 HISTORICAL NARRATIVE	25
3.1 Overview	
3.2 19th Century Town: Park Lots and Town Lots	
3.3 1850s: Early Development on Sherbrooke Street	
3.4 Park Lot Residences	
3.5 1870-1920: Town Expansion	
3.6 Neighbourhood History	
3.7 After the 1920s: An Evolving Community	
4.0 BUILT FORM ANALYSIS	47
4.1 Historic Urban Framework	
4.2 Lot Subdivision	
4.3 Periods of Construction	
4.4 Building Styles	
4.5 Common Building, Lot and Street Characteristics	
4.6 Neighbourhood Patterns and Elements	
5.0 CURRENT POLICY CONTEXT	76

PART C: RECOMMENDATIONS	79
6.0 FINDINGS	81
6.1 Summary	
6.2 Recommended HCD Boundary	
6.3 Draft Statement of Cultural Heritage Value	
6.4 Recommended HCD Objectives	
6.5 HCD Plan Content	
6.6 Other Recommendations	
KEY SOURCES	93
APPENDIX 1: POLICY REVIEW	99
APPENDIX 2: REVIEW OF FINANCIAL INCENTIVES	106
APPENDIX 3: QUESTIONNAIRE AND SUMMARY	108
APPENDIX 4: BUILDING PHOTO INVENTORY	118

EXECUTIVE SUMMARY

The Avenues and Neighbourhood Heritage Conservation District Study (HCD Study), prepared for the City of Peterborough, assesses the merit of the identified Study Area, or portion thereof, for designation as a heritage conservation district (HCD) under Part V of the Ontario Heritage Act (2005).

The Avenues and Neighbourhood HCD Study Area is a residential area in Peterborough's old west end. This neighbourhood evolved from a park lot structure in the mid-1800s to an emerging suburb in the early 1900s to an established residential neighbourhood just outside of the downtown.

The cultural heritage value of the Study Area primarily stems from its design value as an early 20th century suburb in the City of Peterborough and Ontario, with historical associations to the Burnham family and the establishment of Canadian General Electric and the streetcar system. Sherbrooke Street was found to have cultural heritage value separate from The Avenues and Neighbourhood. It has associative value related to the settlement of Peterborough and is an example of an evolved cultural heritage landscape.

Based on a detailed analysis and evaluation of the cultural heritage value of the Study Area, which included community consultation as well as policy review, the following approach is recommended for the Study Area:

- Proceed with a Heritage Conservation District designation under Part V of the Ontario Heritage Act and preparation of an HCD Plan to conserve and enhance the heritage character of The Avenues and Neighbourhood. This area is generally bound by Charlotte Street to the north, Park Street North to the east, Bolivar Street to the south, and Monaghan Road to the west.

Additional recommendations include:

- Undertake an Official Plan amendment identifying heritage conservation districts as an approved heritage planning tool in the City of Peterborough.

These recommendations support and are consistent with the City of Peterborough's Municipal Cultural Plan (2012) which identifies HCDs as a policy tool to protect Peterborough's historic buildings and landscapes:

Strengthen Heritage - build on the City's past heritage work through continued development of policy and regulatory frameworks and tools such as heritage conservation districts to protect Peterborough's historic buildings and landscapes.

Part A: Scope, Methodology and Consultation



1. 304 Margaret Street. Source: ERA, 2013.



2. 304 Margaret Avenue, circa 1910 Source: Doug Ryan.

1.0 Introduction

1.1 The Heritage Conservation District Initiative

In 1966, author Robertson Davies reflected on his experience in the early 1950s as editor of the Peterborough Examiner. About Peterborough, Davies wrote:

*The growth of the city has been as much intellectual and spiritual as it has been physical, but like all good growth it has been a development of what was present in the beginning.*¹

This HCD Study is informed by Davies' understanding that a community grows, evolves and adopts best by engaging with its past. Today, the community is doing this by examining The Avenues and Neighbourhood, a residential district west of Peterborough's downtown, and considering its place in the culture and history of Peterborough.

Peterborough is enriched by places and buildings that reflect the story of the community. The City has approximately 130 individual properties designated under the Ontario Heritage Act (2005) for their outstanding cultural significance. This is a number greater than any other Ontario city of a comparable size, except for Kingston.

The process of identifying and conserving places of community heritage is ongoing. It is one that involves discussion, research and cooperation. It is integral to a growing community seeking to not only preserve its heritage, but to develop as a community asset, 'what was present in the beginning'.

The Avenues and Neighbourhood HCD Study follows Strategic Direction 3 of the City of Peterborough's Municipal Cultural Plan (2012) which identifies HCDs as a policy tool to protect Peterborough's historic buildings and landscapes:

Strengthen Heritage - build on the City's past heritage work through continued development of policy and regulatory frameworks and tools such as heritage conservation districts to protect Peterborough's historic buildings and landscapes.

¹ Robertson Davies. Forward to *Land of Shining Waters*. Ronald Borg (ed). Toronto: U of Toronto Press, 1966), vii.

This initiative began in the spring of 2013 when the City of Peterborough hosted two public workshops to introduce the concept of heritage conservation districts and to seek community input on possible HCD study areas. Based on positive support received from the community and initial historical background research, the City proceeded with an HCD Study of The Avenues and Neighbourhood.

1.2 What is a Heritage Conservation District?

Municipalities in Ontario may designate defined areas as Heritage Conservation Districts (HCDs) under Part V of the Ontario Heritage Act (2005).

An HCD is an area of special meaning to a community, which can be characterized by: a concentration of historic buildings, sites, structures or landscape features; a historic pattern of use or activities; and/or a sense of visual coherence.

HCD designation can help a municipality conserve and sustain the heritage value and key attributes of an area through the adoption of a heritage conservation district plan. The Plan works to ensure that any changes to the area will enhance its special character and meaning. It initiates a planning process that takes into consideration a community's history and identity.

Within an HCD and directly adjacent to it, significant alterations to properties, new construction and demolitions are assessed against the HCD Plan and the Standards and Guidelines for the Conservation of Historic Places in Canada, and must receive municipal approval prior to being carried out. The Municipal Heritage Committee is also consulted where appropriate.

Designation also allows for the implementation of municipal policies, programs and financial incentives that support the HCD Plan's objectives.

1.3 The Benefits of a Heritage Conservation District

According to the [Ontario Heritage Tool Kit](#) and recent studies carried out by the University of Waterloo Heritage Resource Centre and supported by the Architectural Conservancy of Ontario, there are many potential benefits associated with HCD designation. HCDs can help to:

- Create a coherent, community-based vision and goals for an area;
- Enhance the special qualities and heritage character of an area;
- Foster a sense of place and community identity;
- Encourage compatible alterations and new construction;
- Foster greater environmental sustainability through the reuse of existing buildings, infrastructure and materials;
- Create a sense of stability within an area;
- Attract visitors and tourists to an area; and
- Stimulate economic development and create jobs for skilled tradespeople.

These days, it is increasingly recognized that cultural heritage can be one of a community's greatest assets. The stewardship of cultural heritage resources can play a key role in community revitalization and serve as a cornerstone for social and economic regeneration.

1.4 Scope of the HCD Study

This HCD Study has been undertaken to determine if The Avenues and Neighbourhood meets the criteria for designation as a heritage conservation district under Part V of the [Ontario Heritage Act](#) (2005) .

The process of designating an HCD involves two phases - the Study and the Plan. The Study phase involves an evaluation of the cultural heritage value of the Study Area to determine if it, or portions of it, merit designation as a heritage conservation district under Part V of the [Ontario Heritage Act](#). The Study also considers other heritage planning tools that may best serve to protect the cultural heritage value of the place.



3. Outline of HCD Process. Source: ERA.

If the HCD Study finds the area merits protection as a heritage conservation district, Council may then provide direction to proceed with a second phase - the HCD Plan. An HCD Plan includes: a description of the cultural heritage value; identifies the heritage attributes; lists the objectives of the HCD Plan; and provides guidelines for achieving the objectives of the HCD. It also provides direction related to the implementation and management of the HCD.

Under Part V of the Ontario Heritage Act, an HCD Plan is adopted when the by-law designating an HCD is passed by Council.

It is important to note that this HCD Study does not have legislative status as an adopted by-law. Rather, its purpose is to provide research findings, analysis and recommendations pertaining to the conservation of the cultural heritage value of the Study Area.

As required under the Ontario Heritage Act, this Study addresses the following scope:

Scope of Study

(2) A study under subsection (1) shall,

(a) examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a heritage conservation district;

(b) examine and make recommendations as to the geographic boundaries of the area to be designated;

(c) consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1; and

(d) make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws.

Consultation

(3) If the council of a municipality has established a municipal heritage committee under section 28, the council shall consult with the committee with respect to the study.

1.5 HCD Study Area and Terminology

The Avenues and Neighbourhood HCD Study Area is generally bound by Charlotte Street to the north, Park Street North to the east, Sherbrooke Street to the south, and Monaghan Road to the west (as shown on the following page). The Study Area was originally defined by the City of Peterborough and expanded south to include Sherbrooke Street based on preliminary research and analysis relating to original lot settlement and primary road patterns.

Within the Study Area, there are 452 properties. None of these are currently designated under the Ontario Heritage Act or are registered with a heritage easement agreement.

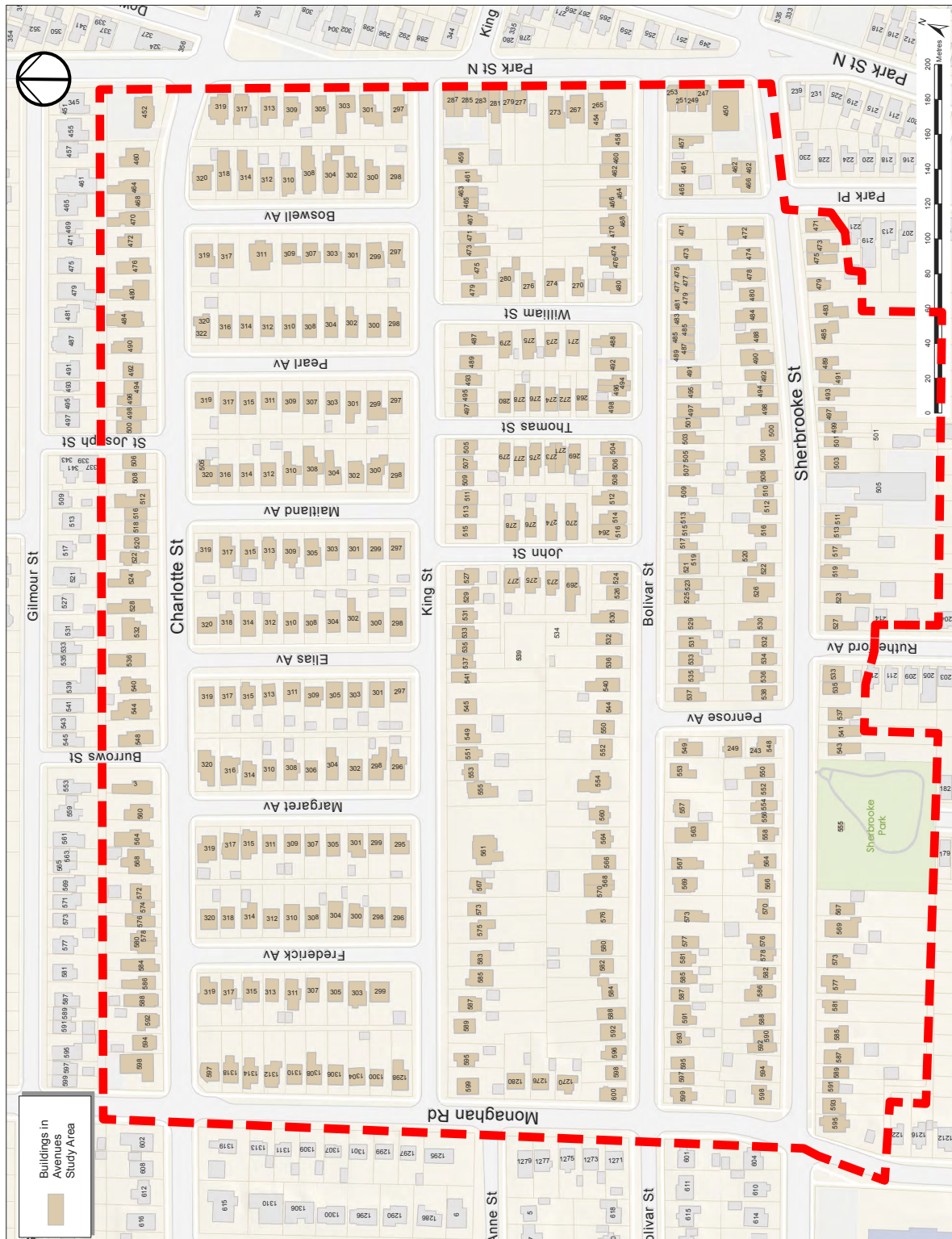
Terminology

The HCD Study Area has been named "The Avenues and Neighbourhood". This is to recognize that the Study Area extends beyond what was historically known as 'The Avenues' - an area bound by Charlotte Street, Park Street North, King Street and Monaghan Road.

1.6 Policy Provisions

The Avenues and Neighbourhood HCD Study was conducted in accordance with the provincial guidelines for HCDs prepared for use with Part V of the Ontario Heritage Act. This Study also took into account the Provincial Policy Statement and the local policy, as well as provincial and national standards for the conservation of historic places.

Section 5.0 evaluates this Study in relation to local planning legislation and policy.



4. Original HCD Study Area boundary shown with dashed line. Source: Base Map City of Peterborough; annotations by ERA.

1.6.1 Ontario Heritage Act (2005)

The Ontario Heritage Act (OHA) is the primary provincial legislation that regulates the protection of heritage resources within Ontario. A property or area that has been formally recognized under provisions contained in the OHA is referred to as a “designated” property. According to the OHA, a municipality may designate by by-law any area found to have merit as an HCD. Based on these provisions, municipalities are required to adopt an HCD Plan that identifies, among other things, the cultural value of the district and provides principles for protecting that value.²

1.6.2 Provincial Policy Statement (2014)

The purpose of the Provincial Policy Statement (PPS), issued under the Planning Act, is to provide municipalities in Ontario with policy direction on matters related to land use.

As it relates to cultural heritage, Section 2.6 of the PPS states:

Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

1.6.3 Heritage Best Practice

The objectives and recommendations laid out in The Avenues and Neighbourhood HCD Study have been developed in accordance with Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, the Ministry of Tourism, Culture and Sport’s Eight Guiding Principles in the Conservation of Built Heritage Properties and the Ontario Heritage Tool Kit: Heritage Conservation Districts guide.

² Ontario Ministry of Culture, Ontario Heritage Act, R.S.O. 1990, Chapter O.18, (Toronto, 2005).

2.0 Methodology

2.1 Approach

This Heritage Conservation District Study drew on a number of methods to collect, analyze and communicate information about the Study Area.

a) Community Consultation and Engagement

An open community consultation process was undertaken throughout the development of this HCD Study which meets and exceeds the requirements as set out in the Ontario Heritage Act (2005). A summary of the engagement approach is found in the following Section 2.2.

b) Historic Research

This study includes extensive historic research to understand the development and history of The Avenues and Neighbourhood as a whole from the time of settlement.

Individual building research was also completed to understand the construction chronology, architectural styles, landscape attributes and historical occupancy for each property.

c) Field Research

Historic research was supplemented by in-the-field research. The study team undertook a walk-around of the Study Area to document and evaluate its architecture, urban design and landscape attributes. The team consisted of architects, heritage conservation experts, heritage planners and a landscape architect. Each building was photographed for reference purposes.

d) Digital Mapping, Photography and Data Collection

Another layer of analysis employed was digital mapping. Information gathered was on the individual properties within the Study Area was inputted into the Geographical Information System (GIS) managed by the City of Peterborough Geomatics/Mapping Division.

Individual property information included historic data such as the date the house was first occupied, and the name and occupation of its first owner. Architectural features recorded included building style, materials and architectural features (such as front porches, additions). Landscape features were also noted in order to map patterns of open space and vegetation.

Maps were then generated on various topics to understand the area's heritage character in relation to its historical growth and development, architecture and landscape features. A selection of these maps are found throughout this report.

2.2 Community Consultation and Engagement

The HCD Study employed a multi-faceted approach to community engagement in order to seek input from as many stakeholders as possible. Feedback was received through a questionnaire to residents and property owners, community meetings, a cognitive mapping exercise, participation in the individual building research, a project steering committee and regular reporting out to the Arts, Culture and Heritage Advisory Committee (ACHAC) and Peterborough Architectural Conservation Advisory Committee (PACAC). The following is a summary of the activities that informed this Study's final recommendations.

2.2.1 Community Briefing & Questionnaire

A community briefing on the HCD Study as well as a questionnaire was delivered or mailed to all property owners and tenants within the Study Area in October 2013. A copy of this questionnaire is reproduced in Appendix 4.

The following is a summary of the 41 responses to the questionnaire:

- Three quarters of the respondents had visited an HCD. The most visited were the commercial and residential districts in Cobourg, Ontario.
- The understanding of The Avenues and Neighbourhood boundary fell into three general categories:
 - a) Charlotte Street, Park Street North, Bolivar Street and Monaghan Road.
 - b) Charlotte St, Park Street North, King Street and Monaghan Road.

- c) Weller Street/Bonaccord Street, Park Street North, Sherbrooke Street/ Lansdowne Street West and Monaghan Road.
- The following character-defining features were identified:
 - d) Primary features: the architecture and design of landmark buildings and houses, historic sites and places, neighbourhood ambience and sense of character, landscaping, laneways and common experiences among people in neighbourhood.
 - e) Secondary features: the architecture and design of secondary buildings, views and viewsapes, the mixed income and demographic culture, The Avenues, front porch culture, services from lane ways, plaques on Pearl Avenue and a quiet but friendly neighbourhood.
- The following risks to the heritage character were identified:
 - a) Primary risks: alterations to front of houses including loss of porches, lack of general upkeep and maintenance of houses, and the construction of new houses that do not fit the character of the neighbourhood.
 - b) Secondary risks: unsafe use of roads and sidewalks, additions at rear (visible from lane ways) that do not fit in with the character of the neighbourhood, inappropriate changes to landscaping, changes to or demolition of secondary buildings, absentee landlords, loss of trees, traffic from Charlotte Street, the conversion of single family houses into multi-residential, speed bumps and businesses.
- The following improvements were noted as desirable:
 - a) Primary: retention of historic houses, streetscape improvements, new additions / alterations that fit with the character of the Study Area, and improved property maintenance and upkeep.
 - b) Secondary: a stronger community identity, better street lighting, tourism, walking tours, heritage plaques about original owner, stronger property values, simpler parking regulation, burying of cables to save trees and tree planting.
- Laneways use was most commonly linked to walking and parking access. There was also use noted that relates to recreation and socializing.
- Respondents were made up of resident property owners, landlords (living both inside and outside the Study Area) and tenants. Over 50% were longtime residents.
- A sampling of questions and comments included:
 - a) What restrictions will be placed on my property?

- b) How will this impact the value of my property?
- c) Is there a tax benefit that could help owners improve their property?
- d) I think the neighbourhood is fine as it is.

2.2.2 Community Meetings

Community meetings were held to inform the HCD Study. Notice of these meetings were delivered or mailed to property owners and tenants by the City of Peterborough.

The first meeting was held on November 14, 2013. At this meeting, ERA explained the HCD Study process, shared initial historical research and observations, and introduced the concept of a heritage conservation district. The presentation was followed by an informal question period. Attendees were invited to participate in the cognitive mapping exercise. Approximately 35 attended.

Attendees were generally well informed about the community and interested in opportunities to protect its character. The initial findings presented were met with general agreement. The majority of the questions asked relate to how an HCD operates and how change would be managed. For example, there was a discussion about repairing a front porch.

A second meeting was held January 15, 2015. At this meeting, ERA presented the research and analysis, the cultural heritage value and the proposed HCD boundary (generally bound by Charlotte Street, Park Street North, Bolivar Street and Monaghan Road). The meeting included an open question period following the presentation. Approximately 35 attended the second meeting.

Again, the attendees appeared to be very involved in the local community and interested in opportunities to protect its character. The findings presented were met with general agreement with one objection that the proposed HCD boundary should not include the north side of Charlotte Street and any of Bolivar Street. Questions were raised about the how guidelines would be developed and how the HCD would be implemented by the City.

There were also suggestions about how to improve communication with the community through more frequent updates to the City's HCD website, emails to attendees who had attended previous meetings or participated in the building research, and postings on the neighbourhood online groups. Other comments concerned the schedule to complete the Study and possible incentives to property owners.

A third public meeting was held on April 1, 2015. At this meeting, ERA presented background information on HCDs, the research and analysis, the proposed HCD boundary (generally bound by Charlotte Street, Park Street North, Bolivar Street and Monaghan Road), the draft statement of cultural heritage value, objectives and recommendations for the HCD Plan. The meeting included an open question period following the presentation. Approximately 45 people attended this meeting.

The material and recommendations presented were met with general agreement. As with previous meetings, the majority of the questions were related to how guidelines would be developed and how the HCD would be implemented by the City.

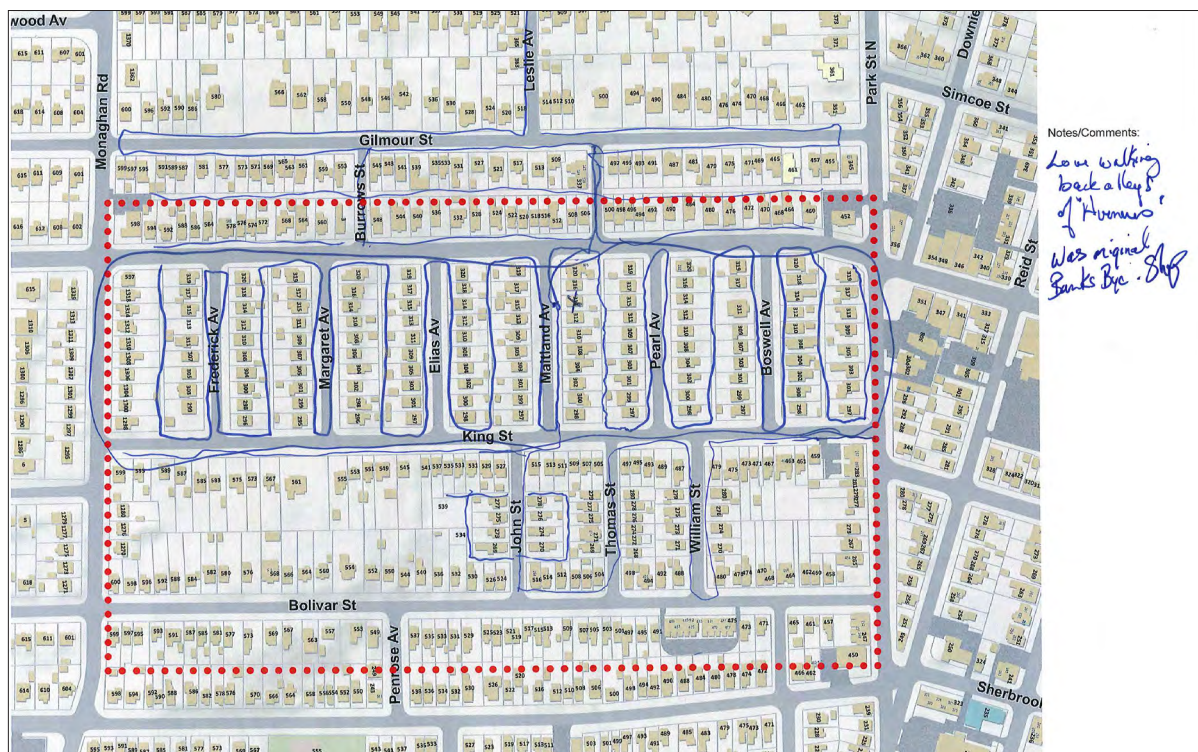
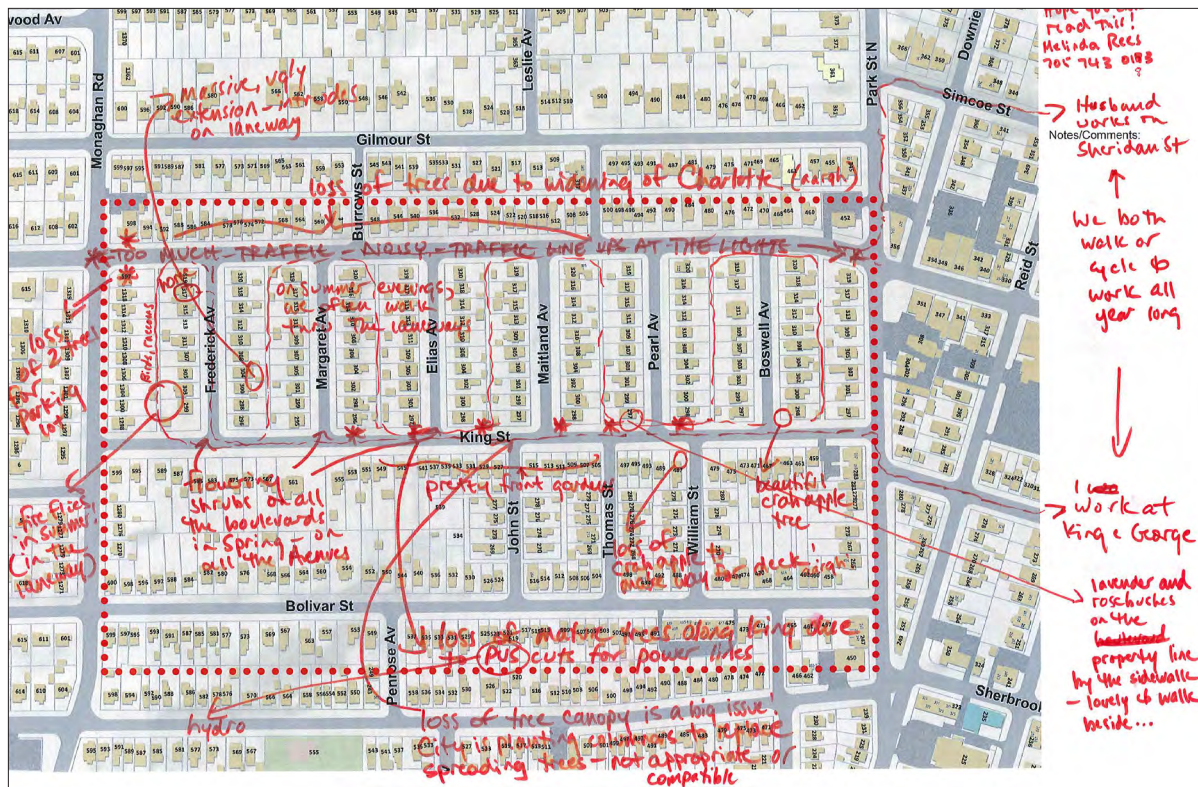
2.2.3 Cognitive Mapping

A cognitive mapping exercise (as shown on the following page) was carried out at the first community meeting. This involved asking members of the community to mark up blank maps of the Study Area in response to the following questions:

- Where do you live?
- How do you walk through the Study Area?
- Where are your favourite spots along the way?

Main Findings

- Routes to downtown (east of the Study) area were clearly marked and proximity to downtown noted as favourable feature of the neighbourhood.
- The neighbourhood is highly walkable. Almost every map identified a walking route. Interestingly, these routes often covered large portions of the Study Area. The most common route was a zigzag through the named Avenues, running north and south, at times indicating use of the laneways as part of this route.



5. Cognitive mapping examples. Source: Public meeting, November 13, 2013.

- A vacant lot just west of John Street and between King and Bolivar was highlighted several times for community use (e.g. rink, “cool lot”, site of Bolivar Residents Neighbourhood Association 2013 summer BBQ), and indicated that access was via lane off of John Street.
- The community/family feel of the neighbourhood was noted.
- Largely, circulation was within the Study Area with some movement north and east (to downtown). Movement to the west and south was largely absent. Only one or two crossings of Monaghan and Sherbrooke were indicated.

2.2.4 Municipal Heritage Committee

ERA met with the municipal heritage committee, known as the Peterborough Architectural Conservation Advisory Committee (PACAC), and the Arts, Culture & Heritage Advisory Committee (ACHAC) on November 14, 2013 to introduce the HCD Study project and discuss initial observations.

ERA met again with ACHAC and PACAC on June 19, 2014 to present the developing analysis resulting from the historical research, in-the-field analysis and community input.

ERA will meet with ACHAC and PACAC in Spring 2015 to present the HCD Study report and recommendations.

2.2.5 Individual Interviews

ERA undertook individual meetings and consultation with property owners, stakeholders and interested individuals during the HCD Study to gather historical information and better understand the evolution and values of the neighbourhood.

Interviews (either in person, via email or telephone) were undertaken with Dave McLeod (resident and local historian), Michael Eamon (resident), Mark Woolley (resident), Andrew Elliot (historian), Elwood Jones (Trent Valley Archives), and Gord Young (Lakefield Heritage Research).

2.2.6 Web Page

A Heritage Conservation District Study web page was created in September 2013 and provides updates on the Study process as well as links to related information.

2.2.7 Project Steering Committee (PSC)

Consultation with the Project Steering Committee (PSC) ensured that the HCD Study process and analysis was responsive to the community goals and needs, that the findings resonated with community consensus and that the HCD Study was fully informed by the local heritage and planning framework.

The PSC was comprised of local stakeholders including local residents and landlords, representatives from PACAC and ACHAC as well as City staff.

ERA met with the PSC on November 14, 2013, December 4, 2014 and February 18, 2015. The purpose of the meetings was to discuss and receive feedback on research findings throughout the study process, outcomes of the community consultation process and the draft HCD Study report.

PSC Members:

Erica Arkell, Financial Services, City of Peterborough

Brian Buchardt, Urban Design, City of Peterborough

Dennis Carter Edwards, ACHAC

Ken Doherty, Director of Community Services, City of Peterborough

Dr. Michael Eamon, resident

Dean Findlay, Building Division, City of Peterborough

Erik Hanson, Arts, Culture & Heritage, City of Peterborough

Brian Jobbitt, Public Works, City of Peterborough

Dan Lee, landlord / property owner

Dave McLeod, resident

Kathryn McLeod, PACAC (part)

Paul Lumsden, PACAC (part)

Rebecca Morgan Quinn, Affordable Housing, City of Peterborough

Blair Nelson, Engineering & Construction, City of Peterborough

Becky Rogers, Arts, Culture & Heritage, City of Peterborough

Janet Sheward, Corporate Policy Coordinator, City of Peterborough

Debra Soule, Arts, Culture & Heritage, City of Peterborough (part)

2.2.8 Community Participation & Volunteers

The individual building research was a collaboration between local heritage enthusiasts, ERA, City of Peterborough staff, Fleming College students and over 50 residents. The Fleming College students undertook this research under the guidance of Deborah Scott as part of the Museum Management and Curatorship Post-Graduate Certificate Program program or as a volunteer.

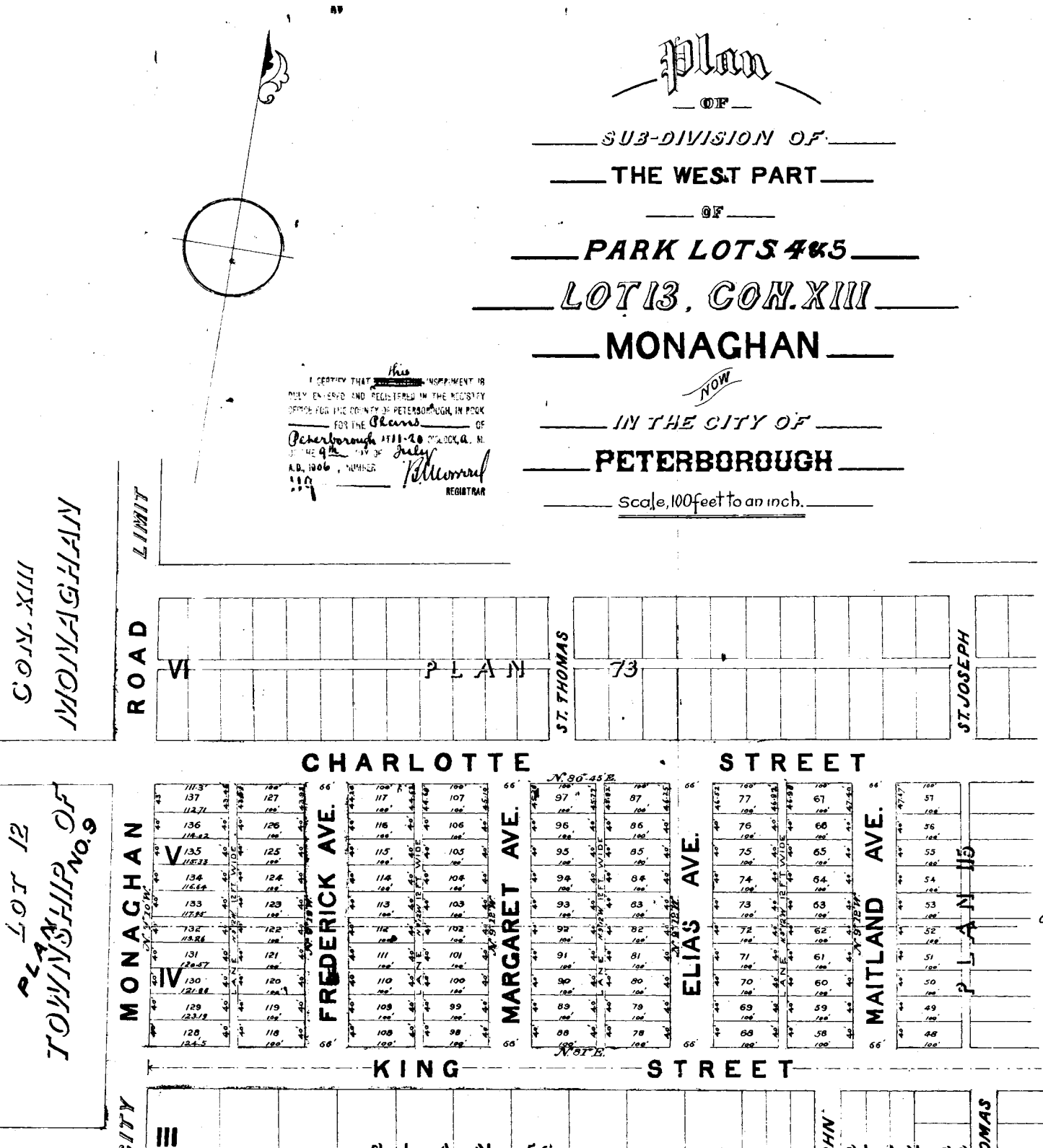
ERA and the City of Peterborough is grateful to all that contributed to this study.

Community members:

Nicole Alfred, Kieran Andrews, Alan Barber, Andy Baxter, Marion Baxter, Samuel Brinker, Joanne Brown, Lucy Conolly, Julie Cosgrove, Stephen Datlen, Shirl Delarue, Cam Douglas, Mark Fedor, Karen Fisher, Paolo Fortin, Christine Freeman, Suzanne Guertin, William Gunson, Kaitlyn Heard, Margaret Hobbs, Lynne Huston, Lori Humphrey, Lynne Huston, David Irwin, Jacqueline Irwin, Debbie Keay, Jeanette Kunza, Tom Kunza, Peter Lafleur, Michelle Lewin, Courtney Link, Leslie McGrath, Dave McLeod, Clarissa Morawski, Rebecca Morgan Quin, Melanie Narduzzi, J P Pawliw, Bev Ritchie, Barb Russell, David Russell, Doug Ryan, Karen Ryan, Mabel Smith, Briar Sutherland, Morgan Tamplin, Bill Templeton, Jennifer Tiberio, Wendy van Monsjou, Kathryn Waugh, Judy Weinberg, and Mark Woolley.

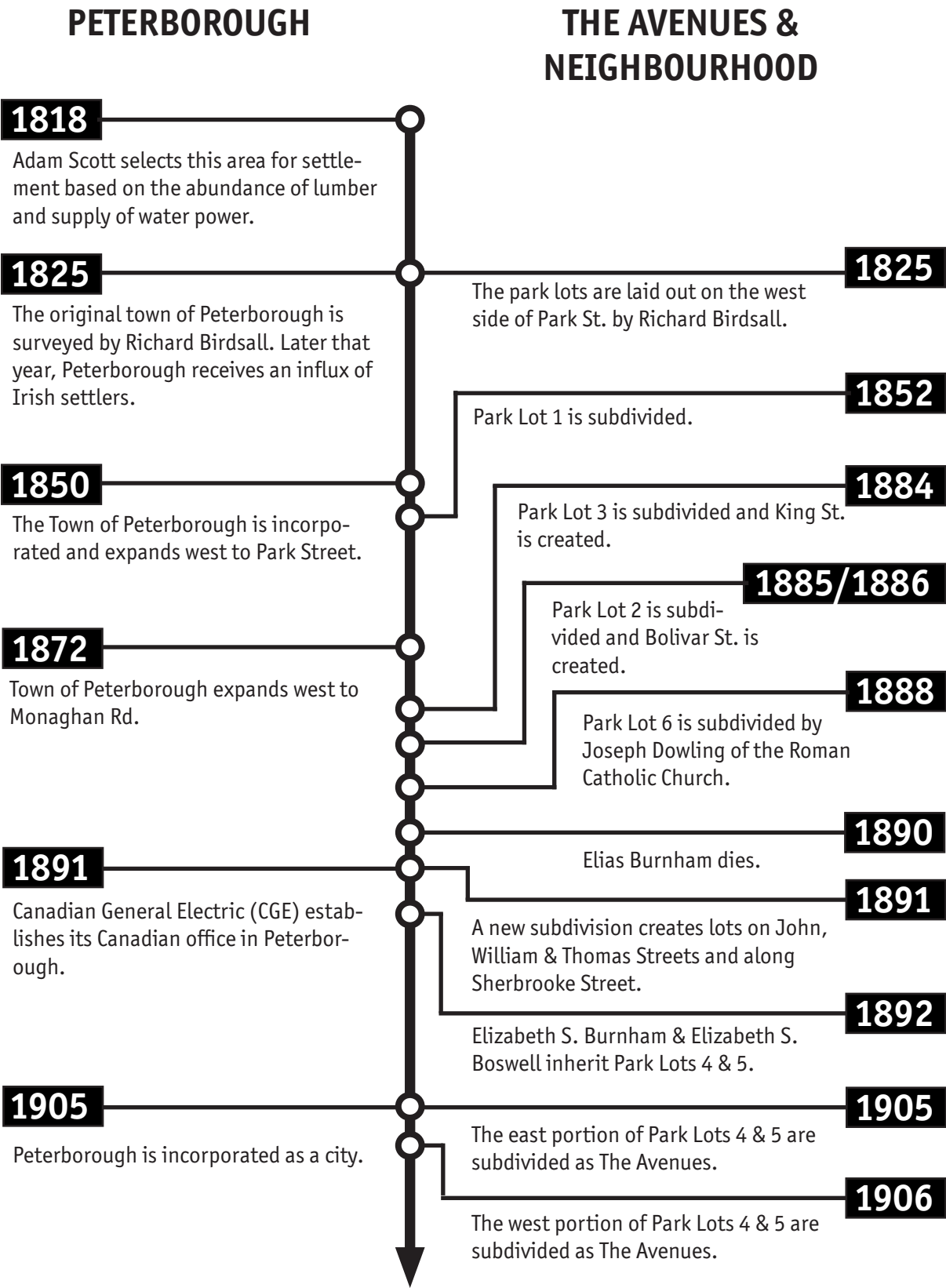
Fleming College students with Deborah Scott:

Shannon Bateman, Erin Baxter, Stephanie Bell, Courtenay Boost, Ann Boutchko, Allison Burnett, Jason Carrie, Kaitlyn Dubeau, Elaine Eagen, Scott Foster, Lyndsey Friesen, Peggy Hause, Nicole Hutchison, Kelsey Jones, Clare Kennedy, Brenna Lawrence, Sarah Lipkowski, Danielle McMahon-Jones, Laura Meyers, Katy Mountain, Margaret Mulrooney, Erica Olmstead, Caitlin Parks, Anna Patterson, Lea-Anne Pike, Jessica Spritzer, Sarah Storck, Charlotte Swanson, Elizabeth Taugher, Melanie Tindall, Amanda Vanden Wyngaert, Victoria Veenstra, Sara Volf, Bethany Waite, and Mary-Katherine Whelan.



6. Registered Plan No. 119. Source: Peterborough Land Registry.

Part B: Research and Analysis



7. Comparative local history timeline, 1818-1906. Source: ERA.

3.0 Historical Narrative

3.1 Overview

The Avenues and Neighbourhood Study Area was shaped by Peterborough's growth from its settlement in the early 1800s to its early 20th century urban form.

The Avenues and Neighbourhood Study Area originally lay beyond Peterborough's western town limit of Park Street in an area first surveyed in 1825 as large 'park lots' set between the town and farmland.

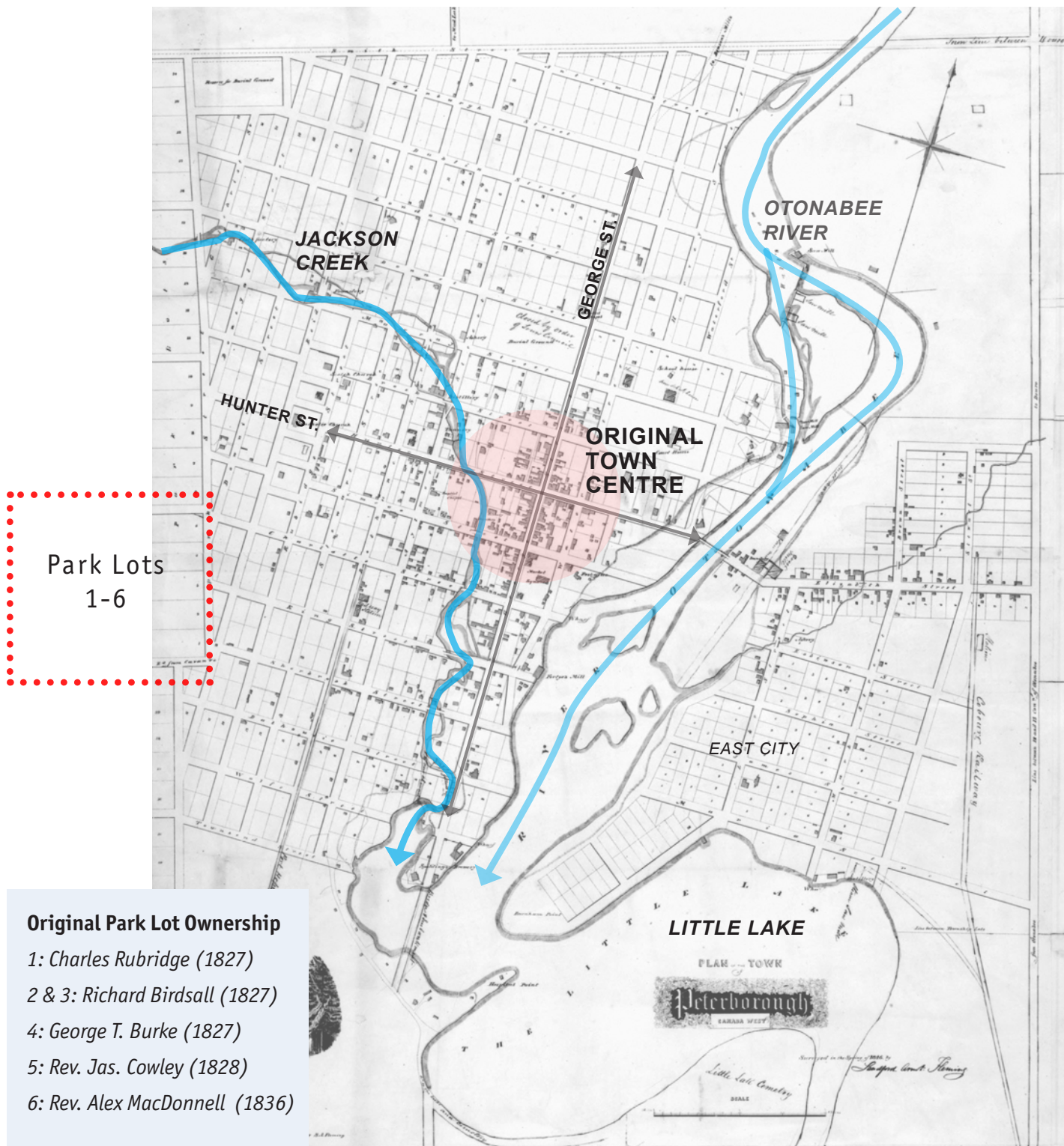
By the 1850s buildings began to be constructed along Sherbrooke Street, which at the time served as a main route connecting the growing community to surrounding settlements.

The town boundary moved west to Monaghan Road in 1872. It was around this time that, lawyer and prominent landowner, Elias Burnham established a country estate on Park Lots 4 and 5. This estate remained intact until the early 20th century when the lands were subdivided to form The Avenues suburb.

In a span of twenty years, from 1900 to 1920, the majority of the neighbourhood was built out. During this time Peterborough expanded rapidly south and west. Growth was sparked by the establishment of Canadian General Electric, a growing streetcar network and the investments in new schools and public infrastructure.

The Avenues and Neighbourhood Study Area emerged as an early suburb, which incorporated features of a countryside lifestyle, such as greenery and open spaces, with the convenience and modern amenities of city living and easy access to employment.

Survey of Peterborough, 1846



8. Plan of the Town of Peterborough, Canada West. Sanford Fleming, 1846. Source: Library and Archives Canada.

3.2 19th Century Town: Park Lots and Town Lots

The town site of Peterborough was laid out in 1825 by surveyor Richard Birdsall under the direction of Zacheus Burnham. Birdsall's plan established a grid of streets extending from the Otonabee River. By 1846, the town plan as surveyed by Sanford Fleming, showed the grid extending west to Park Street, north to Park Hill Road and south to Townshend Street. This grid formed half-acre blocks intended as the Town's core.

West of Park Street at the west edge of the town site, a row of nine-acre park lots were established (Lot 13, Concession 13, Township of North Monaghan). Owned by the Crown, the park lots were often granted to individuals in acknowledgement of military service, allegiance to the Queen (United Empire Loyalists) and/or political stature. Lots were also granted to institutions such as King's College and churches to prevent private land consolidation.

Peterborough's park lots were similar to those established in other Ontario communities. The park lots provided a real estate investment opportunity; the lots would rise in value as the town took root and expanded. Many were purchased solely as an investment and left vacant. Others were established as a private residence, often accommodating a grand manor house and landscaped gardens.

Local historians Elwood Jones and Bruce Dryer have noted:

Peterborough's park lots developed at different speeds and for different purposes but had very low market value until the 1870's when they were annexed by the town.³

³ Elwood Jones and Bruce Dryer. Peterborough, the Electric City (Burlington ON: Windsor Publications, 1987), 12.

Artistic rendering of Peterborough, 1882



9. This is a pictorial view of Peterborough as painted by William Crothers Fitler. This representational image of the town as viewed from the south-west shows the town centre with its prominent buildings in the distance, industry to the south (right) and rural or edge of town development in the foreground. This gives a sense the town's early development patterns and buildings. Source: [Electric City](#).

Sherbrooke Street, c. 1890



10. Sherbrooke Street as shown on Bird's Eye Map of the City of Peterborough, c. 1890. Source: Peterborough Municipal Archives.

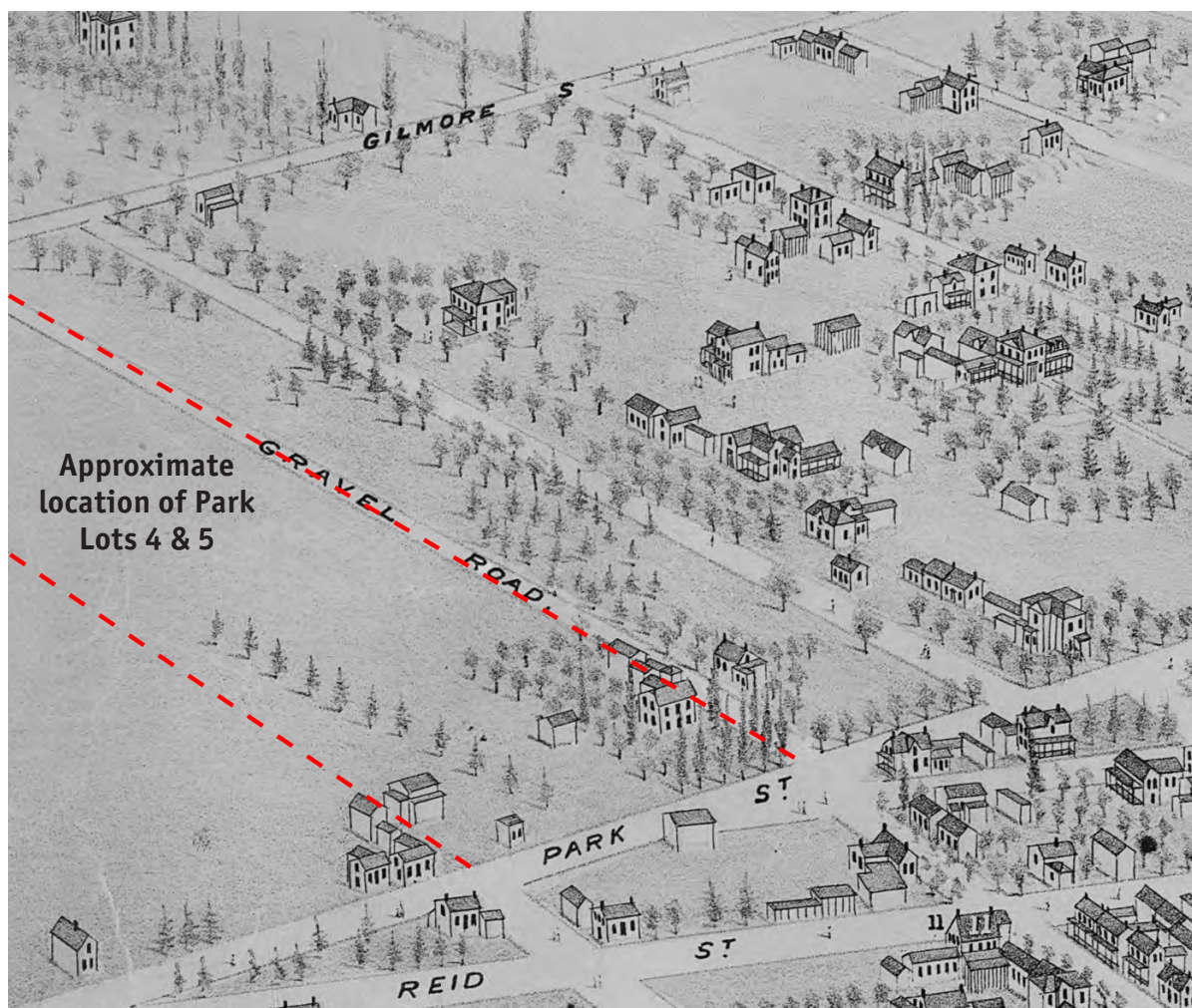
3.3 1850s: Early Development on Sherbrooke Street

Up to the mid-1870s much of the activity in Peterborough was located in the proximity to the west bank of the Otonabee River. The Otonabee River and Jackson Creek provided water power for early commercial operations such as saw and grist mills, distilleries and manufacturing. Around these operations sprang up commercial trading, municipal institutions, churches and housing. In contrast, the park lots located at a distance from the river offered none of the advantages of mid-town lots. As such, they were largely unaffected by early stages of town growth.

Within The Avenues and Neighbourhood Study Area, the first area of development occurred along Sherbrooke Street in the mid-1800s in the form of commercial and residential construction. Sherbrooke Street served as a link between the town and neighbouring communities such as Port Hope and Cavan. It was the Highway 115 of its time.

In 1852, a series of small parcels facing Sherbrooke Street (then named Concession Road) were severed from Park Lot 1. Measuring approximately 100 ft. by 200 ft., these were too small for a country estate yet still larger than many of the town lots. They could accommodate a house along with a workshop or outbuildings and offered a convenient location on Sherbrooke Street for providing goods and services to travellers coming into town.

Detail for Bird's Eye View of Peterborough, 1875



12. Bird's Eye View of Peterborough, Ontario, Canada. Chas. Shober & Co. Chicago. 1875. Note: Charlotte Street is labelled as 'Gravel Road.' Source: Peterborough Municipal Archives.



13. 311 Boswell Avenue. Source: ERA, 2013.

3.4 Park Lot Residences

Elias Burnham, the first lawyer in Peterborough and a major property owner, occupied Park Lots 4 and 5.⁴ While little is known about his estate, census records from 1851 describe his house as a 2-storey wood frame building. His estate and neighbouring buildings are later depicted in an 1875 map of the town (Figure 12). In reference to the park lot estates, historian Elwood Jones has suggested that:

*The first residences on this park lot (4 and 5) were characteristic villas. Architecturally they would consist of buildings, commonly in the Italianate style...spacious lawns, and of course storage for carriages and stables for houses.*⁵

Local historians have debated whether the original Burnham residence remains within The Avenues. Historian Howard Pammet proposed in his narrative “Pioneer Homes” that the owner, “cut it in two and converted it into two {mod[ern] or mod[est]} dwellings and moved them, one to Elias Avenue and the other to Boswell Avenue.” Another theory is that the house at 311 Boswell Avenue was rebuilt from the Burnham House. This identification is partly due to the property’s unique covenant, “...that the building erected upon said lots shall be placed as nearly as possible halfway between the Southerly and the Northerly side, thereof...”

⁴ Burnham purchased Park Lot 4 in 1854 and Park Lot 5 in 1834.

⁵ Elwood Jones. “All Along The Avenues: and Neighbourhood of solid older homes could become the city’s first Heritage Conservation District”, June 14, 2014. Peterborough Examiner. Source: www.thepeterboroughexaminer.com/2014/06/14/all-along-the-avenues-neighbourhood-of-solid-older-homes-could-become-the-citys-first-heritage-conservation-district.

Profile: Elias Burnham (1811-1890)

Elias Burnham was born in Northumberland County in 1811. His father, John Burnham, was a United Empire Loyalist who arrived in Cobourg with a Crown grant of 5000 acres.

Elias attended prestigious schools in Canada and the United States before being admitted as a law student by the Law Society of Upper Canada in 1830. He studied under M.F. Whitehead of Port Hope and Chief Justice Draper in Toronto. He was sworn in as an attorney in 1835 and called to the Bar in 1840. As an attorney he relocated to Peterborough and established himself as the town's first lawyer; his status as an attorney enabled him to complete general legal work including wills, mortgages, sales and the like.

Burnham was active in the political, education and municipal affairs of Peterborough. He was a school superintendent for the Colborne District from 1844 to 1850. He was an alderman on town council intermittently between 1853 and 1868, and accompanied the Prince of Wales to Port Hope on the occasion of his visit in 1860.

Elias had many business pursuits. He was a local property owner (with holdings on George Street between Charlotte Street and Simcoe Street including "Burnham Block" at 343-349 George Street), a founding director of the Peterborough and Haliburton Railway and an inventor. In 1873, he received patents for a railway snow cleaner, and a felt and tar 'plastic' roofing.

Elias had three children (Elizabeth, Frederick and Elias Lafontaine) though he never married. He lived at his estate on Park Street with his older sister Margaret Wilson. Upon his death in 1890, Elias deeded his property to Margaret:

the dwelling house in which I now reside upon a part of Park Lot Number five in Lot Number thirteen in the thirteenth concession of township of Monaghan in the County of Peterboro (sic), together with the yards and garden and outbuildings and other appurtenances belonging thereto and used therewith, as also the furniture, goods and chattels therein and thereon, including the cow...

When Margaret died two year later, the property was passed onto Elizabeth S. Boswell and his daughter-in-law, Elizabeth S. Burnham (wife of Elias' son Dr. Elias L. Burnham).

3.5 1870-1920: Town Expansion

Until the mid-1870s, The Avenues and Neighbourhood Study Area remained at the periphery of Peterborough. In 1872, the Town of Peterborough expanded west to Monaghan Road, annexing the park lots. This marked the beginning of a period of dynamic transformation for the neighbourhood that would extend through to the 1920s.

Peterborough's westward expansion at the end of the 19th century was driven by a number of factors including:

1. The growth of Canadian General Electric and other industrial modern operations in Peterborough.
2. The establishment of a streetcar transit system.
3. Public initiatives such as schools, infrastructure, and the ideal of civic improvement.
4. The emerging popularity of suburban type neighbourhoods.

From the 1870s, the introduction of steam power, railroads and later electricity meant industrial production was no longer dependent on waterways for power and transportation.

It was here that Canadian General Electric (CGE) established its main Canadian operations in 1891. The Canadian General Electric company (CGE) represented cutting edge technology of the time. The plant was built to design and manufacture electrical generators, motors and transformers. Production extended to include electric locomotives, street railway equipment and electric lamps, as well as accessories.

Generators constructed by the company harnessed the power of not only the Otonabee River, but the great waterways of Canada at James Bay, along the Saguenay and Abitibi rivers and at Niagara Falls.⁷

7 Ibid.



14. CGE Peterborough, circa 1914. Source: *Standards of the Highest*.

Street Cars

Improvements to transportation made the areas west of Park Street attractive to prospective residents.

In 1893, CGE partnered with the Ashburnham Electric Street Railway to win a franchise for a electric streetcar system. While providing a public transit service, the system was likely considered a showcase for CGE's streetcar technology at a time when the plant was winning large contracts to provide streetcars to cities such as Toronto.⁸

The Peterborough and Ashburnham Street Railway Company operated the streetcar system until 1898. Canadian General Electric stepped in to run the lines until 1901, and the Peterborough Radial Railway Company was the last operator from 1902 until 1927.

Lines extended along George, Charlotte and Park Streets, as well as part of Monaghan Road south of Charlotte Street. The system allowed CGE employees easy access to the plant at stops along Park Street or Monaghan Road.

Public transit was a real-estate selling point for The Avenues development. A poster advertising lots for sale in 1905 boasted of "Street Cars which pass the property to any other section of the town". Residents could access streetcar lines at the north, east and west edges of their neighbourhood.

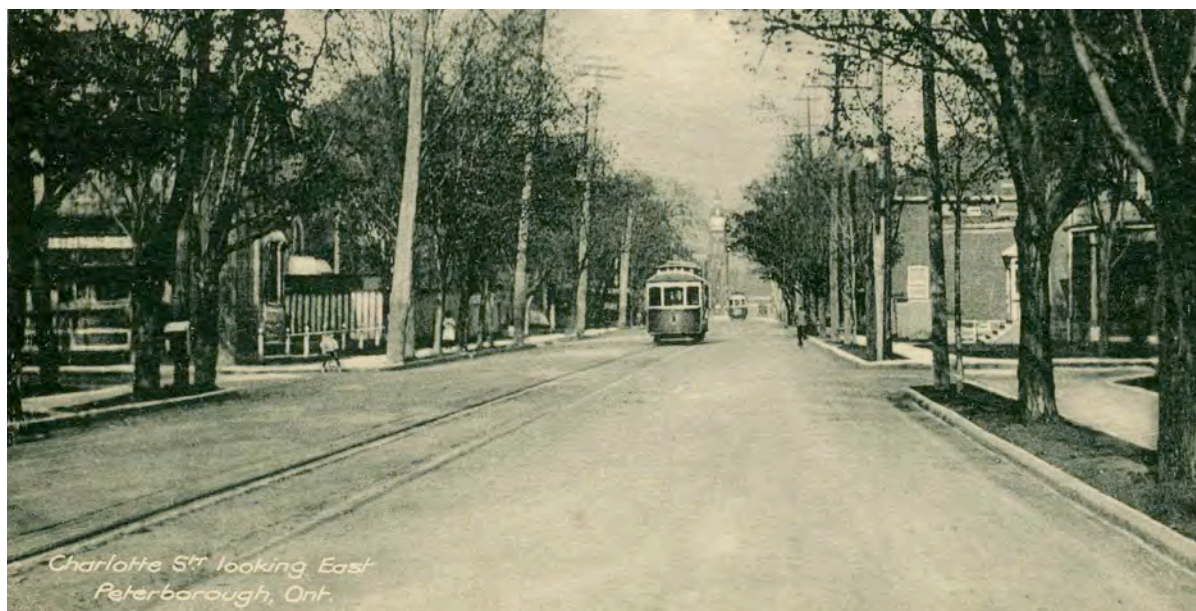


15. 1905 Poster promoting lots for sale in the area bound by Charlotte Street, Park Street, King Street, and Maitland Avenue. Published by Roger and Bennet. Source: Trent University Library Archives.

⁸ Stewart McLaren, Standards of the Highest: From Edison to GE Canada Peterborough 1891-1991. Peterborough, Ont.: GE Canada Centennial Committee, 1991. 9.



16. Map indicating former street car lines in red. Source: Base map Google Earth, annotations by ERA.



17. Charlotte Street looking east, circa 1905, at Rubidge Street. Source: Trent Valley Archives F148_file350.



18. Queen Mary Public School circa 1940. Source: Peterborough Examiner. www.thepeterboroughexaminer.com/2013/05/27/century-old-plan-for-the-future.

Civic Improvement

Public initiatives expedited the growth of Peterborough's west end. The municipality supported CGE by assembling land for the new complex, extending water and sewer mains, and exempting the company from taxes for a 10-year period.⁹

The Peterborough Board of Education followed suit, constructing two state-of-the-art public schools along Monaghan Road - Prince of Wales and Queen Mary Public Schools, which opened in 1913 and 1919 respectively.¹⁰

⁹ Stewart McLaren, Standards of the Highest: From Edison to GE Canada Peterborough 1891-1991. Peterborough, Ont.: GE Canada Centennial Committee, 1991.

¹⁰ Andrew Elliott, Peterborough Examiner, 'Royal' school just one of local architect's landmarks. Sept. 12, 2009.

The Early Suburb

The Avenues and Neighbourhood Study Area offered attractive sites for a new style of neighbourhood: the early residential suburb.

The first incarnation of suburban lifestyle in North America was the building of countryside villas in the late 18th and early 19th centuries on large lots on the edge of towns. These provided what was then considered, “a therapeutic refuge from the city, offering tranquility, sunshine, spaciousness, verdure, and closeness to nature—qualities opposite those of [the] city.”¹¹ In the early to mid-19th century, The Avenues and Neighbourhood Study Area was mainly owned by a few wealthy landowners and occupied by large estate houses such as the Burnham Estate.

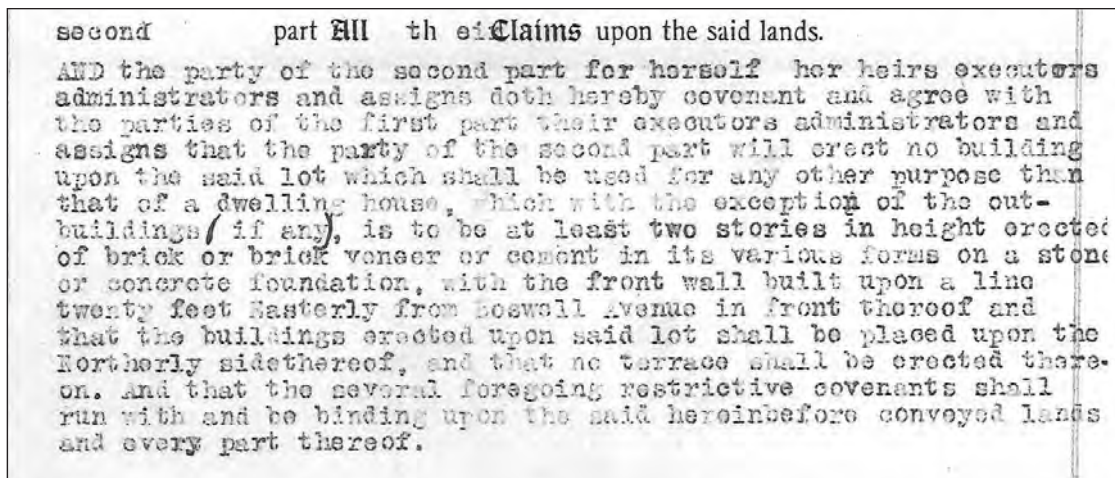
By the end of the 19th century, the suburban lifestyle became affordable. Reduced construction costs allowed middle-income families to buy into neighbourhoods featuring a genteel landscape setting, something which had once been reserved for a privileged few. Improved transportation, in the form of streetcars and bicycles, allowed residents to access employment outside the new exclusively residential neighbourhoods. The growth of Peterborough's old west end, including The Avenues and Neighbourhood Study Area, followed this pattern.

As these lands were subdivided, new north-south streets were introduced from 1891 to create short blocks and terminating views. This allowed a sense of intimacy and seclusion provided by the architectural backdrop and tree canopy on all four sides of the street. Early photographs of Elias Avenue (opposite) show how landscape considerations formed part of the new streetscape.

Each house was part of a composition that included generous front and rear yards, facing onto carefully landscaped streetscapes, and in many cases, lane ways. It was a type of design inspired by the City Beautiful movement and publicly minded social reform, and represented an early stage of city planning.

11 'House and Yard, the Design of the Suburban Home,' National Register Bulletin, U.S. Department of
the Interior. www.nps.gov/Nr/publications/bulletins/suburbs/part3.htm

Profile: The Avenues, Early Design Guidelines



20. Covenant included in the title for 310 Boswell Avenue (Lot 13 of Plan 115), 1905. Source: Kawartha Ancestral Research Association.

Properties built within The Avenues (between Charlotte and King Streets) included covenants, or legal restrictions, specifying architectural style, materials and site layout, as a way to create a consistent streetscape.

In these covenants, there is an intent not simply to expand the town, but rather, to create a new type of residential neighbourhood incorporating a naturalistic semi-rural setting with the comfort and modern convenience of modern city life.

The design standards identified in the covenant, stated:

- Lots must not be used for any other purpose than that of a dwelling house, which with the exception of the outbuildings (if any);
- Houses must be at least two stories in height;
- Houses must be clad in a brick or brick veneer or cement “in its various forms” and have a stone or concrete foundation;
- The front wall of the house must be built twenty feet back from the street; and
- Buildings are to be placed at northerly side of the lot.

The covenants are unique to The Avenues properties.

Maitland Avenue looking north to Charlotte Street, circa 1910



21. Maitland Avenue, circa 1910. Source: The Glorious Years: Peterborough's Golden Age of Architecture 1840-1940.



Lillian Banks at 314 Maitland Avenue, 1929.

Source: Hutcheson House Museum, Peterborough/
VirtualMuseum.ca Online. www.virtualmuseum.ca

3.6 Neighbourhood History

The new neighbourhood, largely built in a period of 20 years, attracted a broad range of homeowners. Many residents were Canadian General Electric employees, while others operated business or were engaged in labour or trades. A number of widows also bought into the newly built community, including Eliza J. Little who moved in to 308 Boswell Avenue after the death of her husband Joseph Little. People also lived in the neighbourhood on a short term basis as boarders, to stay with friends and family, or as tenants.

Canadian General Electric

Of the 455 houses in The Avenues and Neighbourhood Study Area, evidence shows that approximately 90 houses were first occupied by CGE employees, including managers, specialists, trades and labourers. Other CGE employees found temporary accommodation as boarders and tenants.

A sampling of CGE employees includes: James J. Jackson, who worked as a CGE labourer, was recorded as the first occupant of 477 1/2 Bolivar Street; CGE department manager A.D. Jardine resided at 535 King Street; and a laboratory technician named George Wiskin was first resident of 280 Thomas Street in 1908.

Connections to the Community

The new neighbourhood was more than a 'company' town. It was well connected to the broader civic, cultural and economic life of Peterborough.

In 1911, the managing director of the Peterborough Examiner, R.M. Glover, moved into a newly built house at 305 Margaret Avenue.

The same year, the family of Charles and Lillian Banks, proprietors of Banks Bicycles, moved to 314 Maitland Avenue. As noted in the profile that follows, Marlow Banks would later remember his home as the centre of a social network extending well beyond his immediate family, and including a variety of relatives, boarders, and friends.

Profile: The Banks Family



22. Marlow Banks's Father, Charles and older siblings Helen and Carle in the Family Car, in front of 314 Maitland Avenue, 1914. Source: Hutcheson House Museum, Peterborough/Virtual Museum.ca Online. www.virtualmuseum.ca

Frederick Marlow Banks spent much of his childhood at 314 Maitland Avenue and later recounted the experience of life in The Avenues and Neighbourhood in his family history, The Banks: Seven Generations in America:

That house was also a home for various periods of time for a variety of relatives, boarders and friends of my parents. It seems that there was always someone visiting which made life very interesting for us children.

I recall flamboyant Bill Fleming who was the advance agent for the people that ran the midway each year at the CNE (Canadian National Exhibition) in Toronto.

Each of us was given a pass to all the rides and we would drive up in dad's Overland touring car and have a great time for little expense. Another summer visitor was Lavina Hallihan, a local girl with a beautiful voice who married Dr. Herber Wards of Brooklyn. N.Y.

He must have been well off for she would pull up in a huge limousine with a liveried chauffeur...[also welcomed were] electrical engineers came to CGE to take a Post Graduate test which lasted several months.¹²

Frederick's parents, Charles and Lillian Banks had moved in to 314 Maitland Avenue in 1911 after returning from their honeymoon. Charles had bought the house from a builder and carpenter named James B. Brown. The family resided at the Maitland house until 1930 when the house was gutted by fire.

Charles Banks was a pioneer in bicycle and automobile sales. In his youth, he was employed by Oldsmobile as a test driver and was reportedly the first to drive a car in Los Angeles and is considered the first to own a car in Peterborough.

Upon his arrival to Peterborough, Banks developed a business selling bicycles and cars which operated for three generations in downtown Peterborough.

¹² Frederick Marlow, The Banks: Seven Generations in America (Peterborough, Ont.: F.M. Banks, 1988), 333.

3.7 After the 1920s: An Evolving Community

By the end of the 1920s, The Avenues and Neighbourhood Study Area was largely built out. Nevertheless, the area in no ways remained stagnant. Houses were enlarged, renovated and updated. Some were adopted for tenants and boarders while others were expanded to meet the needs of growing households or to suite changes in lifestyle.

Outdoor spaces also accommodated ongoing activity. Rear yards and lane ways provided space for do-it-yourself projects, hobbies, pets, gardening, and parking and car maintenance. Streets and lanes evolved as social space for strolling, play and visiting.

Social engagement was fostered by a welcoming streetscape formed by narrow blocks and small side streets, generous lawns and gardens, and a mature tree canopy. Verandahs and porches found on many of houses supported community life, providing a connection between public space and the private home.

Beyond The Avenues and Neighbourhood Study Area, Peterborough continued to evolve and expand. Once at the far west edge of the city, The Avenues and Neighbourhood Study Area has in time become one of Peterborough's vibrant inner neighbourhoods, situated within walking distance of downtown yet remaining distinct as a residential community.

4.0 Built Form Analysis

The Avenues and Neighbourhood Study Area, as experienced today, is a result of its evolution from a park lot structure in the mid-1800s to an emerging suburb in the early 1900s to an established residential neighbourhood just west of the downtown. The following analysis chronicles the maturation of this residential neighbourhood in Peterborough's old west end.



23. Study Area depicted on Bird's Eye Map of the City of Peterborough, c. 1890. Of note is the slope to Monaghan Road. Source: Peterborough Municipal Archives.

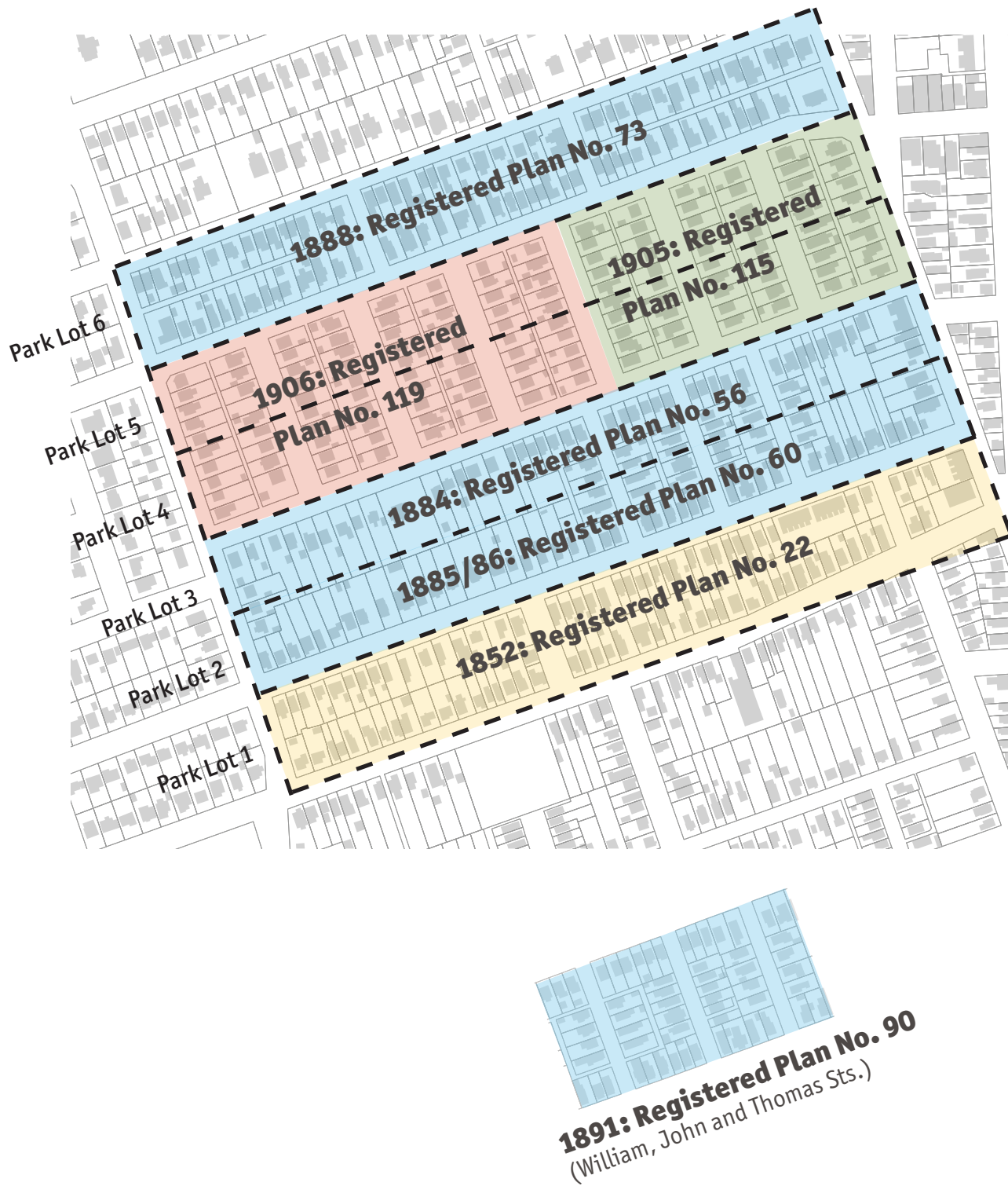


24. Historic framework diagram. Source: Base map by the City of Peterborough, annotations by ERA.

4.1 Historic Urban Framework

The historic patterns of use in and around the Study Area greatly informed the neighbourhood's sense of enclosure by the primary street grid.

- Charlotte Street and Sherbrooke Street were laid out as part of the original town survey in 1825. They both functioned as connection routes to neighbouring communities.
- Monaghan Road was set out at the base of a slope towards the downtown.
- Park Street North and Monaghan Road functioned as the edge boundary of the Town. Park Street became the west edge at the time of the Town's incorporation in 1850 (previously forming part of North Monaghan) with an expansion to Monaghan Road in 1872.
- Streetcar lines once ran along Charlotte Street, Park Street North and Monaghan Road. At one time, there were three lines that ran west along Charlotte Street: one ran north along Park Street to end at Monaghan Road and Parkhill Rd, a second ran south along Park Street to the CGE plant, and a third continued to Monaghan Road where it ran south to Paterson Street. The streetcar system operated from 1893 to 1927.



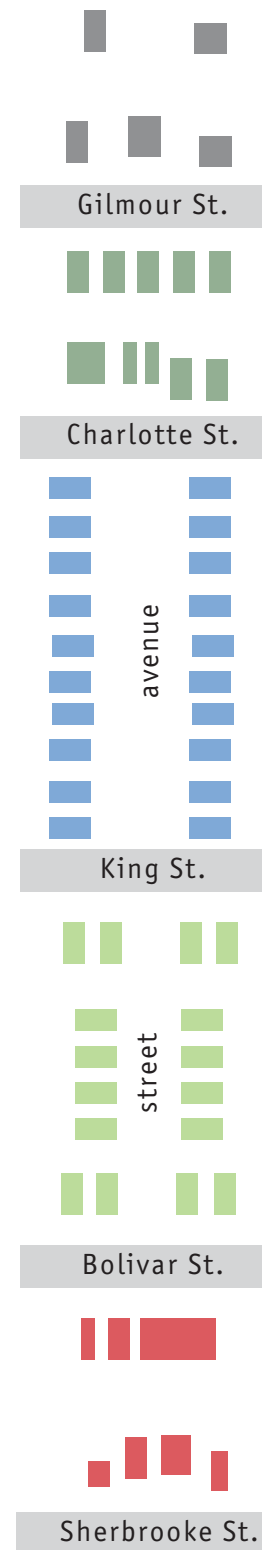
25. Chronology of Primary Plans of Subdivision. Source: Base map by the City of Peterborough, annotations by ERA.

4.2 Lot Subdivision

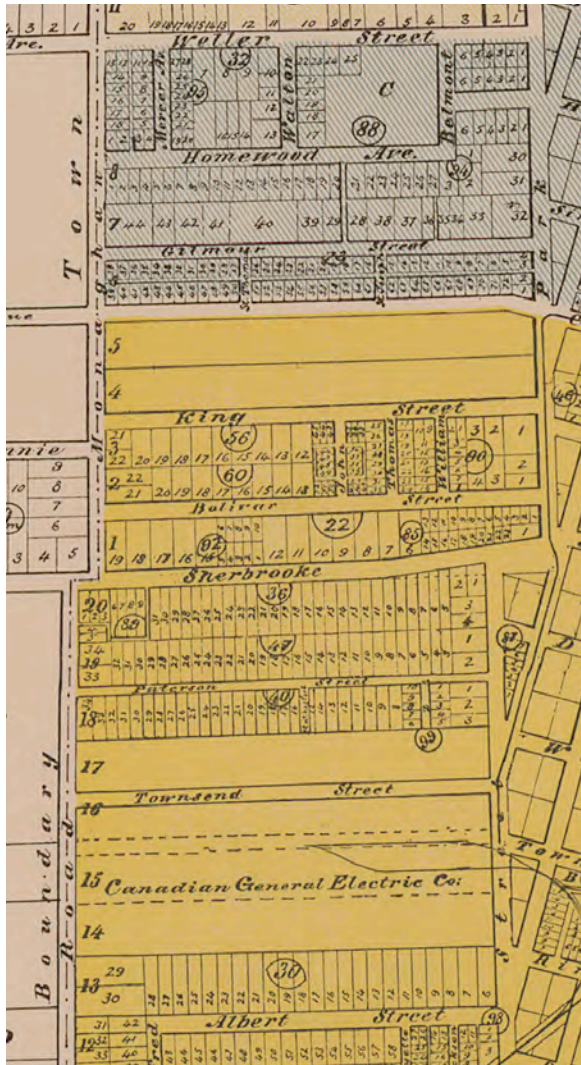
The physical framework of the neighbourhood was largely shaped by the subdivision of the six park lots into smaller regularly sized parcels. The design of the smaller lots - orientation, size, and shape - laid the groundwork for the organization and character of the street. These early layouts remain in today's organization of the neighbourhood.

The first subdivision occurred at Park Lot 1 on the north side of Sherbrooke Street in 1852. Sherbrooke Street, then referred to as Concession Road, was outside the town limits and connected Peterborough to neighbouring communities. Its function as a county road likely influenced its development. The original subdivision laid out 21 lots on the north side of the street, 18 fronting on Sherbrooke Street and 2 facing Park Street. The original lots were roughly 100 ft. wide by 200 ft. deep.

The next era of development plans occurred in the 1880s and 1890s. In the 1880s, subdivision plans were created for Park Lots 2, 3 and 6. The subdivision plans for Park Lot 2 by John Burnham, Amelia Revell, George Burnham, Charles Burnham and Zacheus Burnham included 80 ft. wide by 150 ft. deep lots facing Monaghan Road, Park Street and (new) Bolivar Street. Plans for Park Lot 3 were similar with 85 ft. wide by 180 ft. deep lots facing Monaghan Road, Park Street and (new) King Street. The Catholic Church developed more detailed plans for Park Lot 6 which included additional road infrastructure. As well as providing a new east-west street (Gilmour), the first north-south streets - St. Thomas (now Burrow Street) and St. Joseph Streets - appear in the Study Area as well as 15 ft. rear laneways. The lots are oriented towards Charlotte, Gilmour and Park Streets, and are 50 ft. wide by 100 ft. deep.



26. Diagram of built form organization based on 1929 Goad's Atlas Map. Source: ERA.



27. Map of the Town of Peterborough and Village of Ashburham (1896) showing extent of subdivision at the end of the 19th century. Also shown (at right) is the streetcar line along Park Street leading to the CGE plant. Source: Peterborough Municipal Archives.

The 1890s brought the second wave of intensification with two plans registered in 1891. John and Richard Sheehy¹³ registered a plan for a 24 lot subdivision at the north-west corner of Sherbrooke and Park Streets (40 ft. x 90 ft. lots). In 1892, another plan by John Burnham, Amelia Revell, George Burnham, Charles Burnham and Zacheus Burnham created 52 new lots on three new north-south streets named William, Thomas and John. This denser lot structure provided 40 ft. x 80/90/100 ft. lots on 40 ft. wide streets. In addition, plans show 10 ft. wide lanes servicing John Street. The lots were oriented to both the main and side streets. It is likely that Penrose Avenue and Park Place were also added during this period of intensification.

The 20th century brought the final phase of development with The Avenues suburb on Park Lots 4 and 5. Under the ownership of Elizabeth Burnham and Elizabeth Boswell, a 137 lot suburb was delivered in two phases: the area east of Maitland Avenue was registered in 1905 and west of Maitland Avenue in 1906. The area was divided into 7 equal blocks with the introduction of six 66 ft. wide north-south streets or 'avenues'. Each block was composed of 20 lots in 2 rows

¹³ Richard Seehy was an Irish immigrant and bricklayer who established Sheehy & Sons in Peterborough. He is credited with building many local schools (including Queen Mary and Prince of Wales).

with a shared 12 ft. laneway between. The lots were generally 40 ft. wide by 100 ft. deep with 50 ft. wide lots on Charlotte Street. The lots had covenants that specified the building type, placement, height and exterior building materials.

4.3 Periods of Construction

The development chronology of the Study Area is understood through the periods of construction. These periods are based on eras of local development described in the historical overview. The periods of construction are:

- 1850 -1899: Settlement & Early Development¹⁴
- 1900 - 1929: Suburban Development
- 1930 - present: Post-war Development

The construction statistics (at right) indicate that the existing housing stock spans several decades starting from the 1880s with a surge of construction between 1900 and 1920 as part of the suburban development at the turn of the century. The maps on the following pages indicate that:

- Construction originated on or near Sherbrooke and Park Streets;
- There was a surge of construction following the sale of The Avenues lots (east of Maitland Avenue) in 1905; and
- New house construction after 1930 was directed at infill of remaining lots or replacement structures.

Construction Statistics

Decade: No. of houses

1880s: 4

1890s: 53

1900s: 218

1910s: 106

1920s: 37

1930s: 17

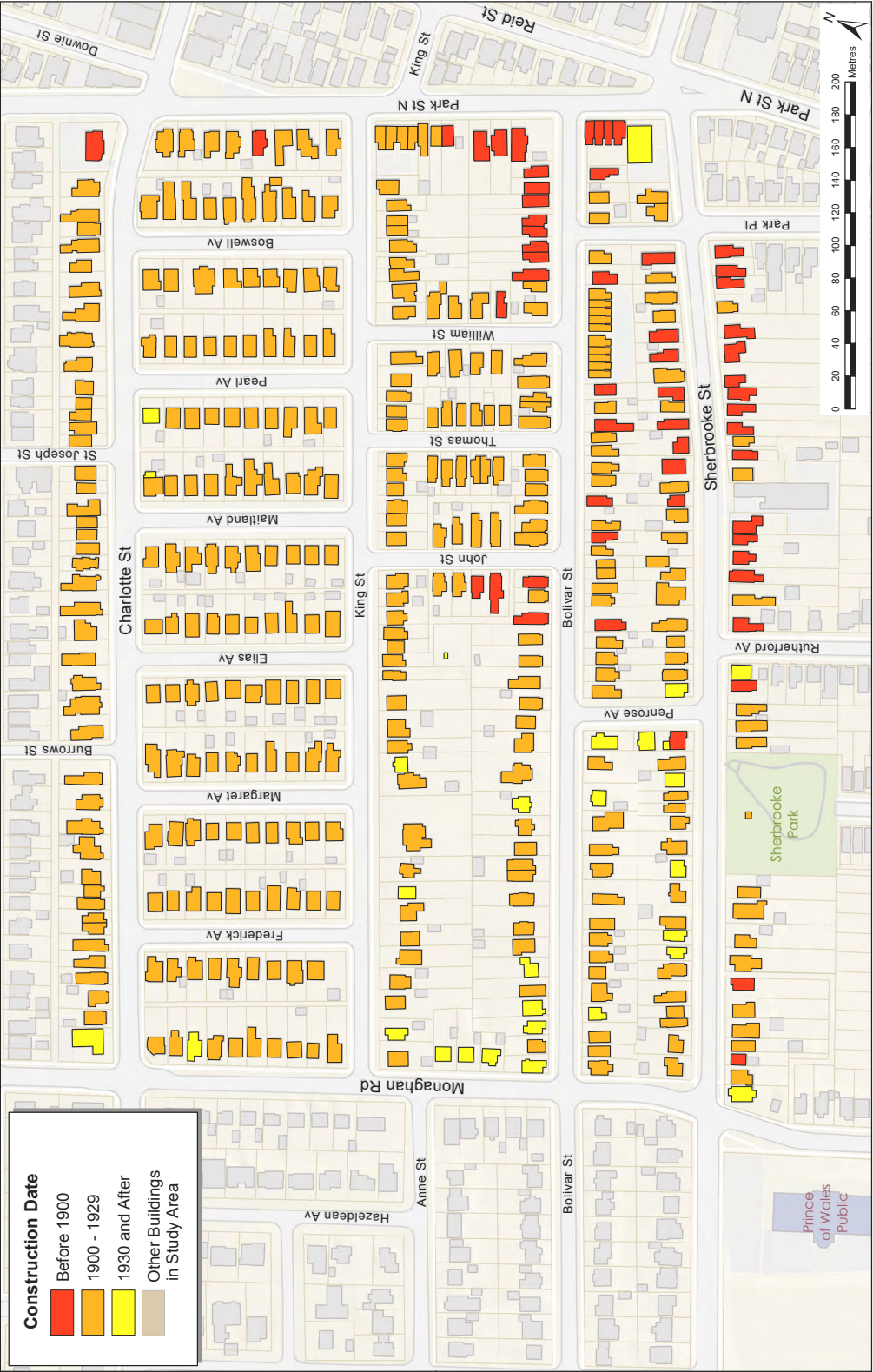
1940s: 8

Post-1950: 8

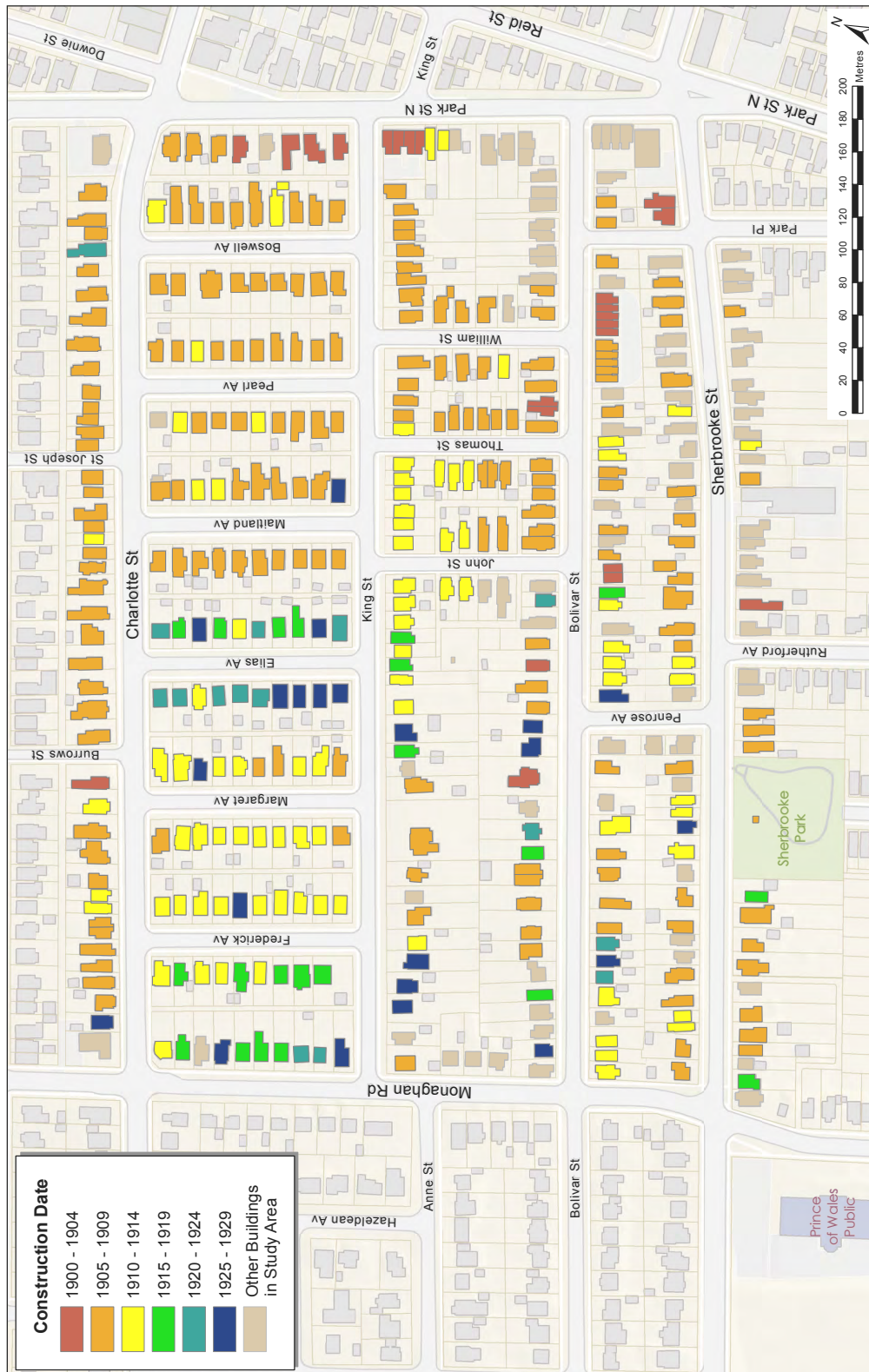
Vacant: 1

Total no. of properties: 452

¹⁴ Based on historic built form maps, there was consistent built form along both Park and Sherbrooke Streets in 1890. Information on the age and style of the existing houses suggests that some of the original houses were replaced in the early 20th century.



28. Map of the three periods of construction within the Study Area. Source: City of Peterborough.



29. Map of the suburban development between 1900 and 1929 in 5 year intervals. Source: City of Peterborough.



30. 302, 300 and 298 Elias Avenue. Source: ERA, 2013.

4.4 Building Styles

Much of the architecture within The Avenues and Neighbourhood Study Area reflects the early age of the modern residential suburb. House designs were informed by North American-wide architectural trends, pattern books and publications about home design, and local construction skills and tastes.

Within the Study Area the Edwardian front gable house type is most prevalent, accounting for 44% of the building stock within the Study Area.

The following building style descriptions are not intended to be exhaustive, but rather to describe the basic form and architectural detailing of the building type. The descriptions apply to the primary house styles found within the Study Area. The 'Other' category applies to single examples as well as houses that display a mix of influences.

Building Styles Statistics

Architectural style: No. of houses

Neoclassical: 4

Victorian: 31

Bungalow: 29

Edwardian: 296

- Front Gable: 197

- Foursquare: 64

- Other form: 35

Queen Anne Revival: 50

Postwar: 4

Other: 38

Total no. of properties: 452

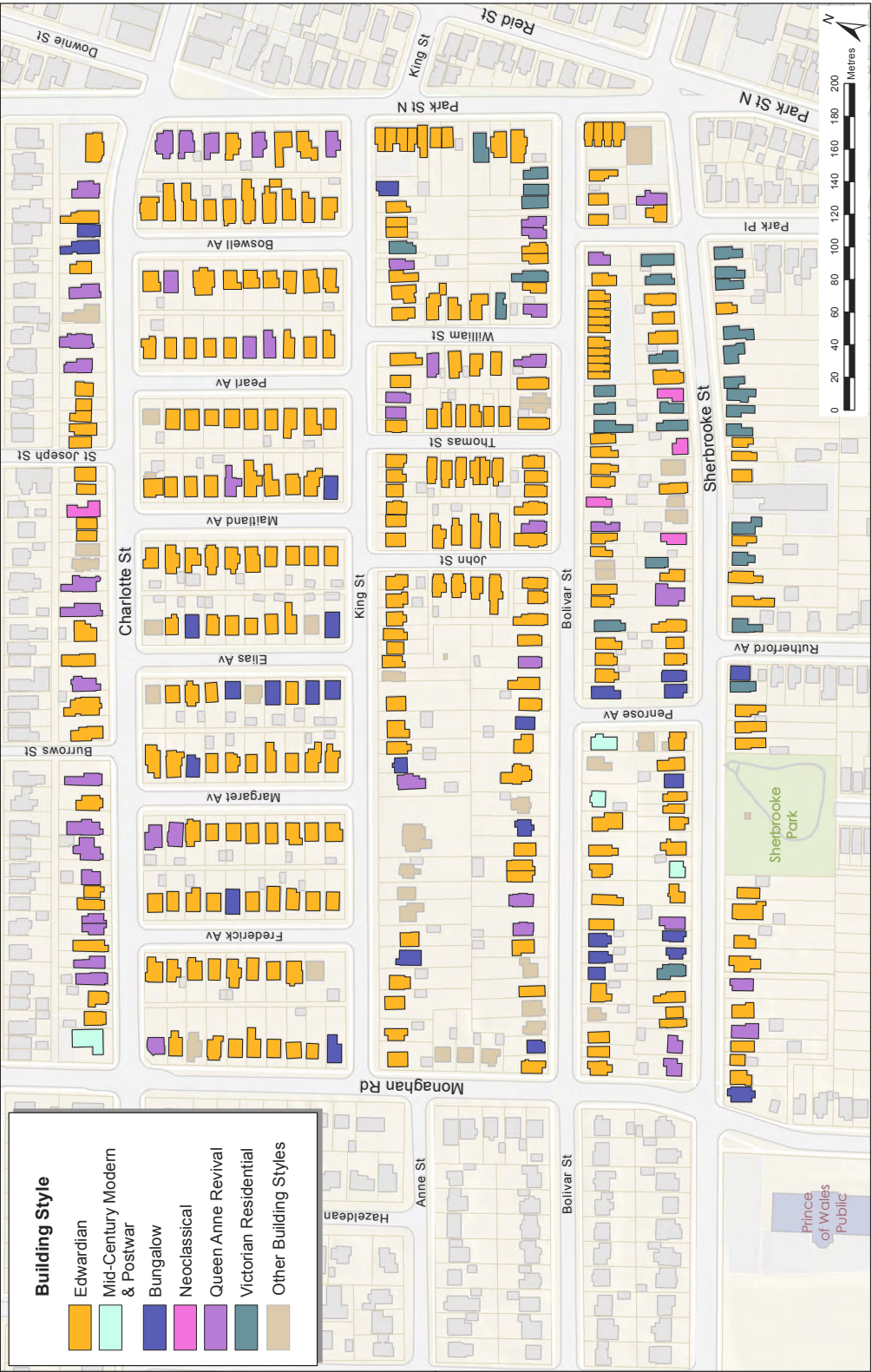
Neoclassical (mid-1800s)

The Neoclassical style in Ontario is characterized by a shoebox plan form, low-pitched gable roof, centre-hall plan, symmetrical arrangement of door and window openings and the application of classical detail.

Within the Study Area, there are select examples of the Neoclassical style houses along Sherbrooke Street. Many have been significantly altered.



31. 509 Bolivar Street.
Source: ERA, 2013.



32. Map of primary building styles within the Study Area. Source: City of Peterborough.



Victorian (1880s - 1900s)

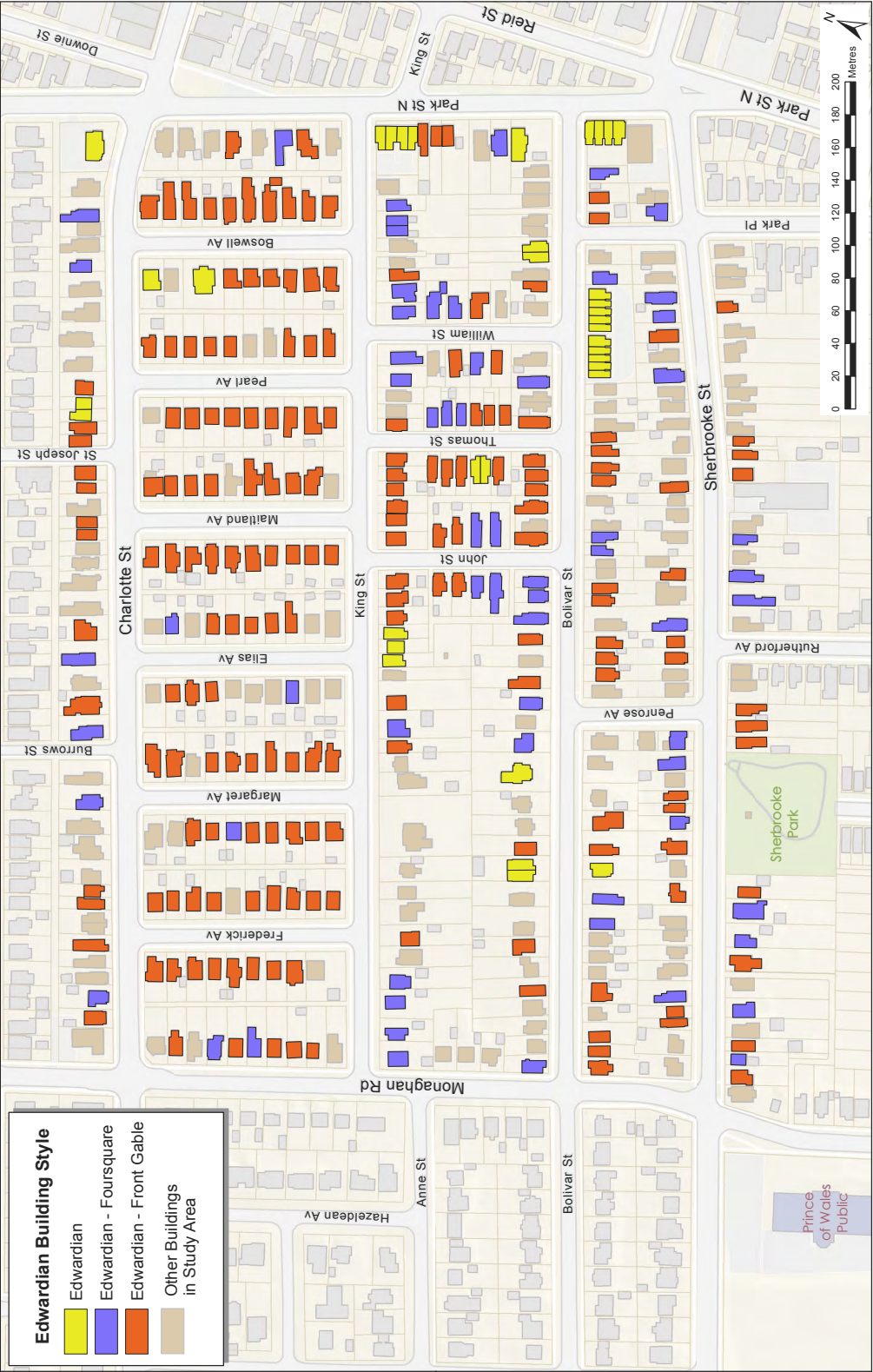
Victorian style architecture was popular throughout Ontario in the 1800s with the house form featuring prominently. Within the Study Area, the Victorian town house that was the earliest to develop.

The Victorian houses within the Study Area are one-and-a-half storeys in height with relatively steep gable roofs with half-floors in attics. The dwellings have a vertical emphasis in massing and proportions including vertical sliding sash windows with wood or stone sills. The exterior finish treatment is generally brick and decorative elements are restrained, limited to brick patterning and simply ornamented woodwork.



Queen Anne Revival (1890s - 1910s)

Queen Anne houses are typically single detached dwellings and two to two-and-a-half storeys in height. The houses have a balanced but asymmetrical composition, irregular plan forms and elevations, and roofs are either hipped and/or gabled. They display a great variety and complexity of detail which may include intricate woodwork, adorned porches and gable ends.



35. Map of Edwardian style buildings within the Study Area. Source: City of Peterborough.

Edwardian (1890s - 1930s)

Edwardian classicism was one of the most popular building styles in Ontario for several decades after the turn of the century. The Edwardian classical style in Ontario is a simpler form of a revival style that looked back to 19th century classical architectural models. The popularity of this house type was reinforced by pattern books and plans that could be ordered from catalogues.

Edwardian classical houses are often characterized by either a simple two to two-and-a-half storey square house with hipped roof (sometimes referred to as foursquare) or two-and-a-half storey gable front house.

The houses are simple rectangular volumes with symmetrical window and door arrangements; the windows are tall vertical sash windows. There is often a spacious front porch or full length verandah and an off centre doorway. The houses often have an exterior treatment of brick (with wood shingle sometimes appearing within the front gable) and stripped down classical details.

This is the predominant house style within the Study Area; it is most common within The Avenues. Both the foursquare and gable front styles are represented.



36. 320 Elias Avenue. Source: ERA, 2013.



37. 299 Maitland Avenue. Source: ERA, 2013.



38. 297 Elias Avenue, Bungalow style. Source: ERA, 2013.



39. 598 Charlotte Street. Source: ERA, 2013.



40. Garage on the lane between Elias Avenue and Maitland Avenue. Source: ERA, 2013.

Bungalow (1900s-1940s)

This style was an American import to Canada in the early 20th century. It was popularized in California with the Craftsman Bungalow.

In Ontario, the bungalow is almost exclusively residential and is generally a one or one-and-a-half storey building, usually with broad, low-pitched roofs, large porches, some with large single front dormers, and built of rustic materials such as textured brick and stucco.

Post-war and Mid-Century Modern (1940s - Present)

Post-war covers all buildings constructed after the Second World War. Within the Study Area, this includes a mid-century modern (former) church structure and the single storey houses.

Other Structures

The Study Area also contains garages and storage sheds along the rear laneways. As the area was subdivided prior to the introduction of the automobile and the laneways are located at the rear of the property, the structures have an ad hoc vernacular quality as exhibited in the range of materials and styles which sometime mimic the style of the house.

Profile: The Edwardian Front Gable



41. The east side of Frederick Avenue looking north to Charlotte Street.
Source: ERA, 2013.



42. 508 Charlotte Street. Source: ERA 2013.

The most prevalent style found in the Study Area is the Edwardian front gable, or Homestead Temple House. The popularity of this style reflected a growing preference for a simple and functional house with the modern amenities of indoor plumbing and electricity. Of the 445 houses in the Study Area, about 44% have been identified as depicting this style.

Edwardian front gable style was typically identified as a rectangular two-and-a-half storey structure featuring a large gable end facing the street. The form, popular across North America in the later 19th century, was derived in part from earlier classical revival styles of the early 19th century and the demands of building affordable houses in early suburban neighbourhoods.

The advantage of the Edwardian front gable was that it turned the traditional pitched roof from the side of the lot to face the street. This allowed the house to better fit on narrow lots. The large gable end often featured decorative brick or wood shingle to accent the height of the house and announce its front entrance. The simple pitch roof was, furthermore, easily assembled and economical compared to the expressive style popular a generation earlier.

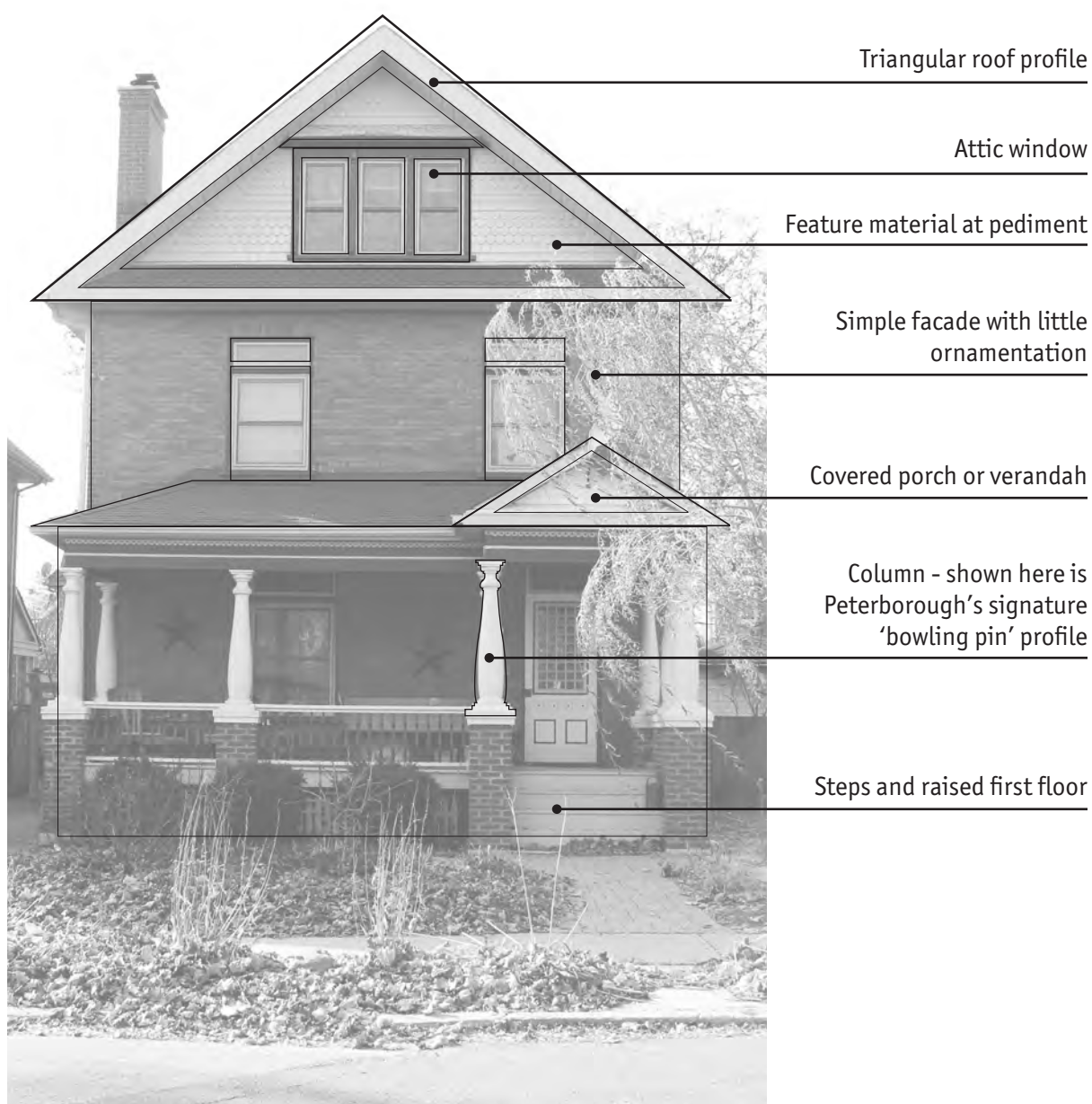
The front gable also resonated with a shift in tastes and lifestyle, as historian Clem Labine noted:

During the Victorian era, the Homestead House remained a strictly rural style, its simple lines were too unsophisticated for the style-conscious urban home buyer. But by the beginning of the 20th century, there was a massive shift in taste. Buyers were more concerned with comfortable, functional, 'sanitary' houses than with the romantic structures that summoned up images of bygone days. Simplicity and honesty were the fashion.

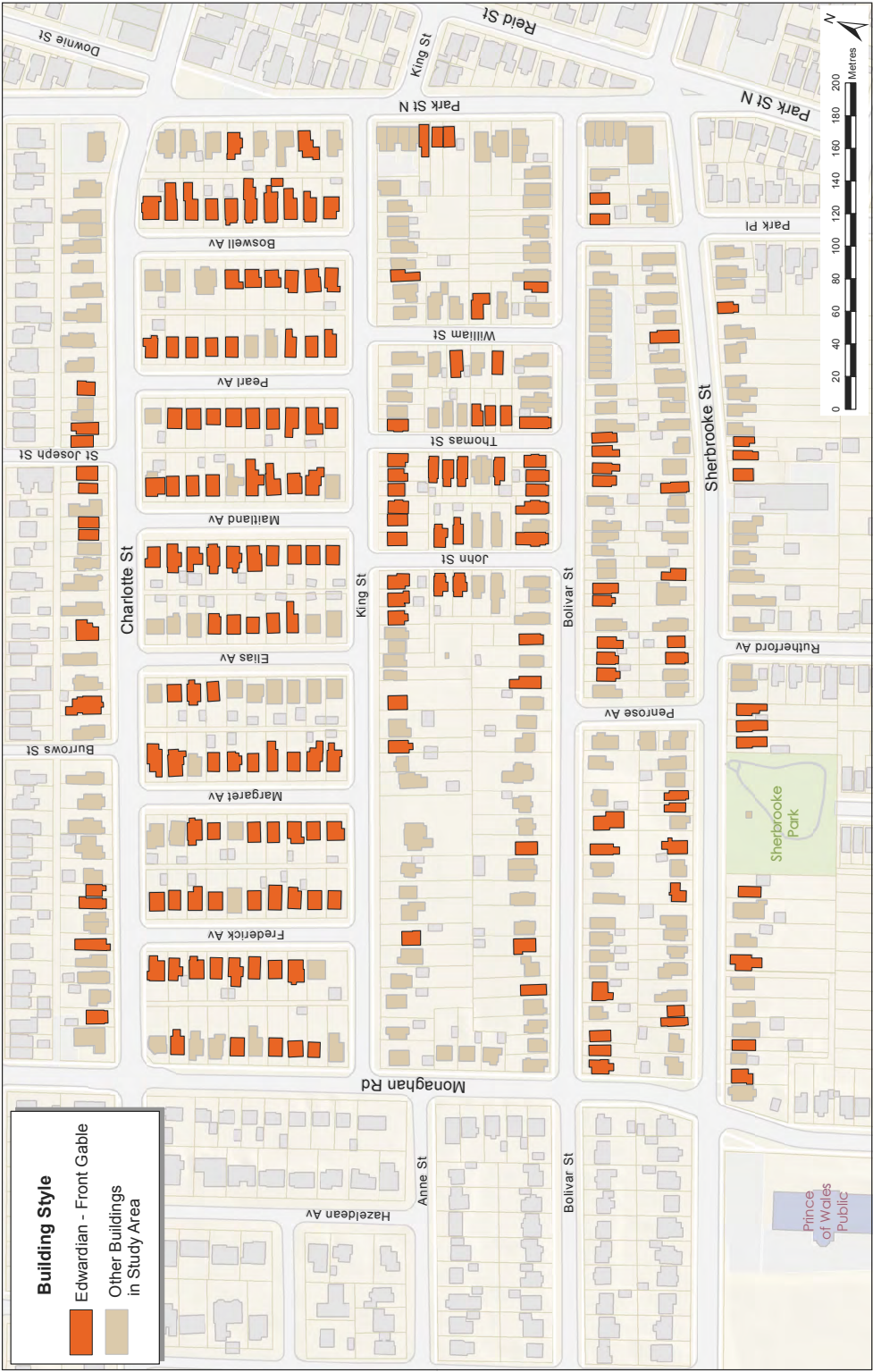
Thus, by the early 1900's, there was a market in city and suburb for the Homestead House. Fitted with electricity, indoor plumbing, servantless kitchen, and indoor bathroom, the homestead House become a "modern" dwelling... and in fact displayed most of the features we find in today's new homes. So the house that had lived in the countryside for a century moved to the suburbs.¹⁵

15 Clem Labine, 'The Homestead House.' Old House Journal, 1982.

The Edwardian Front Gable House, Key Features



43. Diagram showing some key features of Edwardian front gable houses. Source: ERA 2013.



44. Map of Edwardian front gable houses within the Study Area. Source: City of Peterborough.

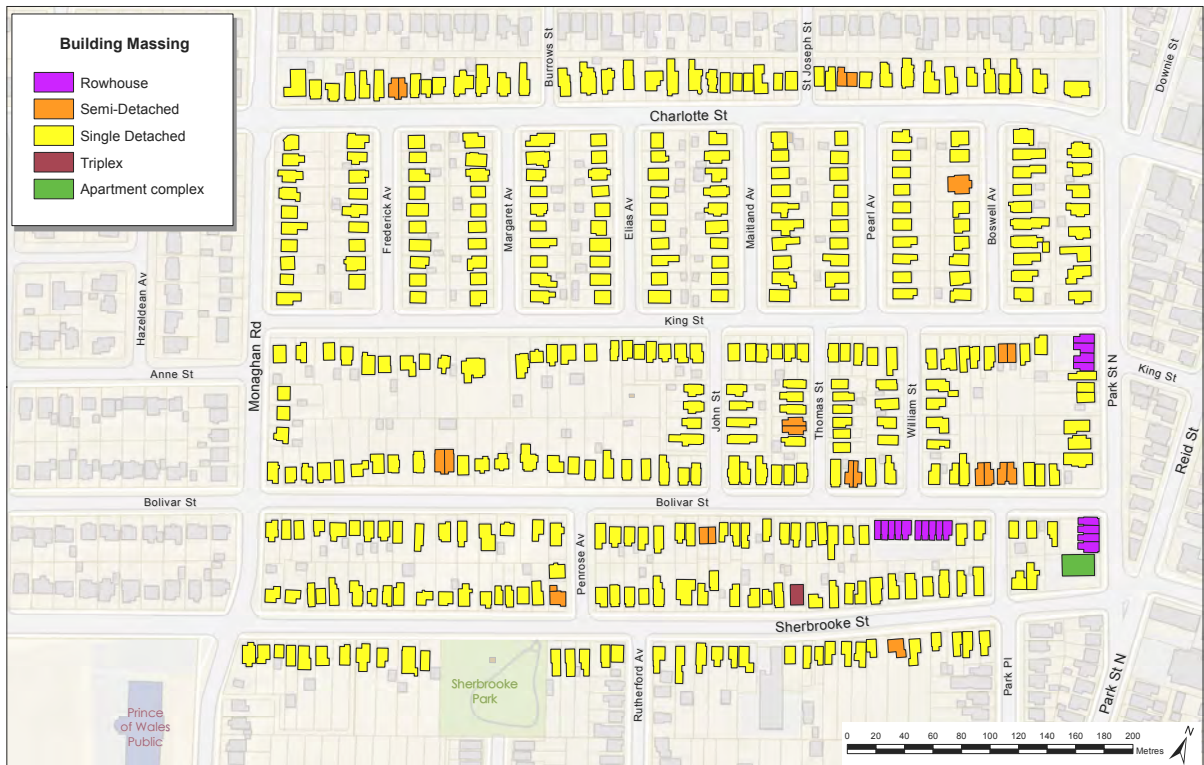
4.5 Common Building, Lot and Street Characteristics

Much of the visual cohesion within The Avenues and Neighbourhood Study Area comes from a common application of building design, lot size and street composition, as well as the physical integrity of the building stock. Primary examples of this consistency include:

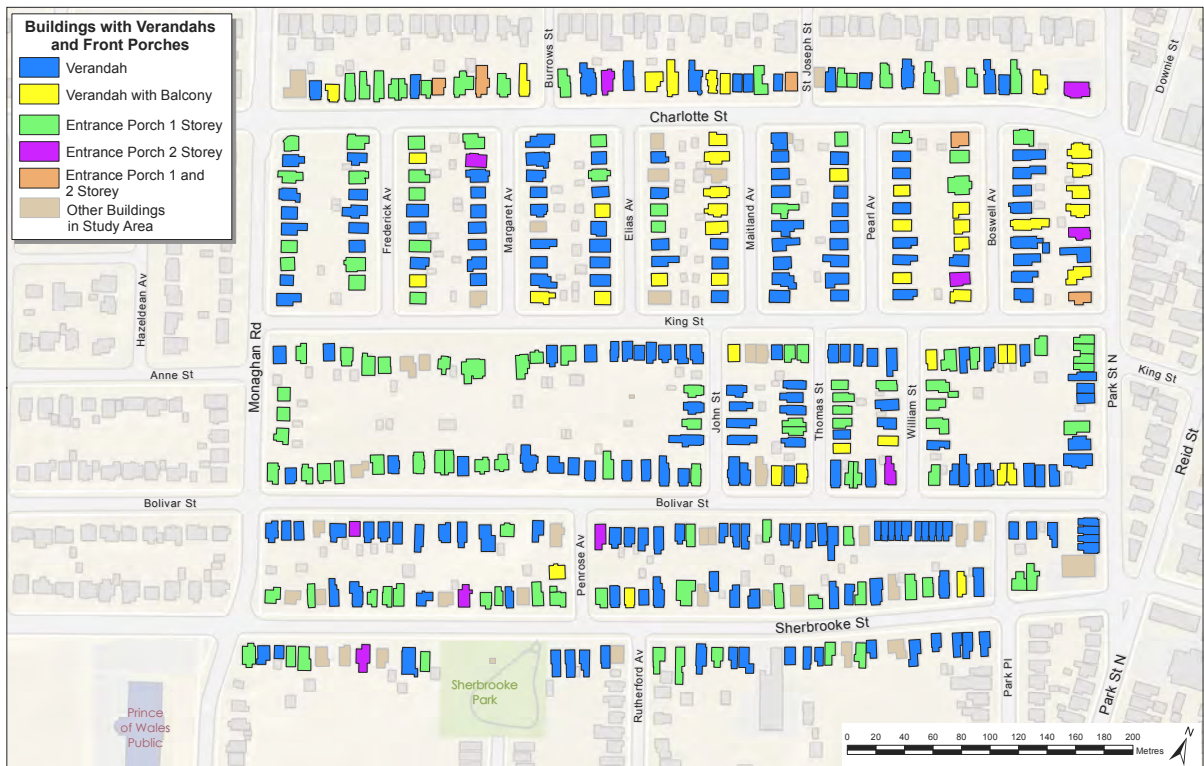
- The majority of the houses are 2, 2 1/2 or 3 storey detached brick dwellings with a front porch or verandah.
- Approximately 70% of the properties have a driveway and roughly half of the properties have a shed or garage structure.
- The majority of the front yards are grassed, have a garden or both.
- The use of fences or hedges is limited, and most often found on corner lots.
- The majority of the houses have a tree either in the front yard or right-of-way (green verge).
- The streetscape is composed of a central road with a treed green verge and sidewalk, and landscaped frontyards. The Avenues' streetscape is enhanced by the absence of hydro poles and lines; these are located within the laneways.
- The retention and integrity of the original building stock; additions are almost always found at the rear.



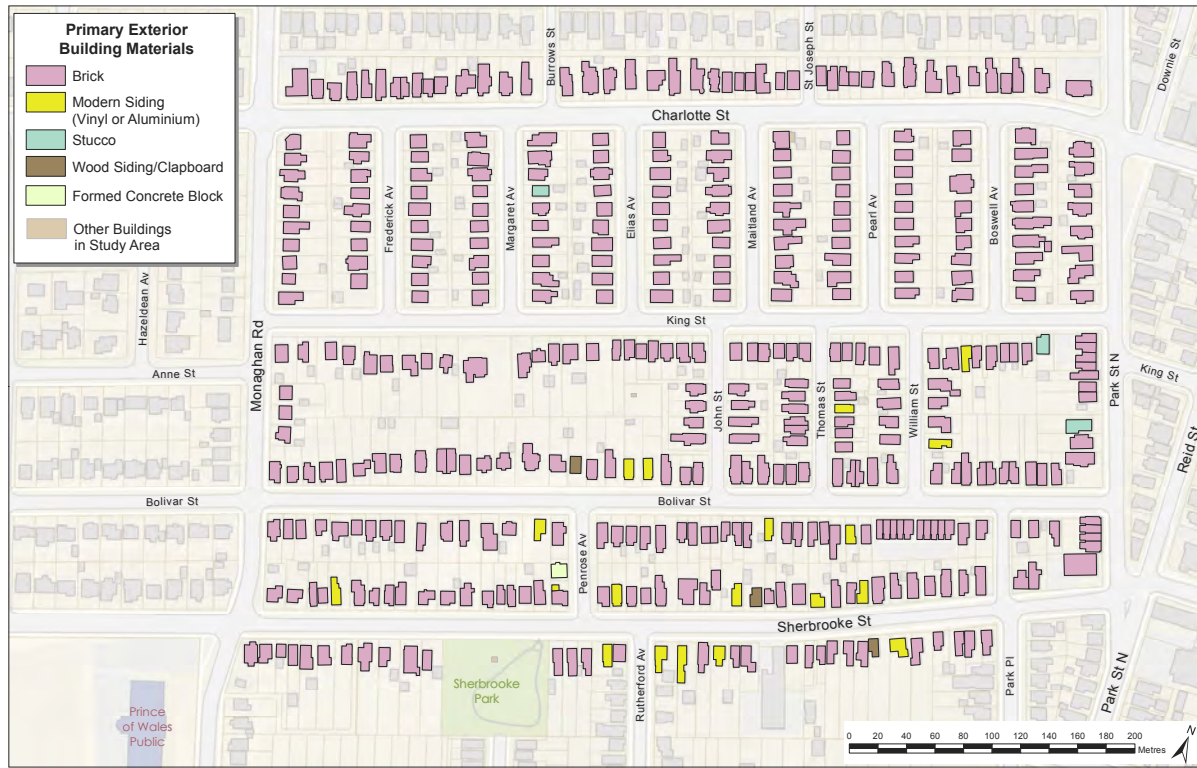
45. Diagram of typical building, lot and street organization. Source: ERA.



46. Map of massing types within the Study Area. Source: City of Peterborough.



47. Map of houses with porches and verandahs within the Study Area. Source: City of Peterborough.



48. Map of exterior building materials within the Study Area. Source: City of Peterborough.



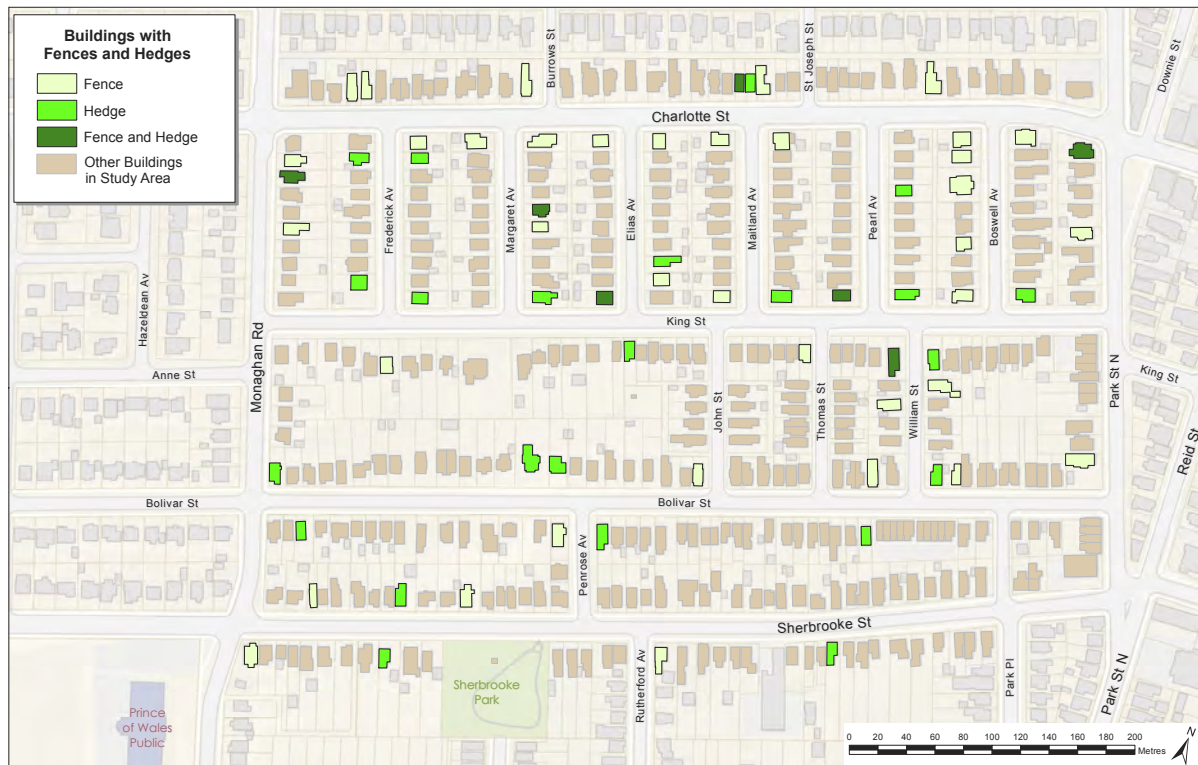
49. Map of buildings with garages and sheds within the Study Area. Source: City of Peterborough.



50. Map of properties with driveways within the Study Area. Source: City of Peterborough.



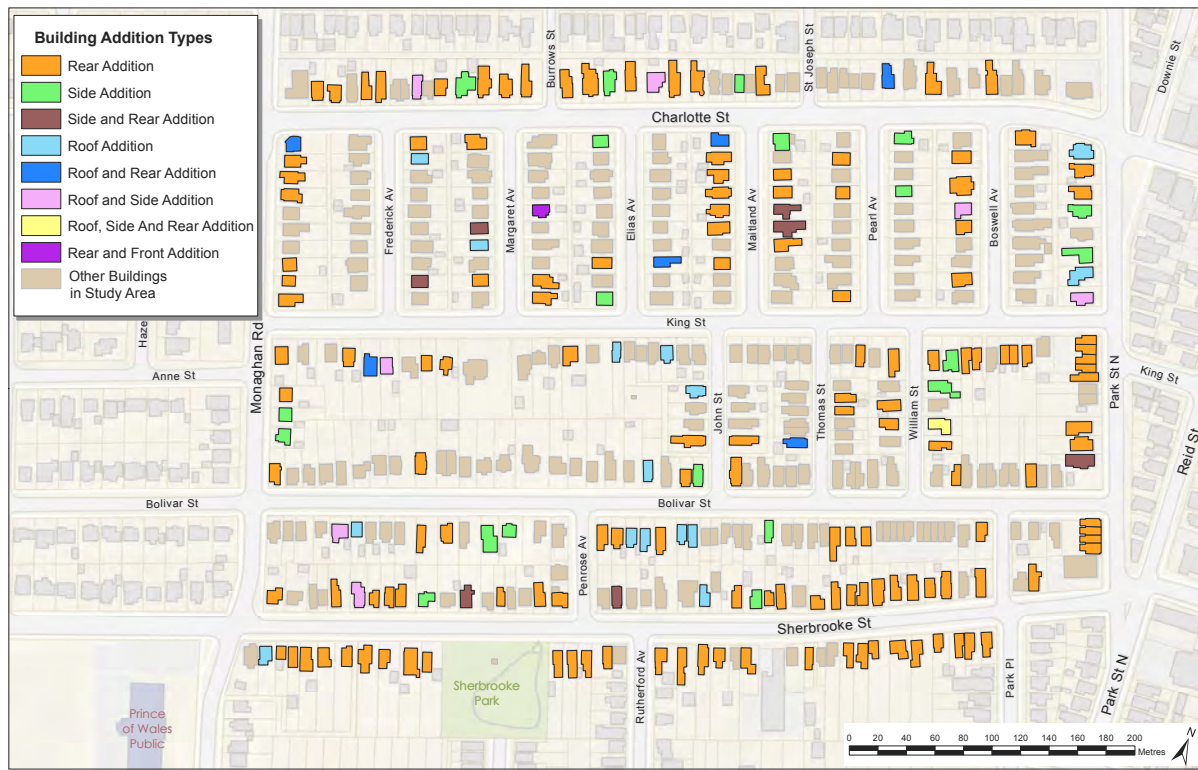
51. Map of properties with front yard landscaping within the Study Area. Source: City of Peterborough.



52. Map of properties with tree fences and hedges within the Study Area. Source: City of Peterborough.



53. Map of properties with trees within the Study Area. Source: City of Peterborough.



54. Map of buildings with additions within the Study Area. Source: City of Peterborough.

4.6 Neighbourhood Patterns and Elements

A walk through the Avenues and Neighbourhood Study Area makes obvious the experiential elements that define its edges and contribute to its walkability.¹⁶

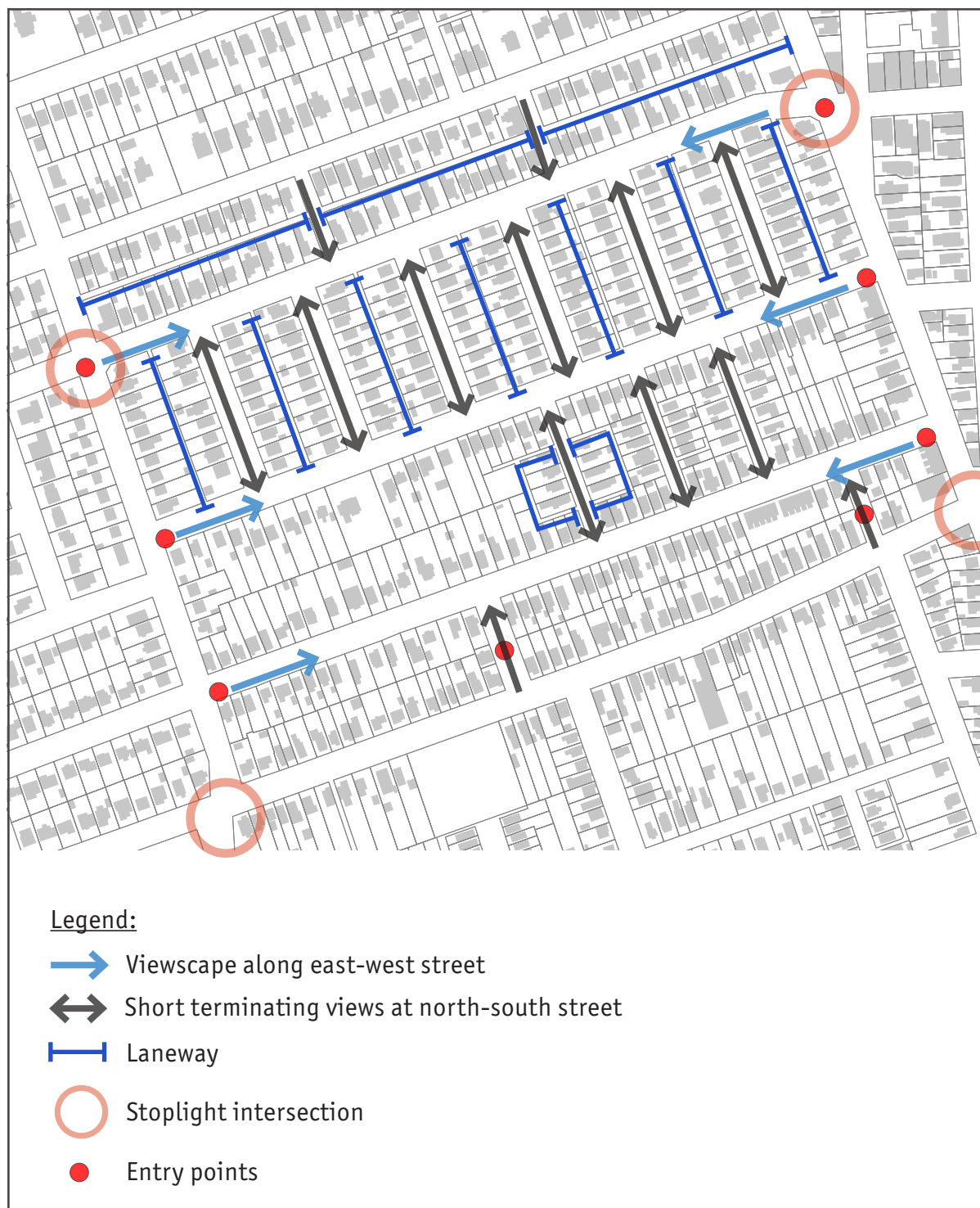
One experiences a sense of entry into a quieter residential neighbourhood at the following locations:

- Descending along Clonsilla Avenue from the west, at the Monaghan Road stoplight there is a change from a 3 to 2 lane street and to a more consistent residential streetwall.
- Travelling west along Charlotte Street from the downtown, at the Park Street stoplight where the commercial-use based street ends, the road angles, and there is a change in the alignment of the urban grid.
- Turning onto King and Bolivar Streets from Monaghan Road and Park Street, one departs from the more highly travelled north-south roads (Park and Monaghan) with their mixed character of building style, orientation, and overall street composition. In particular:
 - The east side of Park Street has an irregular streetwall of houses situated at an angle to the street, and with visible rear yards and fencing.
 - The properties on the west side of Monaghan Road meet the street directly, with no sidewalk or verge, a design that represents a later era of suburban growth.
- Heading north along Penrose Avenue and Park Place, there is a departure from Sherbrooke Street's varied house styles (much of it from any earlier vintage), shallower streetscape composition and traffic noise.

Views within the Study Area relate to the irregular block layout:

- The shorter north-south streets and avenues terminate at "T" intersections at the end of single block streets. The framed end view of the adjacent streetwall provides a sense of enclosure on four sides of the street and, a more intimate sense of place. This is most successful along The Avenues where the framed view is of a front facade. Whereas, on other north-south streets in the Study Area, the view is often of a side lot with laneways, fencing and side house facades.

¹⁶ The community identified this as a highly walkable area; pedestrian traffic was primarily related to commuting to work and school, and leisurely strolls meandering through the streets and laneways.



55. Neighbourhood patterns and elements. Source: Base map City of Peterborough, colour annotations by ERA.

- The long east-west streets that run from Monaghan Road to Part Street provide long viewsapes into the residential neighbourhood. These, in contrast to the intimate nature of the short streets, provide them with an expansive quality.
- The laneways provide an enclosed viewscape characterized by the dirt drive, rear yards, fences and secondary buildings.

56. Short terminating view north on Boswell Avenue. Source: ERA, 2014.



58. Viewscape east on Bolivar Street. Source: ERA, 2014.



57. Viewscape at laneway. Source: ERA, 2014.



5.0 Current Policy Context

Generally, the existing municipal policy framework supports the cultural heritage values of the HCD Study Area.

Policies affecting heritage conservation are woven into many parts of the Official Plan. Additionally, the importance of addressing context and character in the existing built environment and the management of change in established neighbourhoods are both themes well integrated into various sections of the Plan.

Based on a review of Official Plan schedules, it is anticipated that the areas most likely to experience change in the near future within the Study Area are Park Street, which is classified as a “transitional uses” area on Schedule J and potentially the eastern section of Charlotte Street, which is classified as an “intensification corridor” on Schedule A. The Study Area is located adjacent to the “Central Area” on Schedule J and most growth and development is intended to be focused within the latter. The Study Area is considered to be an established neighbourhood.

The primary roads defining the boundaries of the Study Area are all busy and well used by cars, bikes and pedestrians. Monaghan, Charlotte and Sherbrooke are classified as medium capacity arterials and Park Street North is classified as a high capacity collector on Schedule B of the Official Plan.

There is currently no secondary plan in place that covers the Study Area.

The current zoning and land use designations covering the Study Area are compatible with the current character and cultural heritage values.

Heritage is a key theme throughout the Municipal Cultural Plan and Strategic Direction 3 (Strengthen Heritage) seeks to “build on the City’s past heritage work through continued development of policy and regulatory frameworks and tools such as heritage conservation districts to protect Peterborough’s historic buildings and landscapes.”

There are currently no Part IV designated properties or properties with heritage easement agreements within the Study Area.

The Urban Forest Strategic Plan includes 8 strategic objectives, all of which are supportive of conserving the tree canopy, particularly objective 6, which aims “to identify and recognize significant valuable trees based on historic, aesthetic, cultural, social and ecological criteria.” According to this plan, the Study Area has an established tree canopy of about 28%. This tree canopy has been identified as contributing to the cultural heritage value of the Study Area.

Conclusions

There is a strong policy framework in place, which supports the conservation of the cultural heritage values of the Study Area. District designation and the development of an HCD Plan would provide recognition of the special/distinct character of the area, articulating identified values, providing objectives, and a qualitative layer of guidance, that would complement the existing quantitative layer of the Zoning By-law.

With an Official Plan amendment identifying heritage conservation districts as an approved heritage planning tool, the policy framework would be supportive of an HCD designation of The Avenues and Neighbourhood and furthermore, an HCD designation would be supportive and consistent with current planning policy/initiatives and strategic goals.

Part C: Recommendations

6.0 Findings

6.1 Summary

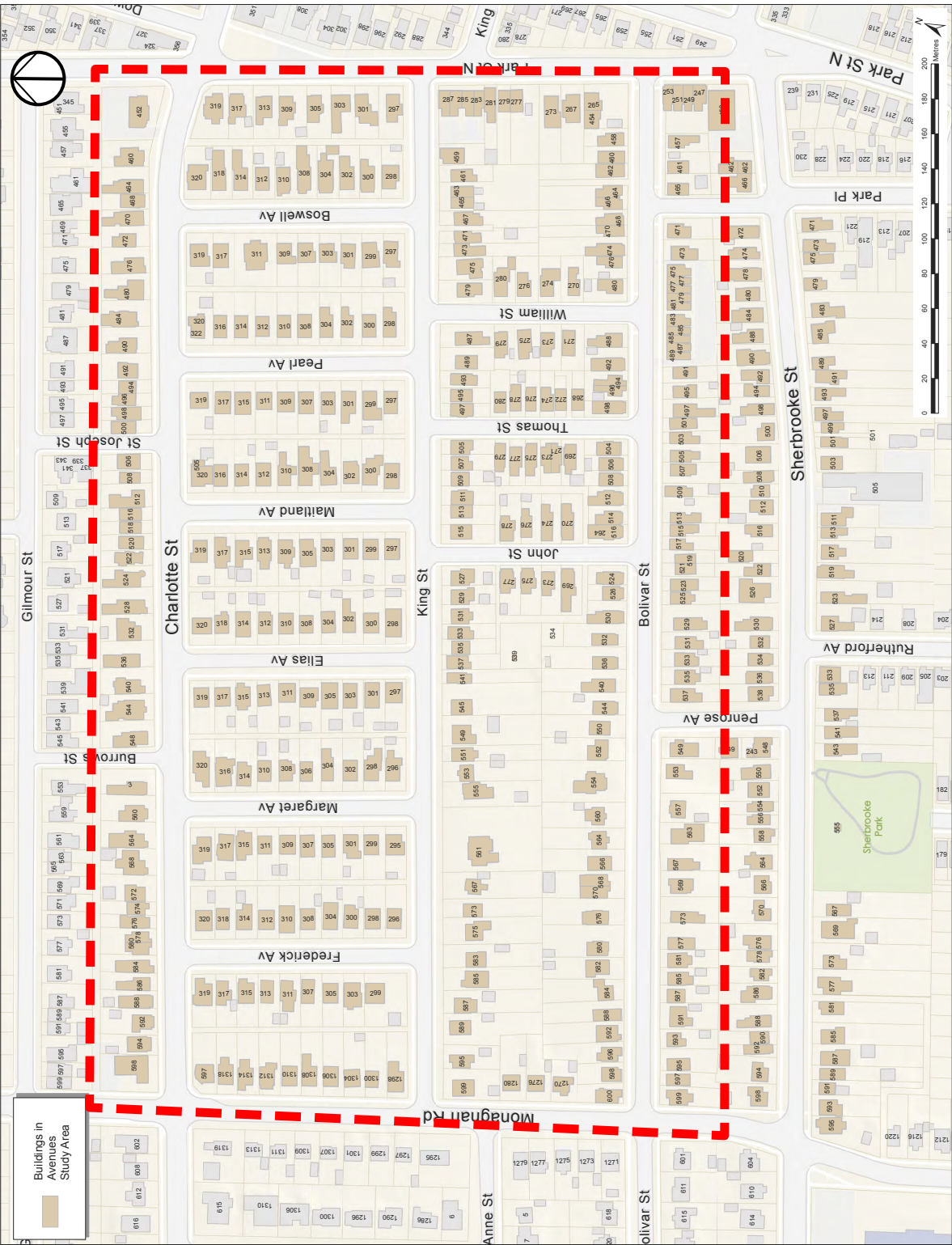
The HCD Study found The Avenues and Neighbourhood to be a remarkably intact example of an early 20th century suburb in Peterborough's old west end and in Ontario. Since the HCD Study Area was surveyed in 1825, it has evolved from a series of park lots on the outskirts of town to an established residential neighbourhood. The design framework displayed in The Avenues and Neighbourhood Study Area today pairs the features of a considered landscape, such as greenery and opens spaces, with the convenience and modern amenities of city living and easy access to employment.

In undertaking the Heritage Conservation District Study research and analysis it was found that there was a cohesive heritage character to the Study Area with the exception of Sherbrooke Street. The Avenues and Neighbourhood is identifiable by the visual coherence of the historic houses on tree-lined streets. The buildings generally display a consistent spatial organization, relationship to the street and early 20th century architectural styles that, in The Avenues, is uniquely attributable to the property covenants. In addition, the area displays a high level of integrity in the almost complete retention of the original late 19th century and early 20th century house forms.

The HCD Study has revealed that a large portion of The Avenues and Neighbourhood Study Area merits designation as a heritage conservation district. Pursuing designation of The Avenues and Neighbourhood as an HCD under Part V of the Ontario Heritage Act (2005) would protect the historic buildings from demolition and provide guidelines for compatible change within the District.

In addition, under the Provincial Policy Statement (2014), development applications on properties adjacent to the heritage conservation district would be subject to review to ensure that change is compatible with the protection of the heritage attributes.

The 2014 Provincial Policy Statement states that "2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved."



59. Recommended HCD boundary shown in dashed line. Source: Base Map City of Peterborough; annotation by ERA.

6.2 Recommended HCD Boundary

The recommended boundary of the Avenues and Neighbourhood HCD is generally defined by Charlotte Street, Park Street North, Bolivar Street and Monaghan Road (see map on opposite page). This was the area found to best meet the characteristics of a heritage conservation district as defined in the [Ontario Heritage Tool Kit](#) booklet [Heritage Conservation District: A Guide to District Designation Under the Ontario Heritage Act](#).

The Sherbrooke Street area was found to have cultural heritage value related to its status as a historic road in Peterborough with separate development history from the proposed HCD.

The proposed boundary is not finalized in the HCD Study phase. If Council decides to move forward with the designation and the development of an HCD Plan, the proposed boundary will be further studied with input from the community.

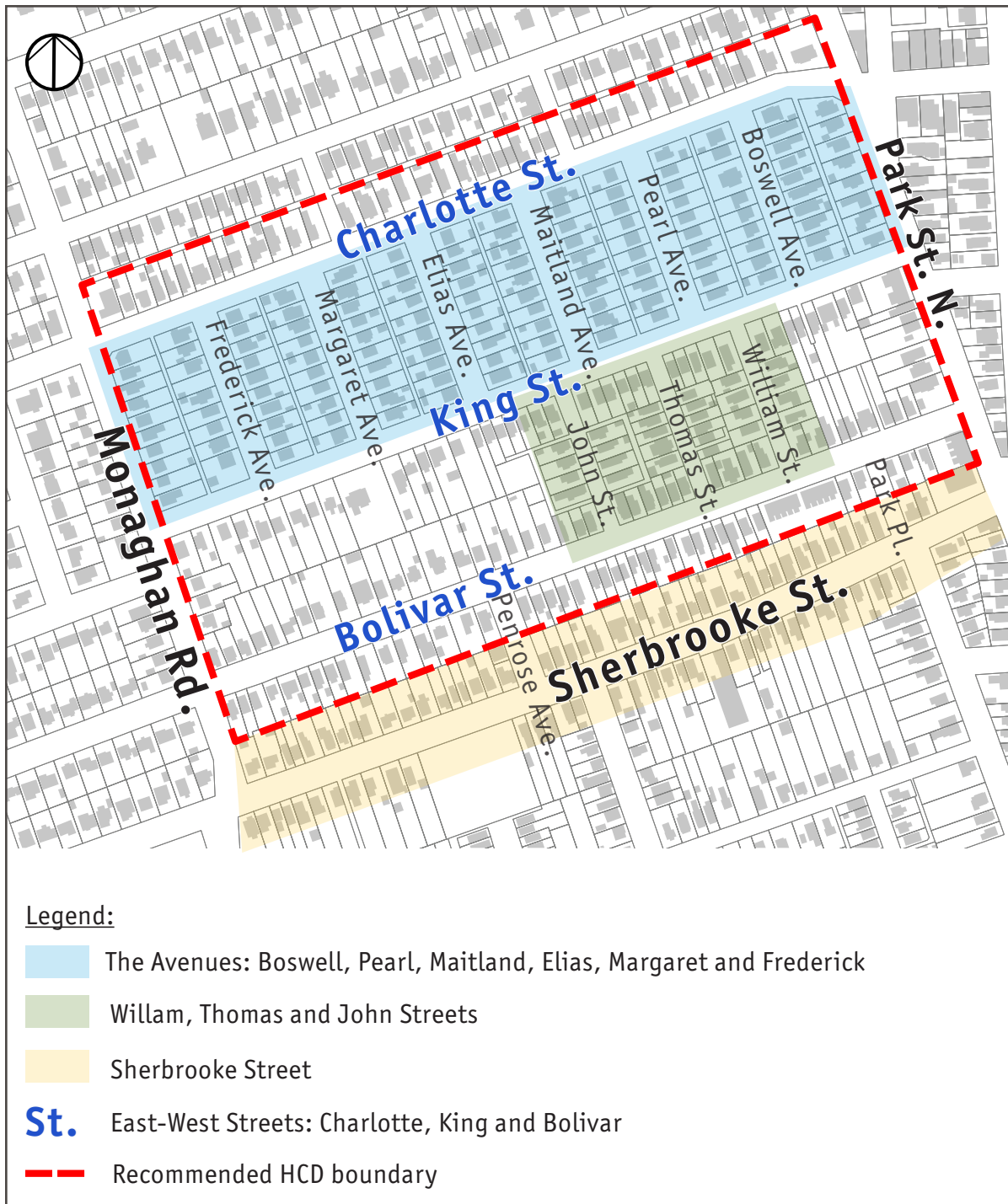
Within the recommended HCD boundary, several internal block and street patterns were identified which enhance the area by bringing variety and interest to a cohesive residential neighbourhood.

The Avenues

The Avenues area is distinct in its historical association with the Burnham family (Elias Burnham, Margaret Wilson, Elizabeth Burnham and Elizabeth Boswell) and its foundation as a designed residential neighbourhood in the early 20th century. The subdivision took advantage of its location near Canadian General Electric and the streetcar lines as well as the promise of a 'designed' neighbourhood to attract purchasers.

Designed districts that are purposefully planned and laid out by a single person or a group and whose original or early messages remain discernible. These districts are valued for their integrity and intactness of their original design.

Ontario Heritage Tool Kit, 2006



60. Internal block and street patterns within the HCD Study Area. Source: Base Map City of Peterborough; annotation by ERA.

The subdivision plans demonstrate that thought and care was taken to provide an attractive layout as well as a profitable intensification. The lots form a regimented pattern formed by rectangular lots oriented east-west, set between secondary streets and rear lanes. The houses have a consistent setback and placement on the lot. The streets have treed boulevards and hydro lines are located in the laneways.

The Avenues is the only portion of the Study Area that had covenants with design guidelines relating to house type, placement and materials.

William, Thomas and John Streets

The area defined by William, Thomas and John Street is distinct in its historical association with the Burnham family (John Burnham, Amelia Revell, George Burnham, Charles Burnham and Zacheus Burnham) and as the first area of planned intensification incorporating short north-south streets and laneways.

The subdivision employed a dense pattern of rectangular lots generally oriented to face the immediate street with lanes in a 'C' plan off John Street. Similar to the Avenues, the houses have a consistent setback and placement on the lot. However, the narrow road allowance (40 ft. compared with 66 ft. on all other streets) and the reduced house setbacks result in a more condensed street composition.

East-West Streets: Charlotte, King and Bolivar

The east-west streets of Charlotte, King and Bolivar provide contextual value related to the original park lots and early subdivision patterns and their relationship to both The

Street Name Origins:

Boswell Avenue: The Boswell family.

Elias Avenue: Elias Burnham (1811-1890), lawyer, councillor and property owner.

Frederick Avenue: Frederick Ernest Burnham (1846-19??), lawyer and son of Elias Burnham.

Maitland Avenue: Maitland Crease Boswell (1879-1952), son of Elizabeth and John S. Boswell. He was a professor and research at the University of Toronto.

Margaret Avenue: Margaret Wilson (1808-1892) sister of Elias Burnham and widow of Edward Wilson.

Pearl Avenue: Pearl Beatrice Burnham (1878-1972), granddaughter of Elias Burnham.

John Street: Dr. John Burnham (1842-1897), son of Mark Burnham, Conservative MP for Peterborough East (1878-1887 and 1891-1896).

Thomas Street: Thomas Cahill (1838 – 1900), J.P., town councillor and first president of the Peterborough Workingmen's Building and Savings Society.

William Street: According to F.H. Dobbin records, the street is named after William Langford (1846-1918), town councillor and local builder.

Street Name Origins:

Bolivar Street: Reputably names after Simon Bolivar (1783-1830), a South American revolutionary.

Charlotte Street: Queen Charlotte (1744-1818) wife of King George III and/or Princess Charlotte (1796 - 1817), only daughter of King George IV.

Avenues and the William, Thomas and John Street subdivisions. These streets also have value related to the wider range of popular early 20th century house styles present.

These streets provide a direct delineation of the original park lot layout off Park Street. Charlotte Street was established as a road between Park Lots 5 and 6, while King Street and Bolivar Street were introduced along the original property lines as part of subdivision plans dating to the 1880s. The existing north-south oriented lot patterns reflect the subdivision trends of the time, most notably in the generous lot depths.

Charlotte, King and Bolivar Streets are integral to preserving the quality of The Avenues and William, John and Thomas Streets. The east-west streets provide visually compatible terminating views that frame the shorter north-south streets on all four sides. This enclosure enhances the picturesque and intimate quality of the neighbourhood.

Sherbrooke Street: Sir John Coape Sherbrooke, Governor of Lower Canada (1816 -1818), Governor-General of Upper Canada in 1826.

Sherbrooke Street

Sherbrooke Street has cultural heritage value separate from The Avenues and Neighbourhood. Its cultural heritage significance lies in its association with the settlement of Peterborough and as an example of an evolved cultural heritage landscape.

Sherbrooke Street dates back to Richard Birdsall's 1825 Plan of Survey of Part of the Town Plot in the Township of Monaghan (Peterborough) and served as a link to neighbouring towns. With a plan of subdivision dating back to the mid-1800s, the properties reflect the characteristics of an evolved landscape.

In contrast with the area to the north, these properties were developed between the mid-to-late 1800s. There have been several eras of development as evidenced in the varied building styles and subsequent alterations and additions. This area displays a wider range of building styles (from Neoclassical and Victorian vernacular to 20th century Edwardian and postwar houses) as well as additional uses (industrial, commercial and park land). This ad hoc evolution has resulted in a less cohesive streetwall.

The varied building setbacks (often resulting in a shallower front yard) and a less consistent tree canopy varies from the streetscape character of The Avenues and Neighbourhood.

Based on this HCD Study, the following preliminary list of values and attributes of the section of Sherbrooke Street between Monaghan Road and Park Street North are provided to demonstrate the road's merit as a potential cultural heritage landscape outside of the recommended HCD boundary.

The cultural heritage value or interest of Sherbrooke Street is found in:

- Its historical association with the settlement of Peterborough dating back to the original townsite layout in 1825.
- Its physical value as a streetscape that has evolved over time and continues to change in response to human activity related to settlement, growth and industry.

Key attributes that express the value of this area as an evolved cultural heritage landscape include:

- The historic route of the road.
- The varied character of the streetwall displaying a variety of building styles, eras and uses.
- The historic view towards the downtown.

6.3 Draft Statement of Cultural Heritage Value

Based on the findings of the HCD Study, the following preliminary list of values and attributes of The Avenues and Neighbourhood Study Area are provided to demonstrate its merit as a designed heritage conservation district. These would be developed further as part of a Heritage Conservation District Plan phase.

The cultural heritage value or interest of this area is found in:

- **Its historical association with the park lots west of the original Peterborough townsite.** In 1825, Richard Birdsall surveyed these lands (and the Town of Peterborough) under the supervision of his then father-in-law Zacheus Burnham. These park lots were Crown lands that were often granted to individuals to acknowledge military service, loyalty to the British empire and/or political stature. Birdsall was granted Park Lots 2 and 3 (between Bolivar and King Street) in 1827.
- **Its historical association with Elias Burnham, longtime resident of Park Lots 4 and 5 (Between King and Charlotte Street).** Burnham established himself as the first lawyer in Peterborough around 1835. He was active in local political, education and municipal affairs, and a prominent property owner.
- **Its design value as an example of an early 20th century suburb in the City of Peterborough and Ontario.** There is special value associated with the subdivision of Park Lots 4 and 5 by Elizabeth Burnham and Elizabeth Boswell in 1905 and 1906. This subdivision is commonly referred to as The Avenues as all the new streets were named avenues. The Avenues were marketed according to their convenient location near the 'Electric Works and Market' and the streetcar system. In addition, the properties had covenants with design guidelines specifying building type, height, exterior materials and placement.
- **Its historical association with Canadian General Electric (CGE) in Peterborough.** This neighbourhood developed soon after the establishment of CGE in Peterborough in the 1890s. It was located just north of the local CGE factory and home to many (and varied) CGE workers.
- **Its association with the establishment of streetcars in Peterborough.** This area was bound by streetcar lines on three sides - Charlotte Street, Park Street North and Monaghan Road. This transportation infrastructure supported, and likely attracted, residential development.

Key attributes that express the value of this area as a designed heritage conservation district include:

- The location of The Avenues and Neighbourhood within Peterborough's residential old west end.
- The variety of lot patterns (size and orientation) that reflect the subdivision of the park lots over a 60 year period.
- The coherent streetwall of houses.
- The typical streetscape composition of the Study Area organized (from street to house) as follows: road, green verge with trees, sidewalk, green front lawn (often with a tree or plantings), front porch and house. Of note, electric power is provided within The Avenues along the laneways allowing these streets to be free of hydro poles and lines.
- The laneways at The Avenues and John Street that reflect a turn-of-the-century organization of household life and now improve the walkability of the neighbourhood.
- The notable integrity of early 20th century house forms, predominantly the Edwardian, Bungalow and Queen Anne styles.
- The prevalence of the Edwardian front gable house; almost half of the houses are in this building style.

Key views and viewsapes:

- The short terminating views north and south along The Avenues and William, John and Thomas Streets that enclose the street and enhance its picturesque quality.

The Ontario Heritage Tool Kit identifies the following as potential cultural heritage resources and attributes of a heritage conservation district: historical association, architecture, vernacular design, integrity, architectural details, landmark status or group value, landscape and public open spaces, overall spatial pattern, land-use, circulation network and pattern, boundary and other linear features, site arrangements, vegetation patterns, and historic views.

The Standards & Guidelines identifies the following as character-defining elements of a cultural landscape, including heritage districts: evidence of land use, evidence of traditional practices, land patterns, spatial organization, visual relationships, circulation, ecological features, vegetation, landforms, water features and built features.

- The viewsapes into the residential neighbourhood east and west along Charlotte, King and Bolivar Streets that reflect the original Park Lot land division and provide the streets with an expansive quality.

6.4 Recommended HCD Objectives

Based on the HCD Study analysis and the consultation process, the following objectives are proposed for The Avenues and Neighbourhood Heritage Conservation District. These should be further reviewed and refined in the HCD Plan phase:

- Retain, conserve and enhance the historic buildings that contribute to the cultural heritage value and appearance of The Avenues and Neighbourhood.
- Permit alterations and additions to the existing houses that preserve their heritage character in relation to the street and other properties while allowing for suitable change.
- Conserve and enhance the neighbourhood's shared spaces including the tree-lined streets with sidewalks and green verges, and laneways.
- Promote building conservation and landscaping approaches that make considered, legible and reversible changes to the properties.
- Maintain The Avenues and Neighbourhood's sense of place as an established residential neighbourhood.

6.5 HCD Plan Content

The content of The Avenues and Neighbourhood HCD Plan should adhere to the requirements of Subsection 41.1 (5) of the Ontario Heritage Act, which include:

(a) a statement of the objectives to be achieved in designating the area as a heritage conservation district;

(b) a statement explaining the cultural heritage value or interest of the heritage conservation district;

(c) a description of the heritage attributes of the heritage conservation district and of properties in the district;

(d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and

(e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42. 2005, c.6, s.31.

As part of the required HCD Plan, issues that are specific to The Avenues and Neighbourhood, should be considered and addressed. These include:

- The treatment of porches and verandahs including maintenance, repair, alteration and replacement.
- The treatment of streetscapes including maintaining the tree-lined verges and the garden-like quality of the streets. As this is a 100-year old neighbourhood, the mature tree canopy is expected to undergo significant change and loss over the next few decades. Compatible tree planting strategies should be developed to preserve and enhance the picturesque setting of the streets in the long-term.
- The treatment of the laneways to protect their role as shared spaces for walking and casual recreation.
- The development of a heritage permit system that dovetails with the development and building permit application process.
- Incentives (financial or otherwise) to promote building conservation.

These neighbourhood-specific issues will present both opportunities and challenges in terms of balancing the preservation of the heritage character of the neighbourhood and the individual home owner's desire to personalize and/or modernize his/her house.

6.6 Other Recommendations

As part of the HCD Study, ERA recommends undertaking an official plan amendment identifying heritage conservation districts as an approved heritage planning tool in the City of Peterborough.

While the City of Peterborough Official Plan is supportive of the need to protect and enhance the appearance and character of the built environment, acknowledging historic buildings and areas as an integral component of this process, the Official Plan does not include adequate provisions for the designation of a heritage conservation district as per Part V of the Ontario Heritage Act:

Designation of heritage conservation district

41. (1) Where there is in effect in a municipality an official plan that contains provisions relating to the establishment of heritage conservation districts, the council of the municipality may by by-law designate the municipality or any defined area or areas thereof as a heritage conservation district.

There is a strong policy framework in place, which supports the conservation of the cultural heritage value of the Study Area. District designation and the development of an HCD Plan would provide recognition of the special and distinct character of the area, articulating identified values, providing objectives, and a qualitative layer of guidance, that would complement the existing quantitative layer of the Zoning By-law.

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Archival Research Resources

Kawartha Ancestral Research Association (KARA).

Peterborough Museum and Archives (PMA).

Trent University Archives (TUA).

Trent Valley Archives (TVA), Dr. Elwood Jones.

McLeod, Dave. Various research notes regarding correspondence with the Law Society of Upper Canada, census and patents, and street names.

Project Personnel

EDWIN ROWSE, PRINCIPAL, OAA, FRAIC, CAHP

Edwin J. Rowse, OAA, FRAIC, CAHP, is a registered architect in Ontario with thirty-five years of experience in the field of historical architecture. He specializes in the renovation of existing buildings and in the conservation and restoration of historic buildings.

After graduating from the University of Edinburgh, he worked in London, England, for nine years for Donald W. Insall and Associates, an internationally recognized firm of restoration architects. His work included the interior restoration of the principal chambers in the Houses of Parliament in London. In 1984 he moved to Toronto, where he worked for two firms with heritage expertise before starting his own practice in 1990. He has been in partnership with Michael McClelland since 1994.

Edwin's experience covers a broad range of historical building types, styles, construction technologies and decorative finishes, including high-quality masonry, woodwork, carving and gilding. His familiarity with restoration approaches and techniques in Europe and North America is complemented by long experience in contract administration, site review and budget estimating.

LINDSAY REID, ASSOCIATE, OAA CAHP LEED AP

Lindsay is a licensed architect in the field of heritage conservation. She has a special interest in the conservation of cultural institutions as well as the preservation of culturally significant communities. In this area she has worked on many award-winning projects including Ruthven Park NHS, the Distillery District NHS and, as a volunteer, the 1953-2003 TSA Guide Map to post war architecture in Toronto.

She has extensive experience in all stages of building analysis, planning, municipal approvals, design, contract documents, field review and project administration for conservation and renovation projects. Lindsay's experience also includes employment as a heritage

planner for the City of Toronto. There she expanded her project management, negotiation and public consultation skills and gained a more comprehensive understanding of cultural heritage and planning policy.

Brendan Stewart, MLA, OALA

Brendan Stewart is a landscape architect at ERA. He received his Masters of Landscape Architecture from the University of California, Berkeley, after completing a Bachelor of Landscape Architecture at the University of Guelph. Prior to joining ERA, Brendan worked in a full service landscape architectural consulting firm in Toronto. Brendan's continuing professional education includes training in cultural heritage landscapes at the Willowbank School of Restoration Arts.

Brendan regularly contributes to HCD projects undertaken by the office, including the Main Street South HCD for the City of Brampton. His experience includes the development of heritage landscape assessment and conservation plans (Edgemere and Smye House Estates), cultural heritage reports (for the Town of Burlington, Nfld), and the development of heritage interpretation plans (West Don Lands and East Bayfront along Toronto's waterfront).

He recently contributed to the project to reimagine the neighbourhood of Selma in Gothenborg, Sweden.

ALEX ROWSE-THOMPSON, HERITAGE PLANNER

Having received her Master's Degree in Environmental Design (Planning) from the University of Calgary, Alex went on to work as a Conservation and Design Officer for municipal government in the UK. In this role, she provided design consultation for a range of projects, from small repairs and restorations to the adaptive reuse of entire sites, including a disposed WWI seaplane base and a 19th-century Royal Engineers Depot. She was also closely involved in writing a number of municipal heritage policy and design guidelines documents.

At ERA, Alex applies her broad base of conservation knowledge to community consultation, building condition assessments, and a wide range of studies, plans, guidelines, and other heritage planning processes. In all her work, Alex advocates for an integrated approach to cultural heritage conservation and planning policy and practice, an approach she believes is essential to creating and sustaining quality places.

GEORGE MARTIN, HERITAGE PLANNER

George Martin is a heritage planner whose focus is the conservation and integration of heritage resources in site planning. George was born and raised in Peterborough. He received his Masters of Science in Conservation from the University of Hong Kong after completing a Bachelor of Urban and Regional Planning at Ryerson University. He has completed professional training in cultural heritage landscapes at the Willowbank School of Restoration Arts.

Appendix 1: Policy Review

1.0 Objectives

Review and analyze existing land use, zoning, planning and heritage policies and controls in order to determine what heritage conservation measures are warranted for the Study Area.

This includes review of:

- Approved plans that would affect the Study Area;
- Existing policies and bylaws in the City of Peterborough; and
- Sites Designated under Part IV of the Ontario Heritage Act and existing heritage easements in the Study Area.

2.0 Approved Plans

2.1 *Official Plan*

There are few policies that directly address heritage conservation matters, but policies that affect the appearance and character of the built environment are woven throughout Peterborough's Official Plan (OP). This approach is increasingly seen as best practice as it helps to improve the integration of heritage conservation and planning; removing its stigma and viewing the heritage as simply and an important element of sound community planning contributing to sense of place.

In general, the policies summarized in this section were found to be compatible with an HCD designation. Opportunities or items to be considered during the development of an HCD Plan and its guidelines are also noted.

One of the key goals and objectives, which form the basis of the Official Plan in Section 2, is to protect, preserve and enhance the natural and urbanized landscape. Preservation and protection of historic properties is identified as one measure to accomplish this.

In addition, Section 9.4 of the Official Plan - Method of Implementing Community Improvement - includes Policy 9.4 A.5 which states that "Council may support heritage conservation programmes and will designate properties and districts to encourage funding programmes". This demonstrates an understanding of the value of the historic environment to the community and Council's commitment to legally protect it.

Although the OP addresses the need to protect and enhance the appearance and character of the built environment, acknowledging historic buildings and areas an integral component of this process, the OP does not include adequate provisions for the designation of a heritage conservation district under Part V of the Ontario Heritage Act.

Recommendation: To further enable an HCD designation, we recommend undertaking an Official Plan amendment to identify heritage conservation districts as an approved heritage planning tool.

Official Plan Land Use Designations

The majority of the HCD Study Area is falls under residential land use. The exception is Park Street which is identified as commercial land use. In addition, on the Central Area Land Use Plan, Park Street is designated as a “transitional uses area.” It is within the area designated as the Central Area Commercial on the Commercial Structure map.

The permitted uses within a low density residential area are defined in the Official Plan as follows:

The uses shall primarily consist of single detached, semi-detached and duplex dwellings. Multiple unit buildings of a similar height to other low density uses may also be permitted in appropriate locations provided the maximum density is less than 25 units per hectare.

Further, infill housing on vacant land may be allowed within a low density residential providing it “has a form and scale compatible with the surrounding area” and satisfies the the provisions of the Official Plan. New infill requires an amendment to the Zoning by-law.

Within this context, an HCD Plan would provide a statement of the cultural heritage value for the area, which could be used to gauge the acceptability of Zoning By-law amendments regarding infill housing and low scale multiple unit buildings.

With respect to Park Street and its standing as a “transitional uses area” within the Central Area, this designation recognizes that these areas provide a transition to the residential areas outside the Central Area and that they “already exhibits a diversity of land uses co-existing and compatible with low density uses.”

Density

The majority of the Study Area is identified as low density, with the exception of the northwest corner of Park and Sherbrooke, which is identified as medium density. This is compatible with maintaining the heritage character within the recommended HCD area.

Official Plan Secondary Plans

The Study Area is within the “Bonnerworth” Secondary Plan Area, but there is not currently a Secondary Plan in place. The development of a Secondary Plan would require consideration of heritage assets including Part IV and Part V heritage properties to ensure the respective by-laws or policies are in alignment.

Official Plan Road Classification

The primary roads within the Study Area have the following designations:

- Charlotte Street is a medium capacity arterial and is identified as an on-road bikeway;
- Park Street is a high capacity collector;
- Sherbrooke Street is a medium capacity arterial; and
- Monaghan Road is a medium capacity arterial.

The development of the HCD Plan should consider how changes to the design of the roads may impact the heritage character of the area.

Intensification

On Schedule A-1: City Structure, a portion of Charlotte Street just west of Park Street is identified as an “intensification corridor”. As per Section 2.4.4.3, intensification corridors are to be developed as part of Secondary Plans and address a range of issues including “land use policies to protect areas of cultural heritage.” See Secondary Plans above.

Zoning By-law

Generally, the designations covering the Study Area do not post direct conflicts with the identified cultural heritage value of the area.

There are three types of residential designations within the Study Area - Residential District 1, 2 and 3. R.1 and R.2 apply to dwellings and R.3 applies to dwellings and boarding houses.

The regulations associated with these designations appear to align with the existing built environment and land use patterns. There are no specific zoning designations related to heritage neighbourhoods within the By-law.

Municipal Cultural Plan

The Municipal Cultural Plan was adopted by Council in 2012. It provides a strategic and coherent framework that recognizes the “important role that the City’s cultural assets play in building Peterborough’s future prosperity.” Heritage is a key theme throughout the plan, focusing on built heritage, natural heritage, landscape, and the downtown as a cultural hub. Ultimately, the plan puts culture, broadly defined, at the heart of city building and quality of life in Peterborough.

The plan contains seven strategic directions, of which two are directly related to the HCD Study and the conservation of the cultural heritage value of the area. Strategic Direction 3 (Strengthen Heritage) seeks to “build on the City’s past heritage work through continued development of policy and regulatory frameworks and tools such as *heritage conservation districts* to protect Peterborough’s historic buildings and landscapes.” This strategic direction illustrates the City’s support for, and recognition of, HCD’s as a beneficial heritage planning tool.

Strategic Direction 5 (Incorporate Culture into all Neighbourhoods) speaks to the importance of recognizing the “uniqueness” of Peterborough’s neighbourhoods as well as supporting cultural development at all neighbourhood levels. Ultimately, the HCD Study process engaged the local community in identifying cultural heritage values and by documenting the historic

development of their neighbourhood. A heritage conservation district designation and the development of an HCD Plan would further engage the local community in identifying how its wishes to see the neighbourhood evolve.

Urban Forest Strategic Plan

The Urban Forest Strategic Plan was adopted in June 2011 by the City of Peterborough. Its purpose is to recognize and support the environmental, social, cultural and economic contribution that the urban forest makes to Peterborough's communities. The Plan contains eight strategic objectives accompanied by specific recommendations to assist in the implementation process.

The mature tree canopy in The Avenues and Neighbourhood contributes to its character as an established neighbourhood and to its sense of place, forming a key component of the landscape and complementing the architecture. The Urban Forest Strategic Plan references The Avenues and Neighbourhood as having around 28% canopy cover.

All eight strategic objectives are supportive of conserving the tree canopy in the Study Area. Specifically, Objective 6, which aims "to identify and recognize significant valuable trees based on historic, aesthetic, cultural, social and ecological criteria" aligns with, and informs, the potential objectives for a heritage conservation district. District designation could also encourage the implementation of the three recommendations by providing a structured framework, which identifies the cultural heritage value of the tree canopy and specifies which species are historic to the area.

Heritage Properties Tax Refund Program (By-law 11-086)

Tax Refund Program Background

Under Section 365.2 of the Municipal Act (2001), municipalities may establish programs to provide tax reductions or refunds for heritage properties. The City of Peterborough's program provides a 40% tax rebate for properties assessed in the residential class, 20% for properties assessed in the multi-residential class and 20% for properties assessed in the commercial class. Heritage properties are defined as being designated under Part IV or V of

the Ontario Heritage Act and eligible properties are those that are subject to an easement agreement with the City under Section 37 of the Ontario Heritage Act or an easement agreement with the Ontario Heritage Trust under Section 22 of the Ontario Heritage Act.

At present, the program boundary includes the Central Area as defined on Schedule J of the Official Plan. Only the west side of Park Street in the HCD Study Area falls within the Central Area. However, the by-law has provisions allowing the Council (upon recommendation from the Municipal Heritage Committee) to extend the program to any property outside of the Central Area on a case-by-case basis with the additional requirement that the property receive a score of 70 or better through the committee's evaluation score sheet.

A Review of the Effectiveness of the Heritage Property Tax Relief Program

This report was produced by the City to provide an assessment of how the Heritage Property Tax Relief Program was working from its inception in 2003 to 2009. The report highlights the successes of the program, noting where there is room for improvement but that overall the program should be continued as a major revitalization tool in Peterborough.

Significantly, over 120 rehabilitation projects have been undertaken by owners participating in the program and these owners have expressed the tax relief has contributed to their capacity to preserve their heritage buildings. Ultimately, the program is meeting its intended object of revitalizing the core, while simultaneously generating increased tax revenues that offset the value of the incentives. The report recommends retaining the current boundaries, but that consideration should be given to creating an Official Plan schedule "that more accurately recognizes the historic evolution of the City and captures a greater percentage of the heritage resources worth preserving". Further investigation into the financial viability of expanding the program to include heritage conservation districts outside of the current boundary is needed.

Sites Designated under Part IV of the Ontario Heritage Act or existing heritage easements

No sites within the study are have been identified as being designated under Part IV of Ontario Heritage Act or subject to a heritage easement.

Appendix 2: Review of Financial Incentives

In general, there are four types of municipal financial incentives to support property homeowners in restoring their heritage-related properties. These include: heritage grant programs; heritage loan programs; heritage property tax rebate programs; and, area-specific incentive programs.

In Ontario, the most common incentive program is a matching grants, with 16 municipalities offering to match \$1,000 - \$5,000 for eligible projects. Burlington has a different approach and offers 25% of the property owner's expense to a maximum of \$15,000. There are similar programs being developed for other municipalities. Comparatively, some municipalities offer grants without the matching component. Only 4 municipalities – Hamilton, Markham, Burlington, and Cobourg – offer loan programs.

Like Peterborough, some municipalities target specific land uses by offering a host of incentive programs that differentiate the needs of commercial, institutional, and residential programs. Programs may also be differentiated by the type of work (heritage attributes only or structural work) as well as location of work (signage or façade).

A low-cost program, with a large visual and civic impact, is the 'Streetscapes in Bloom' program run by the volunteer Cabbagetown Preservation Association. It is an annual front garden competition that beautifies streetscapes while encouraging a civic camaraderie. Awards programs are a low-cost, high-return method to communicate the importance and achievements of the heritage-related work accomplished by property owners to the broader public. They can generate media coverage, stimulate civic pride, and encourage property homeowners to participate in heritage conservation.

Case Study: The Cabbagetown Preservation Association, Toronto

This volunteer organization, under the direction of a board of directors, runs several programs aimed at improving the heritage quality of the properties within Cabbagetown. For example, the 'Streetscapes in Bloom', which is an annual front garden competition, and the 'Peggy Kurtin Award for Excellence in Restoration', which awards winning property owners with a certificate and an artistic rendering of their house. The Association fundraises through a number of walking tour programs including the 'Hidden Gardens & Private Spaces'

back garden tour, the Cabbagetown Tour of Homes, and Cabbagetown Walking Tours. The Cabbagetown People Program, which offers educational walking tours focused on the social history of the neighbourhood, has installed more than 40 commemorative plaques throughout the neighbourhood.

Case Study: Owen Sound's Community Improvement Plan & Façade and Structural Improvement Program

Currently, Owen Sound has a by-law that designates the entire municipality within a Community Improvement Plan. The Plan includes the Façade and Structural Improvement Program, which covers up to one third of eligible costs up to a maximum of \$5,000 for works on the front façade or structural work. The program also covers up to one half of the eligible costs to a maximum of \$7,500 if both the front and rear facades are improved together. The program currently has a \$40,000 annual budget and to date has spent \$265,000 on 45 projects.

Appendix 3: Questionnaire and Summary

Sample of Survey



Maitland Avenue, circa 1910

THE AVENUES HERITAGE CONSERVATION DISTRICT STUDY QUESTIONNAIRE

Issued by the Arts, Culture & Heritage division of
the City of Peterborough with ERA Architects Inc.



Thank you for taking 5 minutes to fill out this questionnaire.

Please return this survey to:

City of Peterborough
500 George Street North
Peterborough, ON, K9H 3R9
Attn: Heritage Resource Office

Or visit www.peterborough.ca/conservationdistrict to complete the questionnaire online.

This questionnaire is being circulated as part of the Avenues Heritage Conservation District (HCD) Study. To view a map of the HCD Study Area see attached Community Briefing.

There are over 100 designated Heritage Conservation Districts in Ontario including:



Kingston - Barriefield Village



Cobourg - King St West



Toronto - Cabbagetown

1. Have you visited a Heritage Conservation District in Ontario? Check all that apply:

- | | |
|--|---|
| <input type="checkbox"/> Kleinburg-Nashville, Vaughan | <input type="checkbox"/> Sandy Hill, Ottawa |
| <input type="checkbox"/> Barriefield Village, Kingston | <input type="checkbox"/> Unionville, Markham |
| <input type="checkbox"/> King Street West, Cobourg | <input type="checkbox"/> Cabbagetown, Toronto |
| <input type="checkbox"/> Other(s) _____ | |
| <input type="checkbox"/> None that I am aware of | |

2. How would you define the area known as the “Avenues”? Please indicate the boundaries by noting the street(s) that border the area, or by drawing boundaries on the attached map.

North edge street(s) _____

South edge street(s) _____

East edge street(s) _____

West edge street(s) _____

3. In your opinion, what are some of the features in the Avenues HCD Study Area that are particularly important in defining the character of the area? Please check all that apply and provide as much detail as you like.

☐ The architecture and design of landmark buildings and houses

☐ Historic sites and places (i.e. places that contribute to the neighbourhood's identity or community memory or where an important event occurred)

☐ The architecture and design of secondary buildings (i.e. garages, sheds, etc.)

☐ Landscaping, such as trees, front lawns and gardens

☐ Particular views or vistas within the Study Area or looking from or towards the Study Area

☐ Laneways and the experience of using or walking through these spaces

(Question #3 continues on the following page)



☐ Neighbourhood ambiance, setting, and sense of character

☐ Common experiences among people in the neighbourhood (i.e. community events, causally meeting neighbours and friends on the street, children attending common schools, using certain parks or playgrounds, etc.)

☐ Other types of features not identified above.

4. What do you feel puts the character of the Study Area at risk?
Please check all that apply and provide as much detail as you like.

☐ Alterations to the fronts of buildings or houses, including removal of, or alterations to, front porches, dormers, siding, etc.

☐ Lack of general up-keep and maintenance of houses and buildings as viewed from the street

☐ Construction of new buildings or houses that do not fit with the character of the rest of the Study Area

☐ Unsafe use of roads and sidewalks (i.e. the speed or volume of car traffic, use of bikes or scooters, use of sidewalks for children's play, etc.)

☐ Inappropriate changes to landscaping

☐ Additions at the rear of buildings that are visible from laneways and that do not fit with the character of the rest of the Study Area

☐ Changes to or demolition of secondary structures such as garages or sheds

☐ Other risks

☐ Nothing in particular

5. What kind of improvements would you like to see in the Study Area?
Please check all that apply and provide as much detail as you like.
- ☐ Retention of historic houses or buildings
 - ☐ New additions or alterations that fit with the character of the Study Area
 - ☐ Improved property maintenance and up-keep
 - ☐ Streetscape improvements (i.e. tree planting, plaques, landscaping, benches, pedestrian road crossing etc.)
 - ☐ A stronger community identity
 - ☐ Other possible outcomes
-
-
- ☐ I have little expectation of improvements or changes resulting from the establishment of a Heritage Conservation District
6. Parts of the Heritage Conservation District Study Area include rear laneways. In what ways do people in your house or building use the laneways?
Please check all that apply and provide as much detail as you like:
- ☐ To access parking
 - ☐ For walking, such as getting to and from your home or building
 - ☐ For recreation and socializing, such as for children's play or for visiting with friend and neighbors
 - ☐ The lanes are rarely used by people in my house or building
 - ☐ There are no laneways close to me
7. Which of the following best represents your use of the Study Area?
- ☐ I live in a residential property in the Study Area owned by myself or someone in my household
 - ☐ I live in a house or apartment in the Study Area that I rent
 - ☐ My workplace is located within the Study Area
 - ☐ I am a landlord/commercial property owner in the Study Area
 - ☐ I live outside the Study Area
 - ☐ Other _____

8. Which of the following best represents your familiarity with the Study Area?

- ☐ I have lived or worked in the Study Area for a long time
- ☐ I am new to the area
- ☐ I am somewhat familiar with the Study Area but have not lived or worked here for a long time
- ☐ I come to the Study Area occasionally
- ☐ Other _____

9. Do you have questions or issues related to the HCD Study or a future heritage conservation district designation in the Avenues?

10. If you wish to share information related to the history of your house, street or the Study Area or would like to help with the historical research, please provide your name, phone number and/or address below so we may contact you for further detail.

Name: _____

Phone Number: _____

Address: _____

Email: _____

*If you would like to be updated throughout the process and notified of upcoming community consultation events, please provide your email address below.

Email: _____

Thank you for taking the time to complete these questions and for sharing your thoughts.

Please stay in touch by visiting the project webpage at www.peterborough.ca/conservationdistrict or by contacting Erik Hanson, Heritage Resources Coordinator, City of Peterborough, (705) 742-7777 x1489, or ehanson@peterborough.ca.

Survey Results Summary**1. Have you visited an HCD in Ontario?****Check all the apply.**

- Kleinburg-Nashville, Vaughan (6)
- Barriefield Village, Kingston (8)
- King Street West, Cobourg (22)
- Sandy Hill, Ottawa (8)
- Unionville, Markham (12)
- Cabbagetown, Toronto (24)
- Old Oakville (1)
- Niagara on the Lake (1)
- Walton Street, Port Hope (2)
- Wychwood, Toronto (1)
- Port Perry (1)
- None (10)

2. How would you define the area known as the Avenues?

- Charlotte St, Park St. N., Bolivar St., Monaghan Rd. (12)
- 'As shown on map' (2)
- Charlotte St., Park St. N. (west side), Bolivar St. (north side), Monaghan Rd. (east side)(1)
- Charlotte St., Park St. N., Sherbrooke St., Monaghan Rd. (1)
- Gilmour St. (south side), Park St. N., Bolivar St., Monaghan Rd. (1)
- Gilmour St., Park St. N., Sherbrooke St., Monaghan Rd. (1)
- Charlotte St, Park St. N., King St., Monaghan Rd. (6)
- Charlotte St. (south side), Park St. N. (west side), King St., Monaghan (east side) (2)
- Charlotte St., Boswell Ave. (east side), King St., Frederick Ave. (west side) (2)
- Charlotte St. (south side), Park St. N. (west side), King St. (north side), Monaghan Rd. (east side) (1)
- Charlotte St., Park St., King St. with William, Thomas and John, Frederick Ave. (1)
- Gilmour St. (south side), Park St. N., King with William, Thomas and John, Monaghan Rd. (1)
- Weller St., Park St. N., Bolivar St., Monaghan Rd. (3)
- Weller St., Park St. N., King St., Monaghan Rd. (1)
- Charlotte St., Park St. N., Lansdowne St., Monaghan Rd. (1)
- Bonaccord St., Park St. N., Sherbrooke St., Monaghan Rd. (2)
- No southern limit but otherwise as current Study Area (1)
- Blank (2)

3. What are some of the features in the Avenues HCD Study Area that are particularly important in defining the character of the area? Check all that apply.

- The architecture and design of landmark buildings and houses (37)
- Historic sites and places (37)
- Neighbourhood ambience, setting and sense of character (32)
- Landscaping, such as trees, front lawns and gardens (28)
- Laneways (28)
- Common experiences among people in neighbourhood (28)
- The architecture and design of secondary buildings (20)
- Views and Vistas (15)
- Mixed income and demographic culture (3)
- Named avenues (3)
- Front porch culture (2)
- Services from lane ways (1)
- Plaques on Pearl Ave (1)
- Quiet but friendly neighbourhood (1)

Question 4: What do you feel puts the character of the Study Area at risk? Check all that apply.

- Alterations to front of houses including loss of porches (32)
- Lack of general upkeep and maintenance of houses as viewed from the street (32)
- Construction of new houses that do not fit the character of the Study Area (29)
- Unsafe use of roads and sidewalks (14)
- Additions at rear (visible from lane ways) that do not fit in with the character of the Study Area (14)
- Inappropriate changes to landscaping (11)
- Changes to or demolition of secondary buildings (5)
- Nothing in particular (4)
- Absentee landlords (3)
- Loss of trees (2)
- Traffic from Charlotte St. (2)
- Conversion of single family houses into multi-residential (1)
- Speed bumps on King St. (1)
- Businesses in Study Area (1)

Question 5: What kind of improvements would you like to see in the Study Area?

Check all that apply.

- Retention of historic houses (33)
- Streetscape improvements (32)
- New additions / alterations that fit with the character of the Study Area (29)
- Improved property maintenance and upkeep (28)
- A stronger community identity (17)
- Better street lighting (2)
- Tourism (1)
- Walking tours (1)
- Heritage plaques about original owner (1)
- Better property values (1)
- Simpler parking regulation (1)
- Bury cables to save trees (1)
- Tree planting (1)
- I have little expectation of improvements resulting from HCD (4)

Question 6: How do you use the lane ways?

Check all that apply.

- Walking (24)
- To access parking (22)
- Recreation and socializing (14)
- We rarely use lane ways (7)
- There are no lane ways close to me (5)
- Access shed/garage (1)

Question 7: Which of the following best represents your use of the Study Area?

Check all that apply.

- I live in a house that I own (24)
- I am a landlord (13)
- I live outside the Study Area (7)
- My workplace is located within the Study Area (4)
- I live in a house / apartment that I rent (1)
- Live and landlord (2)

Question 8: Which best represents your familiarity with the Study Area?

- I have lived or worked here for a long time (24) (many 20+ years)
- I am new to the area (7)
- I am somewhat familiar with the Study Area but have not lived or worked here for a long time (5)
- I come here occasionally (3)
- I live close by and consider this my neighbourhood (1)
- Longtime landlord (1)

Question 9: Do you have any questions or issues related to the HCD Study or a future HCD designation here?

- If there are going to be standards / requirements, who will set them? What is the upside for a homeowner should a designation be put in place? How will the decision be taken? What would the City's role be?
- I understand that keeping up on properties preserves the heritage of any area. Why is this only held to the Avenues? I think the area is looking fine by present owner standards. No need for Heritage Society.
- Is there a tax benefit that could help owners improve their property?
- I do not like or support the notion and possibility of big brotherism.
- Do not reinvent the wheel.
- Increased taxes? Limitations to improvements?
- How much control / restrictions would there be? Dictated? Hopefully current building materials are acceptable ie. Vinyl windows.
- How do you approach the ideas or requests of restoration or requests to build modern structures in the area?
- Not including changes / additions that I would wish to make, will this zoning for me to purchase changes?
- What does this designation mean for possible property rental in the future?
- What affect it will have on value, restrictions will be place on my property.
- Lots of good information at Nov 14th meeting.
- No questions. I can only say I'm not interested in becoming HCD. It's my house and I don't want anybody telling me what I can and cannot do to it.

Appendix 4: Building Photo Inventory