



APPENDICES

1.0 SUBURBAN SERVICE PROVIDERS

1.1 GENERAL TOPIC SHEET

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I SERVICE DELIVERY

- \* suburban service area
- \* major services provided
- \* profile of people served: age, income, cultural background, housing environments, family structure
- \* suburban service districts: number, size, designation, rationale
- \* service outlets within districts: number, range of services offered, types of setting, rationale
- \* joint programs with other groups at district level

II SERVICE TRENDS

- \* changing social conditions of borough served
- \* new demands on respondent's services
- \* current service priorities
- \* effect of financial restraints
- \* recent reports or data on suburban services
- \* suburban districts receiving special emphasis, or additional programs
- \* suburban districts particularly difficult to serve
- \* forms of co-ordination with other services in the borough

III LOCAL RELATIONSHIPS

- \* ways people find out about respondent's service
- \* language capabilities: head office, field staff
- \* resident and user involvement in: planning of programs, provision of services
- \* support provided to self-help groups
- \* assumptions on how people get to district service outlets: walk, transit, automobile
- \* groups, if any, with difficulties in getting to service outlets

IV SOCIAL NEEDS

- \* major service gaps across the borough served
- \* data sources for monitoring suburban conditions
- \* special groups: youth, immigrants, mothers and children, elderly, others

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INFORMATION REQUESTS

- \* brochures/program directories/newsletters
- \* service district maps
- \* annual report 1976
- \* other recent publications

## 1.0 SUBURBAN SERVICE PROVIDERS

1.2 SPECIAL POPULATIONS TOPIC SHEET  
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## I YOUTH

- \* recent changes in lifestyle patterns
- \* types of organized leisure programs
- \* use of community space and facilities: patterns and issues
- \* responsiveness of established community services: recreation departments, family planning, police, churches, plazas and commercial services
- \* knowledge of and ability to use Metro resources
- \* access to lifestyle resources within the suburbs: clothes, amusement, stimulants
- \* adult perceptions of youth behaviour
- \* access to casual/part-time jobs; opportunities for career exposure
- \* friendship, isolation patterns in relation to: housing environments, local area conditions

## II IMMIGRANTS

- \* recent immigration trends: suburban dispersal areas, cultural origins, urban/rural backgrounds, family structure
- \* availability of support services: multi-lingual information centres, English language classes, self-help service groups, church programs, orientation services for women
- \* responsiveness of established services: schools, recreation departments, libraries, family agencies, police, OHC, Manpower, welfare, hospitals
- \* quality of inter-group relations; suburban areas of particular concern
- \* adequacy of employment opportunities: full-time, casual and part-time
- \* dependence on, and ability to use Metro resources

## III MOTHERS AND YOUNG CHILDREN

- \* recent trends in suburban family structure
- \* availability of support services in local areas: play centres (outdoor/indoor), day care (full, occasional), child-parent programs, information-consultation, self-help
- \* adequacy of local retail services: infant care items, stimulation (books, play things), etc.
- \* getting around the local community with young children, and without a car
- \* patterns of parenting, mutual support, isolation in relation to: housing environments, local area development, mobility
- \* access to emergency services: after-hours health care, homemakers, hostels

## IV ELDERLY

- \* forms of suburban living arrangements
- \* availability of support services to local area: meals-on-wheels, day centres, home care, homemakers, befriending, para-transit, information/consultation
- \* adequacy of local retail services: food, health items, etc.
- \* use of open space; local ingering areas
- \* getting around (without a car) to: local retail services, support programs, public transit, open space
- \* dependence on, and access to, the Metro environment: cultural and family ties
- \* daily patterns of human contact/activity in relation to: housing environments, local area characteristics, mobility

2.0 LOCAL COMMUNITY INTERVIEWS

2.1 RESIDENT TOPIC SHEET

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I SENSE OF COMMUNITY

- \* what is this part of the borough called: by residents, borough officials, postal service, others
- \* how has the area changed in the last 5 years: people, housing, amenities
- \* extent of participation by people in local activities
- \* internal communications: local newspaper, news-letters, flyers, directories, others
- \* unique physical landmark(s): local area
- \* unique physical landmark(s): borough
- \* perceptions, feelings about local community life

II LOCAL PLANNING ISSUES

- \* current problems
- \* state of local organization: resident and interest groups
- \* political strength: responsiveness of borough, Metro, others

III PERSONAL MOVEMENT

- \* adequacy of public transit
- \* safety issues: stop signs, traffic lights, etc.
- \* use of open space: day, night
- \* local places for meeting other residents: casual contact, lingering
- \* people without cars: young families, youth, elderly
- \* walking: to get somewhere, leisure

IV ACCESS TO METRO RESOURCES

- \* knowledge of resources: Metro suburbs, downtown Toronto, outside Metro
- \* use patterns, ease of access
- \* opportunities for employment: full-time and part-time

V ADEQUACY OF LOCAL RESOURCES

- \* use of public buildings: schools, libraries, recreation centres, etc.
- \* adequacy of commercial facilities
- \* levels of neighbouring: daily conversations and contact, home visits, help and support
- \* youth, elderly, immigrants, mothers/young children
- \* evening activities: films, eating out, pubs, lectures, performances, etc.
- \* recreation programs: tennis, swimming, field sports, etc.
- \* health care
- \* emergency: police, fire, after-hour health services
- \* municipal services: garbage, sanitation, snow removal, etc.
- \* other

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INFORMATION REQUESTS

- \* resident/community newsletters, flyers
- \* recent submissions or reports

2.0 LOCAL COMMUNITY INTERVIEWS

2.2 SERVICE WORKERS

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I INTRODUCTION

II SENSE OF COMMUNITY

- \* what is this area called: by residents, service workers
- \* how has the area changed in recent years: people, housing, amenities
- \* extent of participation by people in local activities
- \* local planning issues
- \* internal communications: local newspaper, newsletters, flyers, directories, others
- \* unique physical landmark(s) of local area
- \* perceptions, feelings about local community life

III SERVICE TRENDS

- \* area and people served by respondent's service
- \* recent emphasis in service provision
- \* self-help groups/volunteer participation in service provision
- \* special needs of: youth, mothers and young children, elderly, immigrants (see attached sheets)
- \* major service gaps

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INFORMATION REQUESTS

- \* brochures/program directories/newsletters
- \* recent reports or data on local area

## 2.0 LOCAL COMMUNITY INTERVIEWS

## 2.3 SPECIAL POPULATIONS TOPIC SHEET

## I YOUTH

- \* recent changes in lifestyle patterns
- \* types of organized leisure programs
- \* use of community space and facilities: patterns and issues
- \* responsiveness of established community services: recreation departments, family planning, police, churches, plazas and commercial services
- \* knowledge of and ability to use Metro resources
- \* access to lifestyle resources within the suburbs: clothes, amusement, stimulants
- \* adult perceptions of youth behaviour
- \* access to casual/part-time jobs; opportunities for career exposure
- \* friendship, isolation patterns in relation to: housing environments, local area conditions

## II MOTHERS AND YOUNG CHILDREN

- \* family structure patterns
- \* availability of support services in local areas: play centres (outdoor/indoor), day care (full, occasional), child-parent programs, information/consultation, self-help
- \* adequacy of local retail services: infant care items, stimulation (books, play things), etc.
- \* getting around the local community with young children, and without a car
- \* patterns of parenting, mutual support, isolation in relation to housing environments and mobility
- \* access to emergency services: after-hours health care, homemakers, hostels

## III ELDERLY

- \* range of local living arrangements
- \* availability of support services to local area: meals-on-wheels, day centres, home care, homemakers, befriending, para-transit, information/consultation
- \* adequacy of local retail services: food, health items, etc.
- \* use of open space; local lingering areas
- \* getting around (without a car) to: local retail services, support programs, public transit, open space
- \* dependence on, and access to, the Metro environment: cultural and family ties
- \* daily patterns of human contact/activity in relation to: housing environments, local area characteristics, mobility

## IV IMMIGRANTS

- \* recent immigration trends: local dispersal areas, cultural origins, urban/rural backgrounds, family structure
- \* availability of support services: multi-lingual information centres, English language classes, self-help service groups, church programs, orientation services for women
- \* responsiveness of established services: schools, recreation departments, libraries, family agencies, police, OHC, Manpower, welfare, hospitals
- \* quality of inter-group relations; local areas of particular concern
- \* adequacy of employment opportunities: full-time, casual and part-time
- \* dependence on, and ability to use Metro resources

3.0 SUBURBAN PLANNING ISSUES

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GENERAL TOPIC SHEET  
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I ISSUE REVIEW

- \* description of the planning issue
- \* zoning and other regulations related to the issue
- \* community and metropolitan significance of the issue
- \* interest and background of respondent's group

II ISSUE DEVELOPMENT

- \* policies adopted or positions taken by respondent's group
- \* activities undertaken to promote policy or position
- \* support and opposition from:
  - borough officials
  - citizen groups
  - public and private groups
  - others
- \* current status
- \* ways in which issue is perceived by:
  - media
  - people in the suburbs
  - people across Metro
- \* prospects for resolution

INFORMATION REQUESTS

- \* policy/position statements, reports, newsletters
- \* submissions
- \* key references re: by-laws, statutes, regulations

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PROCEEDINGS  
OF THE  
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OF  
SOCIAL WORK

Formerly National Conference of Charities and Correction

AT THE  
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VI. NEIGHBORHOOD AND COMMUNITY LIFE

The Community and Racial Problems:

- The Negro and the Community, *William Pickens* . . . . . 381  
The Immigrant. Means of Using National and Racial Customs and Organiza-  
tions in Relating Isolated Groups to General Community Movements, *Elsa*  
*Alsberg* . . . . . 386

Neighborhood Experiments:

- The Relation between Neighborhood Work and Financial Federations, *C. M.*  
*Bookman* . . . . . 393  
The Social Worker and Habit Clinics, *Esther G. Barrows* . . . . . 397  
The Development of Co-ordination in Neighborhood Organization in New York  
City, *LeRoy E. Bowman* . . . . . 401

Diagnosis of Community Problems:

- Can Neighborhood Work Have a Scientific Basis? *Ernest W. Burgess* . . . . . 406  
Appraisal of Ultimate Aims, *Robert A. Woods* . . . . . 411

The Relation of Neighborhood Forces to the Larger Community:

- Planning a City Neighborhood from the Social Point of View, *Clarence Arthur*  
*Perry* . . . . . 415  
Politics from the Social Point of View, *Harriet E. Vilum* . . . . . 422  
The Rural Community:  
The Possibilities of the Church in Rural Organization, *Rev. C. M. McConnell* . . . . . 429  
Some Specific Accomplishments in Social Welfare in Rural Communities, *Alex-*  
*ander Maclaren* . . . . . 432

THE RELATION OF NEIGHBORHOOD FORCES TO THE  
LARGER COMMUNITY

PLANNING A CITY NEIGHBORHOOD FROM THE  
SOCIAL POINT OF VIEW

*Clarence Arthur Perry, Russell Sage Foundation, New York*

To focus the discussion this morning I am going to set before you a hypothetical neighborhood planned from a social point of view. It is not put up as the best possible plan, but as a plan. It will at least afford us a point of departure for a discussion of purposeful planning and development of city neighborhoods.

Let us consider a district of 160 acres, located half way between the downtown business center and the boundaries of a city of less than 100,000 population. An area of 160 acres, if laid out rectangularly, makes a square of a half-mile on a side. If this area were triangular, the sides would be a little more than three-quarters of a mile long. The housing is of the single family per lot type and suited to people of moderate means. Suppose we wanted to plan this district so it would meet our ideals as to health, recreation, young people's environment, and all-round human happiness—how would we lay it out?

*Civic center.*—In the first place, I suggest that in the central part of the district we provide a green, square, rectangular, or oval in shape. On one side of this green let us set aside an ample site for an elementary public school. A part of the school plant—it might be in a separate building or in a building attached to it by an arcade—would be devoted to a branch of the public library.

Another portion of the school edifice—which again might be attached to it or incorporated within it—would be a hall large enough to serve as an assembling place for the pupils or for the citizens of the neighborhood. Back of the school there should be a yard large enough to afford ample play space for all the pupils.

On the remaining sides of the square, sites should be reserved for one or more churches, for a residential hotel, or for a fraternal hall. There might even be a little theater or a small motion-picture house facing on this public square. Placing these public buildings around a square of this sort would afford them better perspective and stimulate finer designing in the architecture of the buildings.

*Shopping districts.*—In the periphery of this district I would reserve areas for two, possibly three, local shopping centers. Each center should be at a point where large numbers of the residents customarily pass out of the district on their way to places of occupation in the downtown or other working sections of the city.

These shopping centers should be large enough to accommodate all the stores of a neighborhood character required to meet the needs of the population of that district. If, instead of running radially along the streets, these districts were bunched in two or three short blocks or rows of store buildings, the convenience of the patrons would be better served than it is by the usual arrangement. A certain number of these stores should be placed so that a service alley could be in the rear, making it possible to discharge and take in goods from a rear door and admit customers at the front door.

These business places might form a small square, in the center of which might be a motion-picture theater, a building large enough to have offices on the upper floors and an auditorium in the lower part of the house. In one of the shopping districts there should be a branch post-office, a police-station or at least a substation. In some districts a fire-house would also be located here.

No business buildings should be allowed in any part of the neighborhood other than these specially reserved shopping districts. Across the street from these points would usually be found the corresponding shopping districts of the adjacent neighborhoods so that the combined districts—there might be four of them—would make a busy local trading center.

*Parks and playgrounds.*—A standard for the allotment of neighborhood parks and play spaces, more frequently expressed than actually realized, calls for 10 per cent of the total area. That would give 16 acres for the district we are considering. A suggested distribution of this space is as follows: commons, 2½ acres; baseball field, 3½ acres; tennis courts, 2¼ acres; school yard, 3 acres; play field, 2 acres; parklets, 3 acres; total, 16 acres.

These spaces should be distributed about the district in such a way that they would be easily accessible and not occasion the concentration of sporting crowds in any one locality. The last item consists of small circles, triangular and rectangular grass plots—sometimes called breathing spots—set aside at the

junction of streets and in front of rows of houses. It is to be remembered that in this district most families are supposed to have yards in which small children can play, and that this allotment is not supposed to cover this neighborhood's requirements for large park space. The areas listed above are for the exclusive use of the residents of this district. In addition to these local and intimate recreation spaces there would be, of course, the large woodland and landscaped parks set aside for the enjoyment of the whole city.

*Street system.*—The streets forming the boundaries of this district should be designed as arterial highways and may be 100 or more feet wide. If any sides of the district were bounded by railways, water courses, or parkways, they would have the same effect of dividing it off from the surrounding territory. Within the district there should be a special street plan, a combination of the radial and gridiron patterns, designed to afford more or less direct communication with the civic center and with the shopping districts. The interior streets should be proportioned in width to the amount of traffic they will bear, the main streets being 70 or 80 feet wide and the side streets from 40 to 60 feet. To give variety of vista and avoid acute angles, streets should be curved or bent at junctions.

*Lot subdivision.*—The lot subdivision should be carried out in such a way as to afford a variety of residential layouts. Those persons who want to put their money into the house rather than the yard, and those who want more spacious grounds and only modest homes, should both be accommodated—that is, within limits. As a whole, the development should be designed to attract people of a fairly similar standard of living.

In all the cases where the lot subdivision indicates rows of houses, the group should be located so as to face upon a small park. Consideration should be given in the lot layouts to garage sites, and, where necessary, to service lanes.

Apartments should be permitted over the stores in the shopping districts, and several apartment buildings for residential purposes exclusively might be placed at the corners of the development. Each of these buildings should have ample courts or play space adjoining them. The number of these multi-family buildings would be determined by the density to be allowed and the land values which had to be realized.

These external characteristics cannot be considered as unrelated to the principles of growth and the processes of neighborhood life. Unless the plan facilitates these processes, and furnishes them with mechanisms, it will not be realized and would not exist if by some *tour de force* it were executed. When we come to consider the internal factors, or the essential principles, of a socially planned neighborhood we find that after the establishment of centers—a civic center, shopping centers—the next step is the definition of area.

*Demarcation of the neighborhood district.*—It requires only a slight observation of city life to discover that traffic highways such as railways, water courses, parkways, and arterial boulevards definitely cleave the social life of a district.

Just as voluntary associations within a district are divided by physical barriers, so they are facilitated and stimulated by the construction of railways or highways which become boundaries of a district and serve to set it off from the surrounding territory. On a city plan, a neighborhood can be marked by bounding it with wide arterial streets, with railways, parkways, or parks. Of course, an industrial or business area also hems in a district in a way, but even it should be separated from the neighborhood proper by a wide street. In the planning of new cities or new portions of old cities, the time is coming, I believe, when it will be a recognized practice to set off all neighborhoods by means of arterial streets and avoid laying down any traffic highways which would cut up undeveloped areas into such small and irregular areas that neighborhood life could not flourish within them. If this principle is recognized it will also provide ample traffic carriers for through-town traffic, and will make it unnecessary for this traffic to disturb the quiet and imperil the lives of those residing in the neighborhood districts.

*Purposeful street systems.*—The function of a street is to provide channels for movements to and from residences, places of business, and other institutions. It would seem axiomatic that streets ought to go directly toward the destinations of traffic currents, but no one can claim that any such purpose animates a street system formed upon the gridiron pattern. As a very famous English town-planner once said, "American streets do not seem to lead anywhere." Perhaps the reason we have never attempted to give our streets any particular direction is because we have not been aware of the fact that people in general do go in common directions.

Recently I had occasion to make an estimate of the weekly movements to and from an average home. I first divided the trips of the various members of the family into two classes, those of a downtown range and those of a neighborhood range. The man's daily trips to his business were put in the downtown class and the boy's trips to his school were classed as neighborhood movements. The wife's trips to the department store or the theater were classed as downtown, and her daily marketing as neighborhood. Summing up these various trips of the husband, wife, and two children, as well as the visits of the grocery man, of the mail carrier, and the garbage removal people, we found that the movements of a neighborhood range during the week numbered seventy-eight, and those of a downtown or beyond the neighborhood range numbered nineteen, or about four to one.

If we may assume that these estimates roughly approximate the actual movements to and from an ordinary home, and that similar movements begin and end at the other homes in the neighborhood, then we have some knowledge of city traffic currents.

We at once see that there is a definite whorl of strictly neighborhood movements and another whorl of less frequent movements extending beyond the neighborhood. Since the number of the neighborhood movements is so dis-

tinctly greater than those of the downtown range it would seem reasonable that a special street system should be provided to facilitate the neighborhood circulation.

If we stop to think a moment we will immediately see that the neighborhood trips of the average family are mainly to two places—to the local shops, and to the educational and religious centers. A common destination for children is the playground. In a district in which these various centers are segregated the street system should be such as to facilitate easy and direct movement to each of these centers. If we group our educational and religious centers around the civic center, and put our neighborhood shops and motion picture theater in one or two distinct points in the periphery, then we should have streets so arranged that, no matter where you live in the district, you can go directly either to the civic center or to the nearest shopping center. This generally results in a combination of radials for main streets and parallels for side streets.

*The size of the neighborhood district.*—By size I mean really population rather than area. What is the best number of people to house in a planned neighborhood district? I know of no experience which can guide us upon this point and so I offer only my opinion and the situation upon which it is based. My guess is that that number of people for whose educational service one up-to-date elementary public school would be required is the best number for a socially planned neighborhood. Educational experts now say that the best size for an elementary unit in a public-school system is one accommodating from 1,000 to 1,500 pupils. We ordinarily count one child of elementary school age for each five of population. So that on this basis our district should provide housing for from 5,000 to 7,500 people. If we have 6,000 people housed upon 160 acres, that gives a density of about 38 people per acre, or a little over seven families per acre.

Educational specialists declare that a half-mile is the maximum distance children should have to travel in order to attend an elementary school. Actual investigation shows that they will not travel more than one-quarter of a mile to reach a playground. It will be remembered that our 160 acre district, even if triangular in shape, is only three-quarters of a mile on a side so that this area with a school plant located in the center of it would meet these distance requirements very nicely.

Since the public school, more nearly than any other local institution, touches all the families within its sphere of service, it is a common denominator of neighborhood life and seems therefore the best available basis for determining the size of the local community unit.

*Comprehensive planning.*—The neighborhood district which has been described cannot be successfully realized except by one comprehensive and co-operative management. The landscaping, to have unity of effect, must be done by one person. The general types of housing construction must be specified by a supervising architect. Different builders may be allowed to operate in

the construction of houses, but their plans and specifications must be co-ordinated by the supervising agency. The lot subdivision, assignment of spaces, reservation of sites, and street system must be completely worked out for a given population before any part of the construction is begun.

*The practical realization of model neighborhood developments.*—As we have seen, a neighborhood laid out in a model manner involves the dedication of spaces for parks and playgrounds and the reservation of sites for possible public institutions. Such dedications and such comprehensive planning are costly to the developer. He will not perform them unless he can secure returns to cover the outlays they involve. It is believed that a comprehensively planned and self-contained development of this character would yield unusual values for which purchasers would be willing to pay. It will probably require an extensive advertising campaign to cause them to appreciate these extra values, but that is an educational feat which can be accomplished.

One very great value which can be realized with the right procedure is a greater permanence of the residential characteristics. An instance will make this clearer. In the planning of the residential suburb, Forest Hills Gardens, certain areas were set aside for the shopping district and for parks and school sites. The reservation of these areas formed a part of the condition under which residents purchased property. When the real estate company had practically completed the development, it transferred the rights and obligations under the restrictions to an incorporated association of the property-owners who are now administering those restrictions. Thus, the owners themselves became vested with the right and the power to insure the continuance of the residential characteristics as long as they wished them to continue. While the results of this method of procedure are too young to be finally appraised, it would seem that it offers real hope for a stabilization of values based upon the residential characteristics. So long as a majority of the property-owners live in that district, they are likely to keep business and other unpleasant elements out of it.

It would seem that a development corporation which could offer homes in self-contained districts where schools were conveniently placed, play areas were ample, and protected from outside traffic, where neighborhood shopping facilities were concentrated and accessible, where everything tended to promote a consciousness of common interest and local pride—it would seem that such a real estate proposition would not be difficult to market.

*The social control of urban growth.*—The problem of securing the kind of urban expansion which will satisfy social objectives is the problem of translating those objectives into prescriptions and formulas which can be effectually applied in city-planning and development. It is clear that those prescriptions will mainly concern the density of the population to be provided for and the uses to which land may be put. The closeness of habitations, both horizontally and vertically, affects their ventilation, the amount of their sunlight, and the recrea-

tional opportunities of their occupants, and we believe that these conditions are factors in health and moral development. These do not, of course, comprise all of our social objectives, but they indicate the importance of controlling population density in city expansion.

The application of a density standard is not, however, a simple matter. It might be decreed, for example, that future building construction should be regulated so that the density of the city as a whole should never exceed, say, seven families per acre. How futile such a regulation would be is readily realized when one reflects that it would not prevent the existence of highly congested slums in certain sections so long as their excessive density was offset by under-density in other residential sections. To secure the extension of the high density area would require only the inclusion of some outlying farm lands within the city limits.

It is hardly necessary to carry the argument farther. One can readily understand that standards as to density, business and residential uses of land, and the reservation and dedication of open spaces, can be effectually applied only to well-defined unit areas. They can be intelligently applied only in the light of accurate knowledge of the needs and character of such unit areas as they are to be when they are fully developed and fully occupied. Planning and regulation must therefore go together. Furthermore, density, use, and open space standards cannot be separated and applied independently to different unit areas. They are functions of each other and must be applied to the same district.

This paper is an effort to define and describe a residential unit district which would be useful in the application of formulas of a regulative and constructive nature in the planning and development of unimproved urban sections. It may be difficult or impossible to make such formulas legally enforceable upon all subdividers and builders, but an important step will be gained if our municipal zoning and planning authorities can be empowered to grant substantial privileges and extra latitude to those real estate developers whose plans and schemes do meet standards of an ideal character. Whether or not the neighborhood district described above will be found useful in this connection only time can tell. It would seem, however, that such a district with its physical demarcation, its planned recreational facilities, its accessible shopping centers, and its convenient circulatory system—all integrated and harmonized by artistic designing—would furnish the kind of environment where vigorous health, a rich social life, civic efficiency, and a progressive community consciousness would spontaneously develop and permanently flourish.

## III-1

Minor  
Planning  
District

1a - 1f

Agency

## Main Office

Big Brothers  
 Bond Street Nursery School  
 Boy Scouts  
 Central Neighbourhood House  
 Community Information Centre  
 COSTI  
 Community Care Services  
 Council of Jewish Social Service Agencies  
 Distress Centre  
 Dixon Hall  
 Elizabeth Fry Society  
 Epilepsy Association of Metro Toronto  
 Family Day Care  
 Family Service Association  
 Good Neighbours Club  
 Huntley Youth Services  
 Interval House  
 John Howard Society  
 Metro Downtown Boys' and Girls' Club  
 Metro Toronto Association for the  
 Mentally Retarded  
 Multiple Sclerosis Society of Canada  
 Native Canadian Centre  
 Planned Parenthood  
 Second Mile Club  
 St. Christopher House  
 St. John's Ambulance  
 St. Stephen's Community House  
 Social Planning Council of Metropolitan  
 Toronto

Minor  
Planning  
DistrictAgency

Toronto Hebrew Restablishment Service  
 University Settlement House  
 Victoria Day Care Services  
 Victorian Order of Nurses  
 Volunteer Centre  
 Young Men's Christian Association  
 Young Men's/Women's Hebrew Association

## Branch Office

Family Service Association  
 St. Christopher House  
 Young Men's Christian Association  
 Young Men's Christian Association  
 Young Men's Christian Association  
 Young Women's Christian Association  
 Young Women's Christian Association  
 Young Women's Christian Association

## Non-Member Agency

Blind Ontario Association with Self-Help  
 Tactics  
 Chinese Interpreter & Information Service  
 Don Vale Community Centre  
 George Herman Memorial Foundation  
 Interpreting Social Services for Portuguese  
 Open Door Centre & Room Registry  
 Operation Springboard  
 Summer Centre for Seniors  
 Toronto Rape Crisis Centre  
 Women in Transition

<u>Minor Planning District</u>	<u>Agency</u>	<u>Minor Planning District</u>	<u>Agency</u>
2a - 2e	Main Office Bloor Bathurst Information Centre Dovercourt Boys' Club St. Alban's Boys' Club  Branch Office Young Men's Christian Association  Non-Member Agency Children's Storefront	3c - 3e	Family Service Association Jewish Vocational Services  Main Office Cradleship Creche  Branch Office Family Service Association Red Cross  Non-Member Agency York West Meals on Wheels
2f - 2i	Main Office Centro Organizzativo Italiano  Branch Office Family Service Association  Non-Member Agency Aid for New Mothers Centre for Spanish-Speaking People	3f - 3i	Main Office Corbrooke Sheltered Workshop  Branch Office Young Men's Christian Association  Non-Member Agency Italian Immigrant Aid Indian Immigrant Aid Society
3b; 4a	Main Office Jewish Family & Child Services Jewish Home for the Aged Jewish Vocational Services  Branch Office COSTI Council of Jewish Social Service Agencies	4b - 4d; 4g; 4h	Main Office Mental Health Metro People and Organizations in North Toronto Visiting Homemakers Association Young Women's Christian Association

<u>Minor Planning District</u>	<u>Agency</u>	<u>Minor Planning District</u>	<u>Agency</u>
4b - 4d; 4g; 4h	Branch Office Distress Centre Jewish Family & Child Services Victorian Order of Nurses Young Men's Christian Association Young Women's Christian Association  Non-Member Agency Arab Community Centre Silent Voice of Canada		Young Men's Christian Association Young Men's Christian Association Young Women's Christian Association Young Women's Christian Association  Non-Member Agency Nellie's Opportunity House
4e; 5a	Main Office Canadian Institute for the Blind	7a - 7d	Branch Office Family Service Association Young Men's Christian Association  Non-Member Agency Storefront Humber
4f; 6a - 6d	Main Office Ontario March of Dimes Toronto Rehabilitation Centre  Non-Member Agency Call a Service Inc. Neighbourhood Information Centre	8a	Branch Office Etobicoke Social Planning Council  Non-Member Agency Willowridge Neighbourhood Action Centre
6e - 6h	Main Office Eastview Neighbourhood Association Woodgreen Community Centre  Branch Office Eastview Neighbourhood Association Family Service Association Victorian Order of Nurses	8c	Branch Office Family Service Association Red Cross
		8d - 8f	Branch Office Victorian Order of Nurses Volunteer Centre Young Men's Christian Association

<u>Minor Planning District</u>	<u>Agency</u>	<u>Minor Planning District</u>	<u>Agency</u>
9a	Main Office Rexdale Community Information Directory  Branch Office Family Service Association Family Service Association  Non-Member Agency Harp House	11b	Branch Office Family Service Association Metro Toronto Association for the Mentally Retarded Red Cross  Non-Member Agency North York Seniors' Centre
9b	Non-Member Agency Braeburn Neighbourhood Place New Welfare Action Centre	11c	Branch Office Victorian Order of Nurses Volunteer Centre Young Men's Christian Association
10b	Main Office Dellcrest Children's Centre  Branch Office Family Service Association COSTI  Non-Member Agency Jane Finch Community & Family Centre	12	Branch Office Council of Jewish Social Service Agencies
11a	Main Office Centre for Creative Living  Branch Office Young Men's & Young Women's Hebrew Assoc.	13c	Main Office East Scarborough Boys' & Girls' Club Information Scarborough  Branch Office East Scarborough Boys' & Girls' Club Metro Toronto Association for the Mentally Retarded Red Cross
		13d	Non-Member Agency Samaritans of Scarborough

<u>Minor Planning District</u>	<u>Agency</u>
13e; 14a	Main Office West Scarborough Boys' & Girls' Club
14c	Branch Office Young Men's Christian Association
16a	Non-Member Agency Agincourt Community Services Association
16b; 16c	Branch Office Family Service Association

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