

# Harbord Village Phase III - HCD Application for Study

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Support Material

Final Draft

6/6/2013



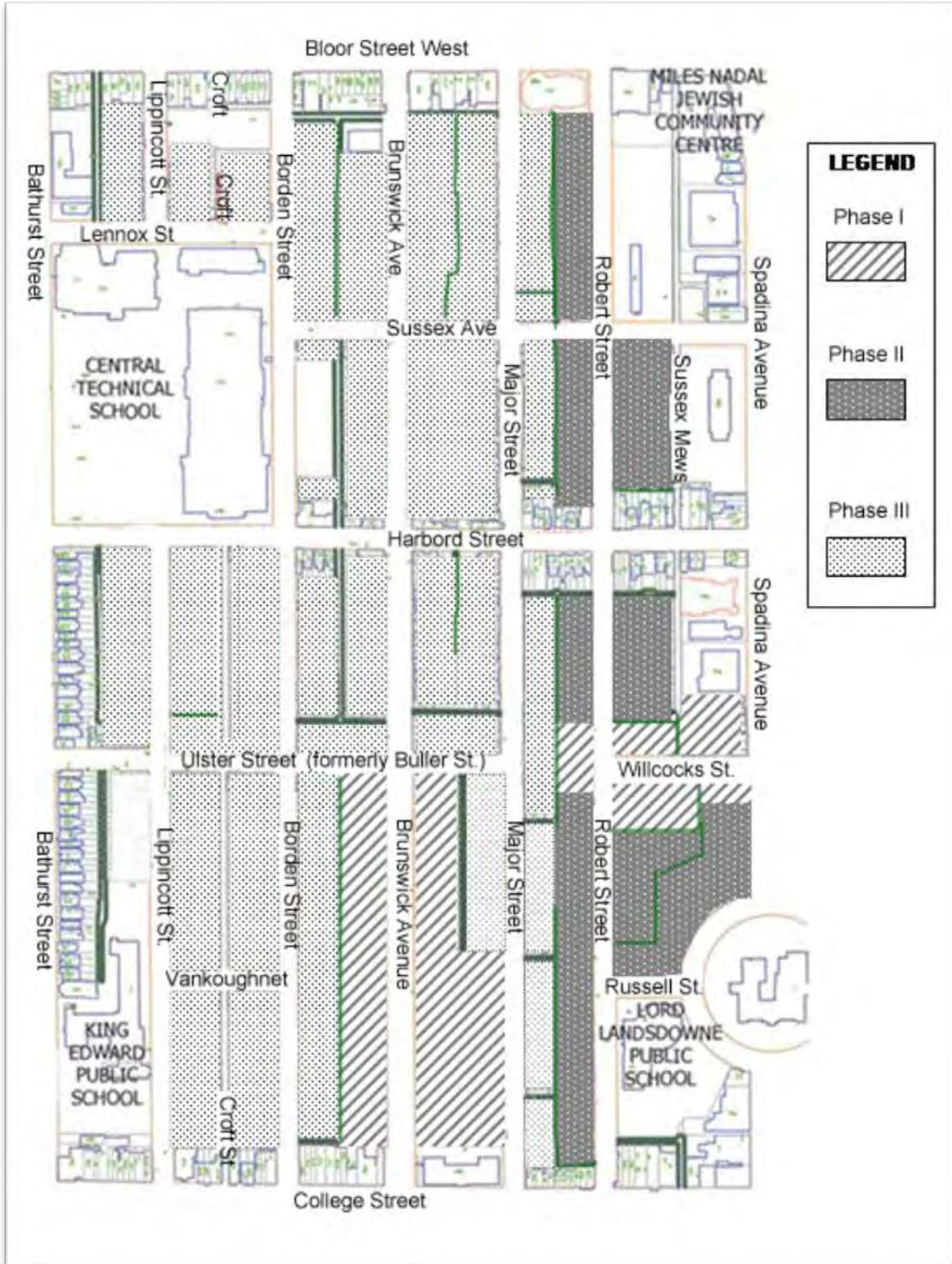
# Harbord Village Phase III - HCD Application for Study

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Figure 1a

Enlarged Map of Proposed Harbord Village HCD Phase III



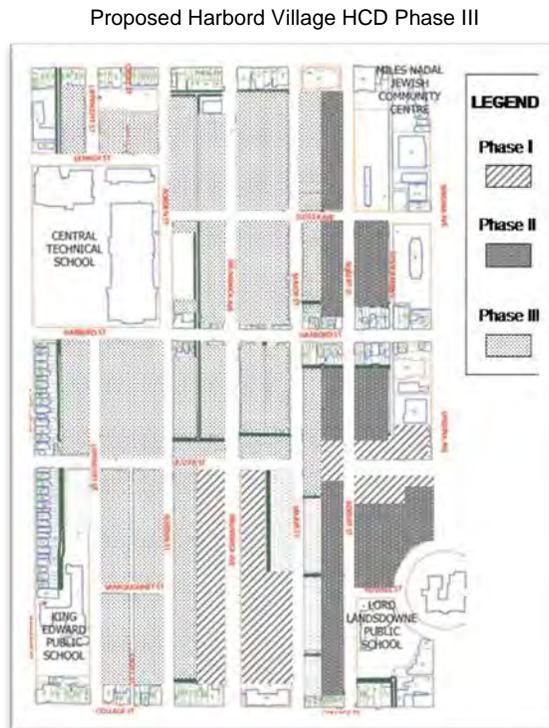


### 3.1 Cultural Heritage Value of Harbord Village

In 2005 and 2011, several streets, representing about one quarter of the residential properties in Harbord Village were granted Heritage Conservation status by the City of Toronto. Harbord Village Residents' Association's (HVRA) stated intent at that time was to propose at a later date that the remaining residential streets in the community eventually be studied with a view to expanding the Harbord Village Conservation District to include all the residential properties in the "Village".

This application is for the study of the remaining streets in Harbord Village noted in the previous diagram and below (Figure 1a, 1b). The expanded area merits further study based on its cultural heritage value. The following sections will describe how the design, historic, social and community, natural and context values of the neighbourhood contribute to its' cultural heritage value.

Figure 1b  
Where is Harbord Village?

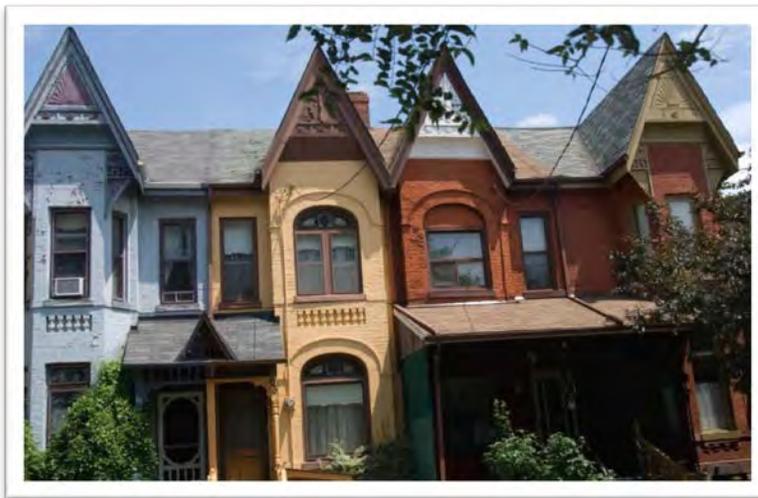


### 3.1.1 Design Value

The design value of these streets lies in the large number of Victorian buildings including those with Queen Anne and Gothic Revival and Second Empire style attributes, the neighbourhood plan, and the integration of contemporary visual elements. The images in this application are from the proposed Phase III areas of Harbord Village.

With the exception of parts of Brunswick and Spadina Avenues, the homes were generally built on long very narrow lots that lent themselves to the Queen Anne and Gothic Revival composite style that became known as *Toronto Bay-n-Gable*. Although our review of early building permits has not directed us towards particular architects, there were several prominent builders in this area during the 19th Century including George and Samuel Barton, William McBean, Frederick Clements and Charles Richard Sleeman Dinnick.

Figure 2:



*Rhythm of Toronto Bay-n-Gable row, 79-85 Lippincott Street*

Figure 2a Detail



*79 Lippincott St.  
Sunburst Peak and simple  
bargeboard*

The residential streetscape is dominated by red-brick, asymmetrical, Toronto Bay-n-gable designs for 2 and 2½ and some three-story detached as well as semi-detached and row houses as shown in the following Figures. Most of these homes were constructed for the new City of Toronto's growing middle and working class. The early insurance maps indicate that many of the homes were of a wood frame with a brick facade. However, consistent with the economic and social aspirations of the City's new citizens, and the growing industrialization of many building materials, the facades of these modest homes were elaborately decorated with ornamentation and dichromatic or polychromatic brickwork.

Patricia McHugh describes this composite style in her 1985 architectural survey of the City, *Toronto Architecture, A City Guide*:

*The facility with which local builders achieved a graceful marriage of Italianate and Gothic Revival modes is abundantly visible in Toronto's Bay-n-gables, a distinctive form of double and row house that appeared all across the city in the fourth quarter of the 19<sup>th</sup> century. Characterized by*

*polygonal end bays atop of which spring pointy gables edged in decorative bargeboards, these pleasing rhythmic compositions are virtually Toronto's architectural trademark.*

Figure 3

*Example of Queen Anne style*

*Asymmetrical design; Red brick bay-n-gable with second floor cantilevered, oriel, Italianate bay window, pointed arch entrance and gable accentuated by subtle fretwork in bargeboards; texture and material horizontal divisions between floors.*

*145 Brunswick Avenue*



Figure 3a Detail



The peaked streetscape rhythm of roofs of the Bay-n-gable (Figures 2, 3, 4) homes is interspersed with a number of Gothic revival cottages as per Figure 5 and a few Mansard roof homes in a modest Second Empire style (Figure 6).

Figure 4



*Toronto Bay-n-gable  
211 Major St.*

Figure 5



*Cottage Gothic Revival style with  
pierced bargeboards on roof peak  
and portico. 133-135 Major Street*

Figure 6



*Second Empire style with  
Mansard roof and stained  
glass windows. 96 Sussex Ave.*

### 3.1.1.1 Examples of Character-defining Architectural Elements in Harbord Village

It was not unusual for builders to combine elements of various styles to please their prospective clients. For example, a Second Empire style roof might be combined with

Italianate style bay windows. As long as there was respect for proportion and balance, these combinations seem to flow visually. The accompanying photographs illustrate a sample of some of the Victorian architectural elements currently found in Harbord Village.

Figure 7



*Bold wooden brackets supporting window head at 255 Major*

Figure 8



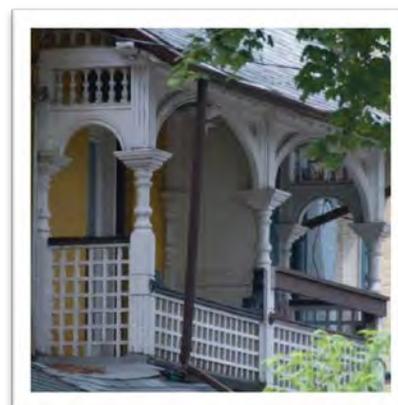
*Ornate suspended portico 225 Major St.*

Figure 9



*Elaborate spindle work and pierced fretwork on portico at 156 Major Street*

Figure 10



*Ornate spindle work on second floor porch at 132 Brunswick Ave.*

The architectural proportions and *character-defining elements* of the houses in Harbord Village are typical for the period of construction- approximately 1880 to 1889. These include asymmetrical facades (Figures 3, 4 11-14), dominant front-facing gables (Figures 11-14), cantilevered gables (Figure 3), differing wall textures such as patterned shingles (Figures 3 and 13), differing masonry wall textures, ornate brackets (Figures 3, 8 and 10) , dentils, spindle work (Figure 9), slate roofs , sawn wood, pierced barge boards (Figures 3-5), decorative polychromatic brick work (Figure 14), distinct horizontal delineation of the building structure (Figures 3, 4 and 11-14), finials, stain glass and leaded glass windows ornate wooden mouldings.

Preserving the history of the neighbourhood and the heritage of our homes and streetscapes is valued by the residents of Harbord Village. After achieving HCD status in Phases I and II, HVRA assembled and published a 72-page booklet that as a guide to maintaining our heritage architecture. Our 14th edition of the *Harbord Village Directory for Conservators and Restorers of Heritage Properties* was released on September 9, 2012 and is available on at [harbordvillage.com](http://harbordvillage.com).

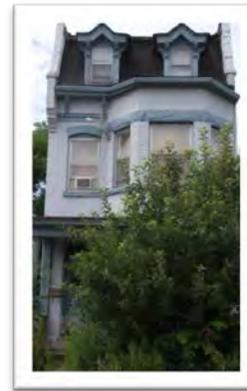
Figure 11



156 Major St.

*Queen Anne style, Example of ornate spindle work on porch, (detail Figure 9) asymmetrical facade, dominant front-facing gable, Italianate bay windows on two levels and ornate brackets supporting the third*

Figure 12



10 Borden Street

*Second Empire style Mansard roof  
Twin gabled dormer windows with elaborate eyebrow headers for emphasis combined with asymmetrical design of first two floors including an Italianate style bay window*

Figure 13



84 Sussex Ave.

*Turret, leaded glass, differing wall textures- fish scaled shingles, dentils and slate roof*

Figure 14



115-117 Borden,

*Dichromatic brickwork defines the quoins, single bay windows with contrasting brick eyebrow lintels over entrance and windows, and bulls eye window in the peak.*

### 3.1.1.2 The Urban Plan Design Supports the Design Value

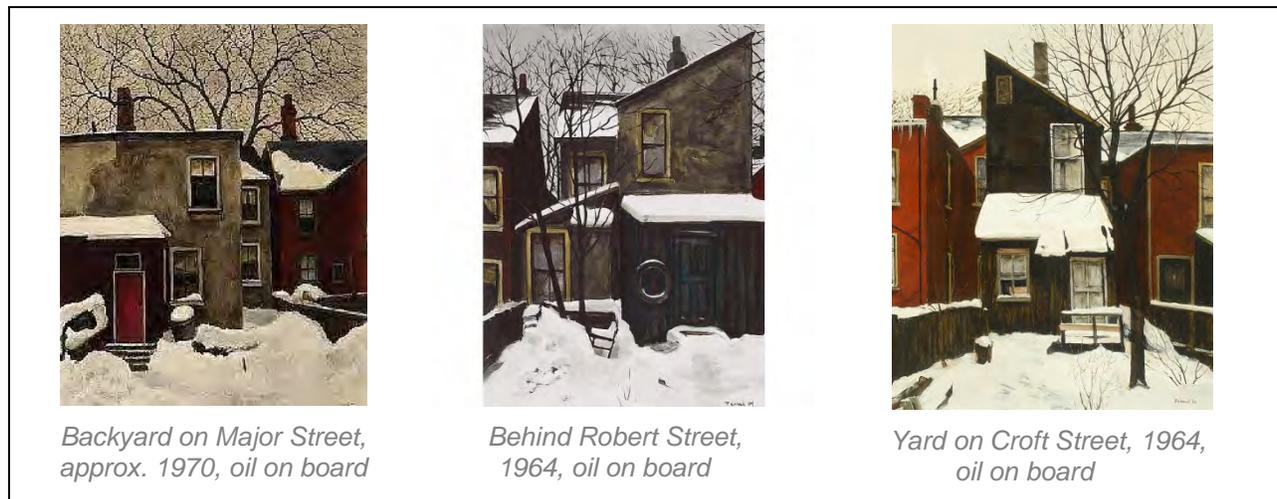
The urban plan for this neighbourhood also has notable design characteristics. Envisioned as a close urban community, the blocks dip in height towards the laneways in the centre of the block. Also to protect that community sensibility, Harbord Village became the first neighbourhood in North America to moderate vehicular traffic by implementing traffic mazes following plans developed by the residents' association in 1972.

### 3.1.1.3 The Laneways Support the Design Value

Laneways are a critical design attribute of Harbord Village. They originally provided access to stables and small businesses including a furniture maker, a metal works and a dairy. Today they facilitate dialogues between neighbours, offer a gallery of murals and safe place for impromptu road hockey and soccer games as well as lane parties.

Toronto painter Albert Jacques Franck (1899-1973) also found the rhythmic planes of our laneways of visual interest as shown in Figure 15. Harold Towne describes Franck as a virtuoso interpreter of Toronto's back alleys in his 1989 book about Franck, *Keeper of the Lanes: (the laneways became)* "cathedrals of the ordinary, cocoons of the humdrum, painted as seriously as if they were primal structures, essential to the full understanding of man."

Figure 15



The Harbord Village Residents' Association empowered a panel of residents to select names for our many laneways. The panel unanimously selected a historic theme. The laneway names include:

- Barker Fairley Lane- honours the late Professor and friend of the Group of Seven.
- Chapel-Hospice Lane- named for the Sisters of St. John who built the St. John's House Hospital and Chapel on Major Street in 1889. Today, the chapel is a hospice;
- Sappers Lane- honours the Royal Corps of Engineers whose club house was located at 578 Spadina Ave for 40 years. Member accessed the club through the laneway;

Laneway tagging or unwanted graffiti can undermine the design value of a neighbourhood. HVRA tackled this challenge in its laneways in two ways: partnering with Central Technical High School to paint murals systematically in the laneways; and creating teams of homeowners that report to police and paint-out graffiti as soon as it appears. Figure 16 illustrates some of the walls and garage doors on Croft "Street" that have undergone this transformation and contribute to the visual vibrancy of our community.

Figure 16

### A Sample of Four Laneway Murals from Harbord Village



Croft Street Laneway



Croft Street Laneway



Brunswick-Borden Lane



Brunswick-Borden Lane

### 3.1.2 Historic Value of Harbord Village

The area that is now Harbord Village was included in Lieutenant-Governor John Graves Simcoe's Park Lots 16, 17 and 18 for the Town of York in 1815. These properties were subsequently purchased by members of the Baldwin, Denison and Crookshank families. Most of the street names derive from this period. For example Lippincott was the family name of George Taylor Denison's wife Esther, and Major Street was named for his son Major George Taylor Denison (3<sup>rd</sup>). The latter subdivided the parts of the family's Bellevue Estate that are now Harbord Village. Initial research indicates that most of the homes in the neighbourhood, including those in the proposed Phase III were built between 1880 and 1889. We know from City records that on Lippincott Street a sewer was constructed to just south of Bloor in 1879, cedar block paving was installed in 1887, followed by brick in 1900, and finally asphalt pavement with stone curbs in 1901. As much of the historic architecture and ambiance remains intact, our neighbourhood continues to draw Toronto history fans for both Jane's Walk and Door's Open. Our presentations include references to:

- The waves of immigrants: British Isles, Eastern European Jews, Italians, Portuguese, Chinese (for more detail see History Section 3.2);
- The Second Great Toronto Fire (1904) - we were saved. Croft Street is named for the only fatality of that fire, John Croft. A mural (Figure 16) commemorates the event;
- Two world wars resulted in the loss of a disproportionate number of young men. “The Boys of Major” Lane is named in their memory;
- The establishment in 1983 and subsequent firebombing in 1992 of the Morgentaler Clinic on Harbord Street;
- Over time the neighbourhood has resisted various plans for demolition, most vividly the cancellation of the Spadina Expressway; and
- Supported green or community space developments such as Sally Bird Parkette and Margaret Fairley Park.

It is an understatement to say that the historic value of the neighbourhood is prized by many of the current residents. The aforementioned “historic community events” evidence a strong desire to keep the design, aesthetic and social memory of the neighbourhood intact. Recently, the HVRA History Committee was awarded a Trillium Grant that is allowing it to collect oral histories of aging current and former residents as well as photographs that will become an interactive website, a smart-phone tag scan installation on our streets and an exhibition at the Miles Nadal Jewish Community Centre in November 2013. The interviews of current and former residents describe what Harbord Village used to be like decades ago and how it has changed. Here are some of the things that have been said during the oral history interviews.

The earliest recollections are from the 1930s, when it was a predominantly Jewish neighbourhood:

*You see, this was a self-contained neighbourhood. What wasn't available at the corners was brought in by horse and wagon, and push-carts. This wonderful bearded [man with a] yarmulke came by with a tank of fish and they'd come out, and he had a little scale and they would reach in and pick out and chop off the head, put it on the scale, and so on. And then the wagons would come, horse and wagons – ‘Water Mel-ons! Water Mel-ons!’ Singing it out, and we'd buy watermelons or anything else. [MG remembering the 1930s and 1940s]*

In the 1950s new immigrants arrived, led by Italians and then Portuguese, there was a mix of people and cultures that lived together and were part of the community. It was a working class neighbourhood, where families struggled to make ends meet, but participated in a vibrant community that was loved. Families were large. It seems that all the houses rented out rooms or apartments. Twelve people in a house with one bathroom was common.

*When we moved in [in 1941], most of the houses here in this area had two kitchens and one bathroom because you moved into the first floor and you rented out the second floor. If you had a third floor, you rented that out, too. So you would have a family of four, six, living in two, three, rooms, and in order to pay for your house you'd rent out the flats. ... You'd brush your teeth in the [kitchen] sink because you*

*only had one toilet for everybody. You'd wash your hands and face, you couldn't line up for the bathroom – you'd never get to work or to school. [FG]*

The residents interviewed also recall our neighbourhood as being a special place:

*It was just wonderful. We shared everything. People had fruit trees out back – some of them are still there – pear trees, cherry trees, apple trees, and I can remember the neighbours would all share. ... We shared up and down the street. ... We had such a nice good neighbourhood; if we could go back to that way, I think the world would be a better place. Everybody cared. I remember we'd get the apples or pears from the neighbour down the street. ... My mother would do preserves, so ... we'd peel the apples or the pears and if there'd be a worm in half my mother would say, 'Well, you gotta share! Cut that half out and give it to the worms, and cut the other half up. [SF]*

Long-time residents Doreen and George Tripp were interviewed as part of the oral history project, they are shown here in Figure 17 adjacent to a 1932 family photograph of Mr. Tripp (Figure 18) beside an icebreaker he invented.

Figure 17



*Doreen and George Tripp have lived on Lippincott St. since 1945. They were interviewed for the HVRA oral history project*

Figure 18



*George Tripp 1932 beside ice breaking machine he invented and used.*

Our local archives are enriched by the photography of William James, who lived, and photographed on Major Street in the early 20<sup>th</sup> century. Figures 19 and 20 show Major St. images from that period. In addition, we are fortunate to have buildings of social and historical value in our neighbourhood especially those with Heritage designations such as Trinity St. Paul's Church and the First Narayever Congregation Synagogue. Harbord Village is also home to the creator of the internet-based "Park Lot Project".

Figure 19



Children pull cart on Major St. 1911 City of Toronto Archives

Figure 20



Bill and Joe James with photography equipment, likely on Major Street, 1912 City of Toronto Archives

### 3.1.3 Social and Community Value of Harbord Village

For approximately 125 years, this 23 block area of the City of Toronto, now Harbord Village, has called itself a neighbourhood. For that period it has functioned as a community despite demographic shifts, “modernization”, and the threat of demolition. In 1834, the area that is now Harbord Village was the northwest corner of the City and Liberties of Toronto. The orchards and open land became a prospect of hope for both waves of immigrants and an emerging middle-class. The people who lived here banded and resisted the dissolution of their community not once, but many times, with the result that that residential component has only shrunk by approximately 23% since that period. It is the strong sense of community – a belonging that encourages attachment to this area.

Harbord Village’s many projects: Fall Fair (Figure 21), Farmers’ Market, Pumpkin Festival, Halloween Pipes, Treeing Our Village (Figure 22), Tree Inventory, Litter and Glitter (spring and Fall Clean-up), Graffiti Committee, Community Yard Sale, Fire Prevention Project, Downtown West Solar Energy Project, Home Energy Retrofit Opportunity Project, and the aforementioned Oral History Project are a forum for both connections and empowerment of the community. The HVRA website [harbordvillage.com](http://harbordvillage.com) describes these and other projects in greater detail. Behind all our projects is an ethos of conservation, stability and pride.

Figure 21



Harbord Village Residents dancing at the annual Fall Fair in Margaret Fairley Park

Figure 22



Residents planting one of the 133 backyard trees as part of the "Treeing Our Village" project.

### Who are the residents of Harbord Village now?

According to the 2011 and 2006 Statistics Canada Census (Tracts 53500059 and 53500060) and the City of Toronto's data, the current 6,000+ residents have a median age of 34 and average income of about \$40,000. Most of us live in private dwellings and men dominate the demographics. These numbers are skewed by the large number of students who reside here adjacent to the University of Toronto, OCAD and Ryerson University. Still the community has deep roots. Fifty-six percent of the residents have lived here for 25 years or more. A large number (37%) having European (non-British) ethnic origins- Italy, Portugal. After English (67%), the most common mother tongue is Mandarin and Chinese dialects (14%) reflecting recent immigrants and students, and Portuguese (6%). The following charts (Charts 1,2,3) give greater detail.

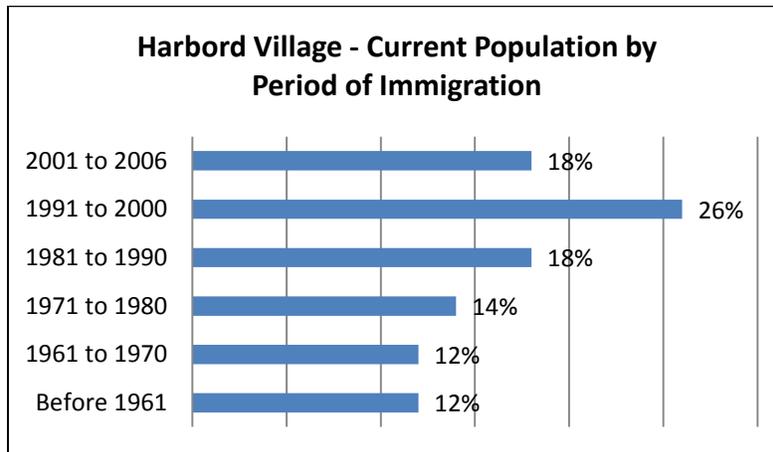
Chart 1

#### Summary of Harbord Village Statistics-

Total Population:	6,355
Private Dwellings:	1,645
Median Age:	34.
% over 15 years	93.7%
Av. Persons per household	2.05
<b>Total # occupied private dwellings by structural type</b>	
Single detached	130
Semi	210
Row	285

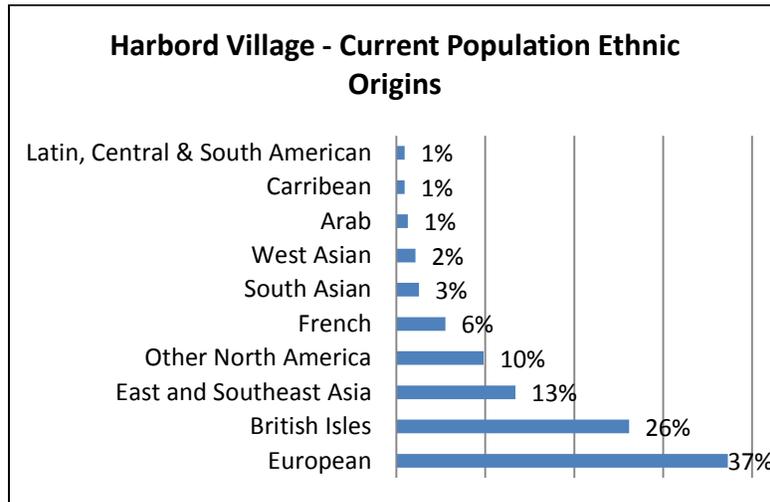
Sources: Statistics Canada 2011 Census and City of Toronto 2011

Chart 2



Source: City of Toronto 2006 Neighbourhood Profile

Chart 3



Source: City of Toronto, 2006 Neighbourhood Profile

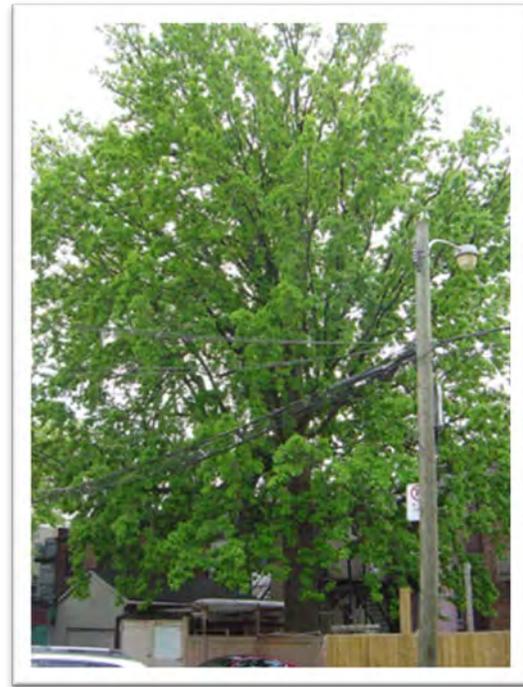
### 3.1.4 Nature Value of Harbord Village

Harbord Village includes a dense urban forest boasting some of the oldest trees in Toronto.

A complete inventory of our trees was completed in 2007 and 2008. HVRA commissioned Urban Forestry graduate students from the University of Toronto to train and lead a group of HVRA resident volunteers to undertake an inventory of all the trees in the neighbourhood. We now know the position, size, and health of over 4000 trees. We also know what varieties we have, including rare species and heritage trees. The study included trees in the front and back yards. This number included 137 potential heritage trees. Figure 23 shows one of the oldest Bur Oaks in Toronto, with an estimated age of 300 years, in Boys of Major Lane between Major St. and Brunswick Avenue. Figure 24 illustrates a detail of our interactive urban forest map.

The inventory was created following the Neighbourhoods protocol developed by Professor Andy Kenney of the University of Toronto Faculty of Forestry and used by HVRA volunteers and the U of T Forestry summer students who worked with us. The Harbord Village Urban Forest Management Plans 2008 and 2009 indicated that our neighbourhood needed better diversity of tree species and a broader age-range of trees. Based on the results of the survey, the community launched the “Treeing Our Village” project and volunteers planted an additional 140 trees in backyards and public areas such as Central Technical High School.

Figure 23



One of Toronto's Oldest Bur Oak Trees

Figure 24



Detail of interactive Google-Earth Map from HVRA website. Residents can click on a tree to see a bubble with more information about each tree.

Our urban forest is also valued by non-residents. Guided by Professor Andy Kenney of U of T and Lauren Brown of LEAF (Local Enhancement and Appreciation of Forests), a group toured our lanes and streets in 2010, with frequent stops for commentary on old and interesting specimens.

### 3.1.5 Context Value of Harbord Village

The cultural heritage value of Harbord Village is not confined to the five streets that were granted HCD status in Phase I and Phase II. We are a neighbourhood and a community. Our links to each other are our rich history, architectural and urban design values, our urban forest and most important a vibrant and involved community of residents. The context value of Phase III is that Harbord Village is a unified and functioning neighbourhood, one that unilaterally and repeatedly has sought to preserve its' history and spirit. This context is recognized by visitors to our neighbourhood on LEAF walks, Jane's Walks and Open Door Walks and the residents alike.

Figure 25



Major Street looking north from Sussex by William James 1912 from the City of Toronto Archives

Figure 26



Major Street looking north from Ulster 2013

## 3.2 History of Harbord Village

Harbord Village is a gem among Toronto neighbourhoods – a community whose distinct character, moulded by a rich and diverse history, is reflected and memorialized in the configuration of its streets and laneways, the architecture of its homes, and the heritage, resilience and spirit of its inhabitants through the years.

### 3.2.1 First Nations

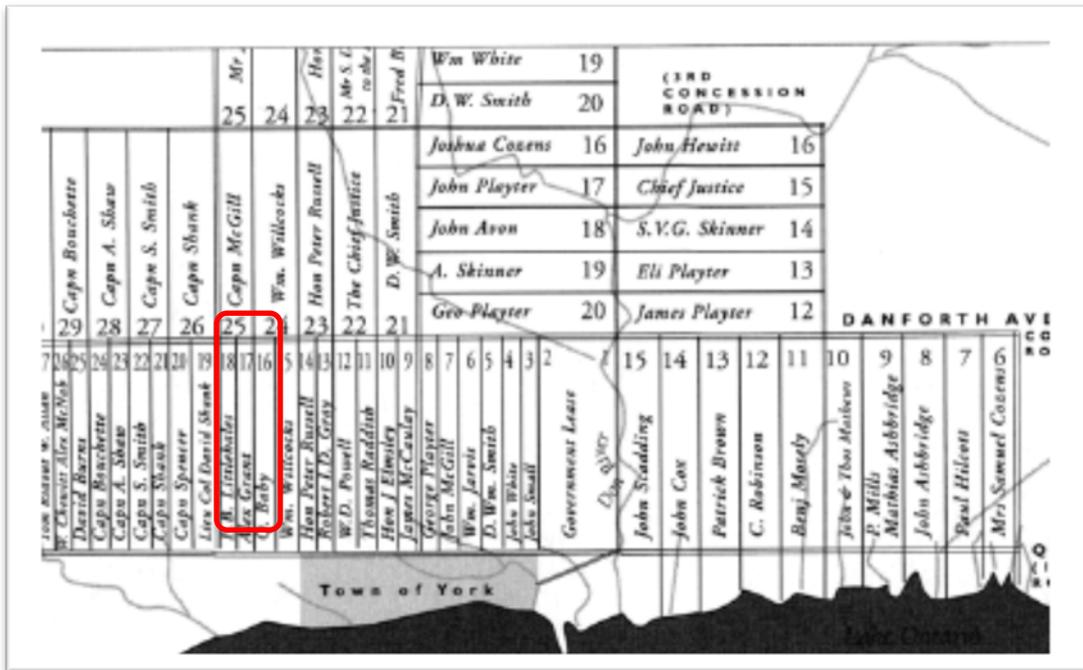
Prior to the arrival of the Europeans, the area that now includes Harbord Village was occupied by tribes of the Mississauga First Nations. Archaeological studies tell us that the now-buried lakes on what were to become the University of Toronto grounds adjoining Harbord Village were a source of fresh fish and game, and were likely frequented by Mississaugas who lived on the banks of the Humber River, at what is now Baby Point. Remnants of ancient paths that appear to have traversed present-day Harbord Village have been found in excavations on the University property. In 1787, the Crown purchased more than a quarter million acres of land from the Mississaugas – running along the lakefront from present-day Scarborough to Etobicoke.

### 3.2.2 Settlement

The European settlement of the Harbord Village district dates back to the surveying of the Town of York and the earliest division of lands by Lieutenant-Governor John Graves Simcoe in 1793. Under Simcoe's direction, 32 separate 100-acre estate properties, or "Park Lots", were laid out just north of the Town, all fronting on Lot Street (now Queen) and stretching about two kilometres north to where Bloor Street is today. These Park Lots were granted to an elite group of settlers, selected by Simcoe as part of a master plan to establish landed gentry in Upper Canada. The Park Lot owners would be well-placed and influential members of society, who would ensure that the Town of York flourished as the new seat of government. They would also be responsible for ensuring that the lands bounding the Town were cleared, occupied and farmed to provide York's residents with a steady supply of food. Many of the Park Lots were assigned to military and government officials in Simcoe's inner circle, and most of the grantees were issued patents giving them full title to their lands by the dawn of the 19<sup>th</sup> century.

The area that is now Harbord Village spans three of the original Park Lots – Lots 16, 17 and 18. Park Lot 16, which ran from Spadina Avenue west to Major Street, was granted to James Baby on 13 July 1798 and patented on 31 December 1798 (see Figure 27). Baby (1763-1833), born in Detroit but raised in Quebec, was appointed by Simcoe to both the Executive Council and the Legislative Council of Upper Canada. Park Lot 17, which ran from Major Street west to Borden Street, was granted to the Honourable Alexander Grant on 14 July 1798 and patented on December 3, 1798. Grant (1734-1813), a Scottish-born naval officer, was also named by Simcoe to both the Executive Council and the Legislative Council of Upper Canada, and went on to become the chief administrator of the province from 1805 to 1806. Park Lot 18, which ran from Borden Street west to Bathurst Street, was granted to Edward Baker Littlehales on 17 September 1800, and patented on 10 August 1801. Littlehales (1763-1825), a Major in the British army, served as Simcoe's first private secretary from 1792 to 1796.

Figure 27



Plan showing the earliest land grants in the Home District of York with names of original grantees – Simcoe's Park Lots appear at the bottom left, to the north of the Town of York – Lots 16, 17 and 18 are outlined.  
 From: Liz Lundell, *The Estates of Old Toronto* (Boston Mills Press, 1997)

### 3. 2.3 Nineteenth Century Development

Once they had received their patents, all of the new Park Lot owners could and did improve, develop and sell their properties as they saw fit. The Town of York had only a few hundred inhabitants at that time and none of the original owners of Lots 16, 17 and 18 kept their lands for long. However, by the time Toronto was incorporated in 1834 (see Figure 28); the Park Lots of Harbord Village had passed into the hands of some of the city's most prominent and well-known families.

In 1806, James Baby sold Park Lot 16 to the Honourable Peter Russell, who already owned Park Lot 15 to the east. On his death, the land was transferred to his sister, Elizabeth Russell, who in turn left it on her death to two of her cousins, Maria Willcocks and Phoebe Baldwin, the wife of William Baldwin (1775-1844), a physician, lawyer, politician and architect, who built the first "Spadina" estate house in 1818, and opened up several familiar Harbord Village streets, including Baldwin, Russell, Robert, Willcocks, and Heyden (now Sussex). After William's death the estate passed to his son, Robert Baldwin (1804-1858), a Reformer who went on to be Premier of Canada West and was instrumental in the creation of the University of Toronto.

In 1800, Alexander Grant sold Park Lot 17 to the Honourable Henry Allcock, who bought Park Lot 18 to the west from Edward Littlehales the following year. Allcock was an English lawyer who had been appointed a judge of the Upper Canada Court of King's Bench. Allcock died in

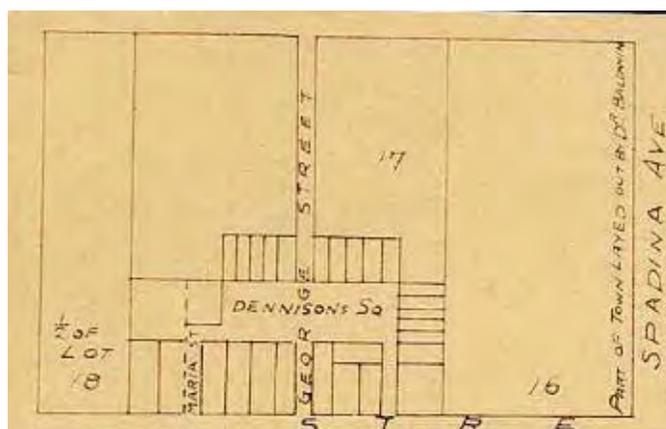
1808 and his property was passed down to his daughter Catherine. In 1815, she sold all of Park Lot 17 as well as the eastern half of Park Lot 18, about 150 acres between present-day Borden and Lippincott Streets, to George Taylor Denison, the eldest son of a Yorkshire-born militiaman who had become a wealthy landowner in Upper Canada. George built a grand family manor, called Bellevue House, roughly where the Kiever Synagogue now stands in the Kensington Market area, along with a military parade square (now Bellevue Park). Within Harbord Village, Major, Robert, Borden and Lippincott Streets are all named for members of the Denison family.

In 1817, Catherine Allcock transferred the western half of Park Lot 18 to George Crookshank, who also owned Park Lots 19 and 20 to the west. Crookshank, a United Empire Loyalist born in New York City, received a series of high-profile appointments, rising from commissariat in charge of supplies for Fort York to the Legislative Council. He laid out Crookshank's Lane, which was to become Bathurst Street, as the road from his estate into town.

By the mid-19<sup>th</sup> century, Toronto's population had expanded to about 30,000 and many of the large land owners began to survey and sell off parcels of their holdings. Figure 29 compares map details that show the development of the area. In 1850, Crookshank sold his property to developers, who subdivided it into smaller lots, largely for working-class homes. The Denison estate remained intact until George's death in 1853, when his son Robert parcelled it off, donating land and building funds for St. Stephen's-in-the-Fields (Thomas Fuller architect 1858), the first Anglican church west of Spadina Avenue. After Robert Baldwin's death in 1858, his estate was sold for development.

Each owner established different lot, street and block patterns, which rarely linked directly across from one Park Lot to another. One consequence of this piecemeal process was that many east-west streets did not end up following a straight line. Spadina Avenue, the eastern boundary of Harbord Village, was unusual in that it was laid out as a central avenue within a consolidated estate. Some of the jogs that we see in today's Harbord Village – for example, along Borden between Lennox and Sussex – are lasting legacies of Simcoe's Park Lot scheme.

Figure 28



Harbord Village in the year Toronto was founded: Detail from the 1834 Bonnycastle/Tazewell Map, *City of Toronto: The Capital of Upper Canada*

Figure 29  
Comparative Maps of the Harbord Village Area

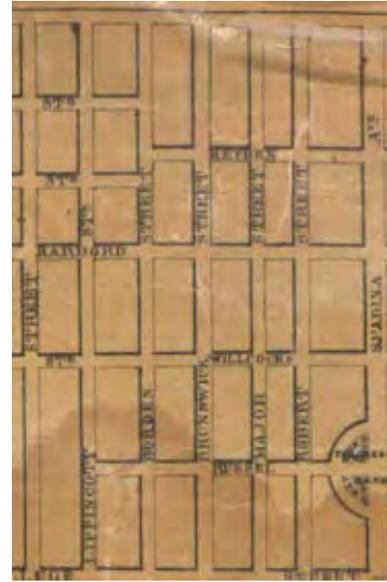
**Harbord Village in the 19<sup>th</sup> century: from forest and fields to streets and houses**



Detail from the 1842 Cane Topographical Map of the City and Liberties of Toronto



Detail from the 1851 JO Browne Map of the Township of York



Detail from the 1860 Tremaine's Map of the County of York

Figure 30



Knife sharpener on Major Street - 1913  
Item 8146, William James family fonds  
City of Toronto Archives

Development was sporadic until the 1880s when College Street was paved and the Toronto Street Railway began horse-drawn streetcar service up Spadina and along College to Bathurst. The last two decades of the 19<sup>th</sup> century were peak years for construction of homes in Harbord Village. By the turn of the 20<sup>th</sup> century, the original grand estate homes in Park Lots 17 and 18, Bellevue House and The Hall to the south, had both been demolished to make way for smaller, more affordable and higher-density housing set between lanes and streets.

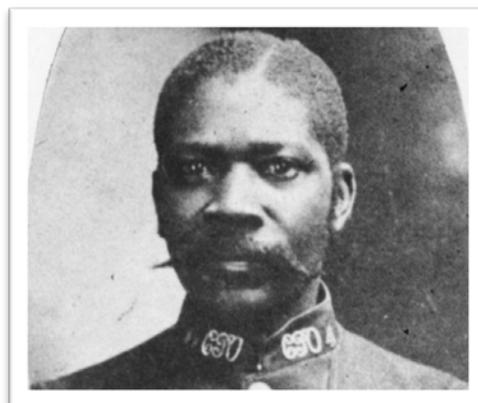
The first to move into the newly built houses were largely tradespeople from England, Scotland and Ireland. They formed the backbone of Toronto's building boom – carpenters like John

Cameron at 260 Major and George Milne at 217 Brunswick, cabinet-makers like John Laird at 241 Major, bricklayers like William Thorne at 291 Lippincott, plasterers like William Ferry at 251 Brunswick and painters like Thomas Hanna at 163 Borden.

The neighbourhood was also home to a significant number of Black families, some of whom had escaped to freedom on the Underground Railroad – like Brunswick Avenue property owner and perhaps resident Albert Jackson, Toronto's first Black letter carrier (Figure 31).

Another possible link to the Black community was recently discussed at an HVRA History Committee presentation. It was hypothesized that Harbord street was named for Edward Harbord, 3<sup>rd</sup> Baron Suffield (1781-1835) who was active in the House Lords as an advocate for the abolition of the slave trade. Robert Baldwin, owner of Park Lots 14-16 at the time Harbord St. was named, had several links to the anti-slavery movement and possibly could have suggested the name. Thus far we have not discovered any written evidence to support this hypothesis.

Figure 31



*Albert Jackson  
Toronto's first Black letter carrier and  
possible Brunswick Avenue resident  
Toronto Public Library Collection*

### 3.2.4 Twentieth Century- Waves of Immigration

In the early 1880s, commercial buildings began to go up along College Street and the demographic and cultural fabric of Harbord Village began to change. The ethnic mix of surnames listed in *The Toronto City Directory 1919* (Figure 33) for householders in the first block of Borden Street heading north from College to Ulster was a sign of the times – as a series of waves of 20<sup>th</sup> century immigration brought new families and new ways of life to the entire neighbourhood.

Eastern European Jews were drawn to the area from the overcrowded slum conditions of “the Ward” to the south. In the 1920s and 1930s, about 60,000 Jews lived in and around Kensington Market – which indeed became known as the “Jewish market” – spreading into Harbord Village. During the 1930s and 1940s,

Figure 32



*Harbord Village in early 20<sup>th</sup> century  
Harbord west from Spadina – 1911  
City of Toronto Archives*

Ukrainian and Italian immigrants began to arrive. Toronto's Italian population swelled from less than 16,000 before WWII to about 300,000 by 1981. Those who came to Toronto from Italy were mainly workers seeking jobs in Toronto's booming manufacturing and construction industries and "chain migrants", family members following pre-war immigrants in search of a new start. The 1950s saw an influx of Portuguese families, followed by Chinese newcomers in the 1970s. Many of the original homes had been divided into several units to both provide extra income and housing. The past few decades have seen the community come full circle with many of the Harbord Village homes renovated and restored to single-family dwellings.

Figure 34



Harbord St. west from Borden – track –  
1911 City of Toronto Archives

Figure 35



Rear of 92 Sussex — sheds – 1932  
City of Toronto Archives

Figure 33

EAST SIDE .....	
1	Innes W H
	Fairley Chas
7	McKay Donald
9	Langton Annie
11	Slevert Jno A
13	Cadesky Jacob
15	Levy Reuben
17	Job Phoebe R Mrs
19	Glover Wm
21	Warren Wm
23	Southcombe Albert E
25	Jacob Chas
27	Whitehead Samuel
29	McDonald Margt Mrs
31	Beatty Elizth
33	Brody Moses
35	Goldstein Wm A
37	Perugini Michl
	Perugini Jos
39	Lichtenberg Aaron
41	Lover Samuel
43	Webster Jno
45	Mullin Jas
47	Wesley Matilda Mrs
49	Moodie Annie
51	Hashenall Benj
53	Vise Matthew
55	Reynolds Wm E
57	Ryan Michl
59	Hershaun Max
61	Weingarten Ansel
63	Andrews Harris
65	Saldenberg Jos
67	Hoehahan Catherine Mrs
69	Taylor John
71	Clark W Bowman
73	Fell Geo A
75	Myers Frank
77	Gollon M
79	Worth Kate
81	Stein Max
83	Applebaum Moses
85	Shlesir Jacob
87	Kiernan Hyman
89	Levy Abraham
91	Wolfish Harry
93	Fairhead Gilbert
95	Selsky Abraham
97	Applebaum Abraham
99	Campbell Duke A
101	Redfern Robt
103	Clark Helen Mrs
◆	Ulster st intersects

Toronto City Directory, 1919  
Toronto: Might Directories Ltd.  
<http://archive.org/details/torontodirec191900midiuoft>

### 3.2.5 Some Well-Known Harbord Villagers

In the 20<sup>th</sup> century, Harbord Village has attracted an eclectic mix of residents – artists, authors, academics, activists and actors - drawn by the academic energy of nearby University of Toronto, the warmth and solidarity of the area's immigrant base, and the hum of the city's core. These are some of the many notable Harbord Village residents of years past who helped to shape the community with their vision and creativity:

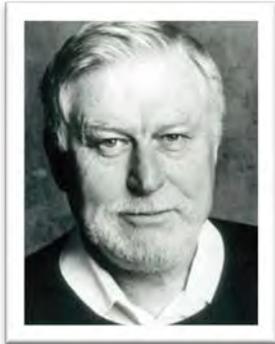


Figure 36

David French

254 Brunswick  
Playwright

<http://davidfrench.net/>

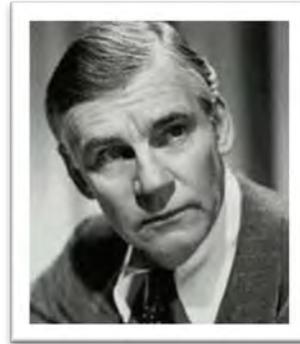


Figure 37

Walter Huston

11 Major  
Actor

[www.thegoldenyears.org/](http://www.thegoldenyears.org/)



Figure 38

William James

250 Major St.  
Photographer

Item 3512, William  
James Family Fonds  
City of Toronto Archives



Figure 39

Gwendolyn  
MacEwen

140 Robert St.  
Poet

<http://versephantom.blogspot.ca>

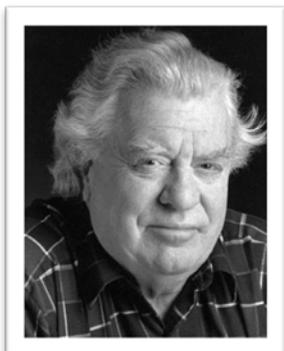


Figure 40

Douglas Campbell

73 Brunswick Ave.  
Actor and director

[www.thecanadianencyclopedia.com](http://www.thecanadianencyclopedia.com)  
(from Stratford Festival)



Figure 41

Edward Johnson

162 Major St.  
Opera tenor and  
Metropolitan Opera  
director

Library and Archives  
Canada/Music Division  
<http://www.collections.canada.gc.ca>

### 3.2.6 Community Challenges

Changes have resulted in some loss of historic facades. However, over time Harbord Village has resisted transformation so that the neighbourhood retains its Victorian characteristics and sense of community. Completing the heritage conservation district with Phase III would be an important tool for the community in permitting infill and accepting some development pressure. The characteristics of the Victorian cityscape have fuelled neighbour-to-neighbour involvement and a passion for community. It has been a magnet for us all.

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<http://www.bradford.gov.uk/NR/ronlyres/B1A744A5-3843-42B7-8CD5-7674FEA860D8/0/manninghamAPPENDICESGLOSSARYETCFINAL.pdf>

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