



Harbord Village Residents' Association

Spring 2016

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This newsletter is produced twice a year by the Harbord Village Residents' Association (HVRA) serving the part of Toronto bounded by Bathurst Street, Bloor Street West, Spadina Avenue, and College Street

Visit us at harbordvillage.com.



Message from the Chair

TIM GRANT



Your residents' association is turning a corner, and you can help. Since the year 2000, when the board of the Sussex-Ulster Residents' Association voted to close that small organization and

get a fresh start as the Harbord Village RA, the organization has grown and grown. Board members and residents like yourself kept suggesting new projects, and more often than not, we took them on. (You can learn more about our history and many past projects at harbordvillage.com).

However, our all-volunteer board began to feel the strain, as we took on more ambitious projects, and developers started proposing high-rise buildings on our edges. Things were beginning to snap, when Steve Klein recommended that we take a step back and undertake a re-visioning exercise. It helped that the staff of OPTIMUS L SBR, the company he works

for, were willing to help us out, and at no cost. We gratefully accepted their offer, and John Whincup, the company's executive director, led us in a day-long session on a cold Saturday in January. We are now considering new ways of marshalling our forces and we would appreciate your input.

So, how can you help? If you have a neighbourhood project you'd like to take on, get in touch! We will likely be able to find others to work with you. As a great example of the HVRA's new way of working, we will be launching an ambitious Harbord Village Green Plan at our Spring Meeting on Wednesday, May 18. At that meeting, guest speakers will inspire us all to think about the potential of our lane-ways, yards, and even roadways as places of beauty, and to make them more welcoming to the birds, bees, and butterflies that need our help. To succeed, we'll need neighbours working with neighbours in every corner of the Village to shape and implement this expansive new endeavour. Please let us know if you can help.



Welcoming New Businesses to Harbord Village

ANN EYERMAN

While the winter seemed to be never-ending, it did bring with it some new exciting businesses to Harbord Village. Here's a brief introduction to some of the places you might want to visit soon.

Windup Restaurant

There's a little whiff of the Caribbean at the corner of Borden and College these days at the Windup Restaurant. Co-owners Whitney Knowles and Chef Bryan Birch have transformed the former Windup-Bird Café into a "warm and welcoming" environment to enjoy modern Caribbean cuisine. They wanted to offer a space to "sit-down" rather than "take-out" good Caribbean food. Chef Birch has delved into his Trinidadian roots to create traditional island fare with a twist. Windup is open for lunch and dinner every day and brunch on the weekend. It is fully licensed (windup-restaurant.ca, 647-349-6373).

Caspar Haydar Design

After three years at its Bathurst-Du-pont location, Caspar Haydar Design has resettled at 106 Harbord Street. CHD specializes in event planning and floral arrangements, and features an in-store gift boutique. They are planning to have an open-house soon to introduce their offerings to the neighbourhood (info@casparhaydardesign.com, 416-901-5308).



Chef Bryan Birch and Whitney Knowles, Windup Restaurant

Urbane Cyclist

Urbane Cyclist has moved into its new home at 280 College Street. For the past 19 years, Urbane has successfully operated as a workers-cooperative, making each worker a part owner in the business. At this new location, there are 10 "worker-owners" on hand to assist you with your bike needs. Urbane Cyclist carries a wide selection of bicycles, including recumbent and fold-ups, as well as bike accessories and parts. There is a full service area on site; and, in the near future, a mobile unit will bring the repairs to you. They also offer a wide variety of bike workshops from "basic to comprehensive." Urbane Cyclist is open Monday to Friday: 10 a.m. to 7 p.m., Saturday:

11 a.m. to 7 p.m., and Sunday: 12 noon to 5 p.m. (www.ucycle.com, 416-979-9733).

Tot the Cat Cafe

In November, the very first cat café in Toronto opened its doors at 298 College Street. Tot the Cat Cafe (www.totthecatcafe.com, 647-748-2287) gives customers a unique opportunity to hang out with cats while sipping coffee or tea. All of the residents are rescue cats from the Toronto Humane Society and are available for adoption. Since opening, over 30 cats have been adopted by Tot's customers. The owners say that part of their inspiration to open the café was to share "love and compassion for animals" with more people, especially children. Tot is open from 11 a.m. to



9 p.m. Monday to Saturday, and from 9 a.m. to 7 p.m. on Sunday. The café serves coffee, tea, and an assortment of muffins, cakes, and sandwiches. They are planning on extending their

menu in the near future. If you need a feline fix, this is the place for you.

Magic Noodle

On Harbord Street, two new restaurants have opened up side-by-side. At 93 Harbord Street, Magic Noodle has opened its first downtown location. They feature an extensive menu of hand-pulled noodle dishes prepared in their open kitchen. When I asked what makes it “magic,” the server said, “It’s magic because your food will be at your table 15 minutes after you order.” Sounded like magic to me. You can also order on-line at www.magicnoodle.ca or by phone: 647-345-8839. Magic Noodle is open every day from 11 a.m. to 11 p.m.

Flock Rotisserie and Greens

Next door, at 97 Harbord, Flock Rotisserie and Greens advertises itself as serving “Delicious Food That’s Pretty Good For You.” Their menu, as their name implies, focuses on a selection



of chicken (naturally raised without hormones or antibiotics) dishes with a few soup and sides available. The “Greens” part of the name refers to a selection of hearty salads. The restaurant is fully licensed and is open from 11 a.m. to 11 p.m. daily (www.eatflock.com, 647-748-7199).

Events in Harbord Village

Sat., May 14	Annual Neighbourhood Yard Sale	Robert & Harbord Street, see HVRA website for more details
Wed., May 18	Annual Spring Meeting Guest speaker TBA	Kensington Gardens, 45 Brunswick
Sun., June 5	Plant Fair	Southwest patio, Kensington Gardens, 25 Brunswick
Sun., Sept. 11	Fall Fair	Margaret Fairley Park, 12–7 p.m.
Wed., Oct. 19	Annual General Meeting Guest speaker TBA	Kensington Gardens, 45 Brunswick
Tues, Nov. 1	Pumpkin Festival	Harbord Street from Spadina to Borden, starting at sunset



Harbord Village Artist: Jane Murdoch Adams

MARILYN MARTIN

“When I moved to Major Street in 1979, all the houses were different colours—mine was turquoise and the ones on either side were red and orange. Such a rainbow street it was.”
—Jane Murdoch Adams

Jane’s work still reflects that rainbow with exciting and vibrant colours; and, using her own special layering technique, she also gives her paintings a soft quality that suggests encaustic (painting in beeswax).

As a professional artist for the last fourteen years, with a Master’s of Education from UofT, Jane has held numerous exhibitions and her work is featured in more than 70 art collections. She is currently represented by Canvas Gallery, and is a member of the Propeller Centre for the Visual Arts.

Jane classifies her work as semi-abstract, and bases her series on themes that are important to her life. “Love Bees, Save Bees, Eat Honey” was a timely series, recently born out of Jane’s concern for the environment. Similarly concerned, Harbord Village residents are currently joining together on the Three Bs (birds, bees, and butterflies) project, an HRVA initiative to encourage greening the neighbourhood.

As a former union organizer and community developer, Jane strongly identifies with the courage and political energy of artist Frida Kahlo; hence, her most recent series: “Frida



Kahlo—joie de vivre.” Jane also lives her life with joie de vivre.

In a gallery, Jane’s work would be the one with the bench in front, to sit and enjoy a while, be enlivened and inspired by the colourful, outgoing, giving, strength of spirit that radiates from her paintings.

Be sure to enjoy her work in full colour on her website: janemurdoch-adams.com.

If you are a professional artist in Harbord Village and want to connect with the other artists in the area, please notify merdran@sympatico.ca.



The BLoB Approaches

LESLIE CARLIN

Hands up who wants bike lanes on Bloor Street! Okay, all you cyclists, put them back onto your handlebars, right now, because current Ontario law states that you must have two hands on your bike at all times. You must, however, also signal imminent turns. To comply with both regulations, of course, cyclists will need at least three arms. Yes, folks, it is tough out there for those of us on two wheels.

At press time, the Toronto City Council was poised to consider whether or not to approve the Bike Lanes on Bloor (BLoB) pilot project. The project would call for 2.4 km of lanes on Bloor St. from Shaw to Avenue Road. While the Harbord Village Residents Association and other local Associations and residents have already pledged in favour of the initiative, it's not had such an easy ride at the city. Toronto's Public Works and Infrastructure Committee on April 25, 2016, struggled to even pass the matter on to full council.

It appears we are a City divided on transportation issues, yet again.

The suburban councillors, who are members of the council committee, appeared most concerned about traffic flow; the local councillors, who do not belong to that committee, were worried about safety, the need to encourage various modes of travel, including pedestrians, bikes, and automobiles.

What's the problem?

First, it is a year-long study to get real measures of bike lane impacts on traffic, and business activity on a major downtown business street—a real opportunity to know what impacts more bike activity has on business. If it doesn't work, remove the changes and carry on.

Here's what's planned. At this pilot stage, the lanes will be painted, on either side of the road, separated from car traffic by flexible posts (cleverly called “flexiposts”). Dedicated turning lanes and adjusted signal timings are proposed to help reduce any associated congestion. In the medium-to-long term, if the pilot plan is deemed a success, bicycle parking “corrals” will be installed.

Downtown councillors approve. At a press conference and at the public works committee in late April, Councillors Joe Cressy (Ward 20) and Mike Layton (Ward 19), came out strongly for the project. (See Mike Layton's Op-Ed piece in *now* magazine, 23 March 2016). Cressy pointed out that all six affected neighbourhood associations are in favor of BLoB, and that two local Business Improvement Associations (BIAs) have commissioned a before-and-after survey to document the impact on local businesses. Jared Kolb of the action group Cycle Toronto talked of the plan's aim to reduce the number of bicycle-involved collisions on Bloor Street. All in all, said Cressy, BLoB “should be a win-win, not a

win and a loss.”

The idea of BLoB has been around since 1992 without yet becoming a reality, so perhaps it is best not to hold our collective breath just yet. What is clear is that the Bloor/Danforth corridor offers great advantages as a bike thoroughfare: it traverses the city from its far east to its far west, connects to other bike routes, and does not have either streetcars or buses (usually).

Business owners express concern that the proposed changes to parking regulations—the city is currently proposing parking along only one side of the street—will have a negative impact on commercial transactions. In fact, argue supporters of BLoB, a survey conducted in 2009 showed that most patrons of businesses on Bloor Street West already arrive by TTC, foot, or bike. Those who do prefer cars have a plethora of public parking lots available just north and south of Bloor.

For Harbord Villagers, Bloor Street bike lanes may reduce the amount of motor vehicle traffic through our neighbourhood, resulting in less noise, fewer noxious fumes, and greater safety for cyclists.

For the wider City, it would be reassuring to see a diminished cultural and political divide.

Who wouldn't put a hand up for that?



Croft Greening Plans for Spring

BARBARA DONALDSON

The Croft Greening Committee is a group of neighbors who want to create an urban garden in the nooks, crannies, and forgotten spaces in their laneway. Croft Greening (which also aligns with the Harbord Village Green Project) is an effort to turn Croft Street into a “Green Laneway”, as part of a worldwide urban initiative known as The Laneway Project (www.thelanewayproject.ca). Through the Laneway Project, alleys are transformed from predominantly concrete environments to ones with more greenery by planting vines, flowers and small plants.

Green Laneways provide many benefits: they help cities reduce their environmental impact, increasing neighbourhood visual appeal and property values, reducing home heating and cooling costs, and providing food for birds, butterflies, and bees. Over the past decade, Green Laneways have been implemented in cities around the world. Chicago and Montreal—both with similar climates to Toronto—have thriving Green Laneways.

Some of the challenges of an initiative like this are that many of the spaces on Croft are small or vertical, and most are privately owned. So, a small group of residents has been working together over the past year, with the support of Harbord Village Residents Association, to discuss what greening is possible in this multi-use laneway, with houses,

garages, pedestrians, cyclists, pets and cars.

Residents and owners who live on or back onto Croft Street are also being asked for their ideas and support. The Croft Greening Committee held a neighborhood meeting on April 25th to seek advice from residents on how and what could be greened. Michelle Senayah from the Laneway Project attended the meeting and shared ideas and tactics used in other Green Laneway Projects. Residents were challenged to think creatively about projects that the neighbourhood could work on together, as well as how to encourage individual green projects that neighbors could work on independently. Ideas included planting vines that can grow on fences and garages, purchasing planters or creating planters from found objects (e.g., tree trunks), painting and stencilling designs with natural motifs, such as flowers, leafy vines, or a river to tie all the elements together.

The Committee’s meetings and plans will culminate in two days of community planting to which everyone is welcome! Come join the fun on Croft Street, between Ulster and College, on Sunday May 29th 10:00 a.m.–2:00 p.m. and Saturday June 4th 10:00 a.m.—2:00 p.m. Not a gardener? No worries—no special skills are required; and, in addition to planting, the entire family can participate in decorative opportunities. All participants will receive supplies and directions to create our first wave of



The Croft Street Committee sees a bare brick wall as an opportunity to green.

projects (specific locations are still to be confirmed). The timing of the second date ties in with a global movement to reach community goals in 1001 days (www.dayzeroproject.com).

We hope that these two days will inspire a full summer of greening on Croft and throughout Harbord Village.

Croft Greening wouldn’t be possible without the generous support of our neighbours, the David Suzuki Foundation Homegrown National Project (www.davidsuzuki.org/homegrown), and The Laneway Project (www.thelanewayproject.ca). Please contact croftgreening@gmail.com for further information.



The Croft Street Green Committee is collecting ideas from around the world for inexpensive, funky, and creative solutions to the neglected landscape of our lanes. The committee would be delighted to hear your ideas.





College Street Study

CAROLEE ORME, SUE DEXTER

As development pressures come to College Street, a City study to shape that development is underway. Between Spadina and Bathurst on the

north side, fine-grained (small front-age) retail predominates, and maintaining this character is a priority. Rather than seeking intensification



The buildings from Robert to Major Streets are listed Heritage (above), and we hope that protection cant be extended to all building



Catherine Naismith

in this area, there is growing interest in preserving one of downtown Toronto's few remaining Victorian shopping streets. On the south side,

heights should also take into consideration the coming Kensington Market heritage conservation district. Check the Harbord Village website

for more community letters to the Planning Department.



Catherine Naismith

along the north side of College, including from Bathurst to Major (below).



TOcore: Planning Toronto's Downtown

CAROLEE ORME

Downtown Toronto is growing four times faster than the city as a whole. Its resident population jumped from about 199,000 in 2011 to 240,000 in 2015, and the rate of population growth is accelerating; there are an additional 77,000 residential units ei-

ther under construction or for which planning applications have been submitted. By 2041, the projected population of downtown could be 475,000, almost double what it is today.

TOcore is a comprehensive initiative to address this intensification and to ensure that growth is aligned with infrastructure. For downtown

to continue to be a great place to live, work, learn, shop, and play, growth must take into account the need for parks and public spaces, transportation services, water, energy, and community services and facilities. To this end, City planning is consulting with a wide range of stakeholders.

Although Harbord Village is part

RAPID GROWTH IN POPULATION AND JOBS

Residential

2011 Downtown Census Population

199,495



26,220 residential units completed
2,000,000 square metres of GFA

2015 Downtown Population (est.)

240,000 +

+20% growth in 4 years

Since 2011

Non-Residential

2011 Downtown Employment

433,800



950,000 square metres of GFA

2015 Downtown Employment (est.)

475,000 +

+12% growth in 4 years

of Downtown and considered to fall under TOcore, it is a “Neighbourhood” and not seen as a target for intensification. Nonetheless we are experiencing development pressures on our edges:

- The proposal for a 42-storey building at the corner of Bloor and Madison is now going to the Ontario Municipal Board (OMB).
- A 14-storey, 150-unit rental building is proposed at 333 College.
- The proposal for a 33-storey development at 203 College is headed to the OMB.
- An 11-storey, 127-unit rental building to the south of 666 Spadina, with 8 stacked townhouses to the north facing Sussex, is at the pre-application stage.
- Honest Ed’s re-development (see below).
- Spadina-Sussex Student Residence (see below).

For an interactive map of all development in our area, go to the Annex development portal Residents’ Association development portal (<https://pandz.crowdmap.com/main>). You will be astonished.

MORE GROWTH IS COMING

Residential Development Pipeline - June 2015

	# of Units	Potential Population
Planning applications submitted	31,554 (proposed only, not approved)	50,000-54,000
Building Permit application or building permit issues	28,812	46,000-49,000
Projects under construction	16,321	26,000-28,000
Total	76,687	122,000-131,000

Existing Potential Population + Potential Pipeline Population

=

362,000 to 376,000



Honest Ed's

SUE DEXTER

Development pressure at Bloor and Bathurst is sharpening the intensification debate in Harbord Village and neighbouring communities.

Four residents' associations have been working with the City to develop rules governing building on properties adjacent to the Bathurst-Bloor intersection, as well as the site-specific blockbuster proposal at the Honest Ed's 4.5 acre site, encompassing Lennox, Markham, Bloor and Bathurst.

It has been a daunting task.

Over many meetings, community members and HVRA have told Westbank and the City that the project is simply out of scale with our neighbourhoods. We need a more comfortable fit. HVRA believes the project requires a scaling down and re-think.

The City and the communities have put unprecedented resources behind analyzing the project. Palmerston, Seaton Village, the Annex and Harbord Residents' Associations formed the Mirvish Village Task Group. City planning has put together a panel of stakeholders, including MVTG, the Bloor BIA and renters to do a fine-grained analysis.

A subcommittee of the Mirvish Village Task group became concerned about local traffic impacts, particularly the almost certain traffic jam that would be created at Lennox and Bathurst, as well as the commercial use and widening of the Palmerston laneway. It has been working with four groups of students from

University of Toronto Engineering to develop changes to the project design for bike, car traffic and laneway use, as well as a re-visioning of Markham St. Their proposals should be available on the MVTG website at the end of April.

To date, the City's Planning response to Westbank has raised issues around traffic, congestion, heritage, density, massing and lack of greenspace. Most recently, it has specifically identified a portion of the west side of Markham just south of Bloor as a greenspace and the Four Corners Study will recommend the protecting the entire volume of most of the recently listed heritage houses on Markham—so the Westbank buildings must pull back to the east.

This spring, City Council will consider new rules on the Four Corners area, which will set the planning framework for Honest Ed's. These focus on the protection of heritage assets, the preservation of sunlight on Bloor St., and regulations on height and the location of massing at the corners as well as the need for sympathetic transition to the existing stable neighbourhoods.

The communities drafted a common position in response to the Westbank application and met directly with Westbank to share those opinions at the end of April. Westbank is continuing to work on a revision of its plans.

For more information, the Mirvish Village Task Group has created a website. It contains a survey of residents, a development timeline, a complete documentation of events, applications, and our collective

responses to Westbank. We have also included formal City of Toronto responses to the developer (www.mirvishvillagetg.org).

Toronto City Planning has its own website devoted to the project (toronto.ca/planning/mirvishvillage).

Westbank's initial proposal is a lot to digest:

- Three towers, 29, 22, and 21 storeys, plus ancillary lower-rise buildings;
- Redevelopment of the Bathurst/Bloor/Lennox flank, and reuse of Markham St.;
- 1,017 rental units—none affordable;
- 71,000 m² residential space;
- 17,555 m² non-residential/commercial;
- A large public market along with wraparound retail/popups/cafes;
- Onsite parking for 656 cars, 395 for tenants, 261 for shoppers/others, all accessed from Lennox Street;
- 962 underground bike-parking spaces, 59 short term;
- No green space.

The Brunswick-College Parkette Is About to Get a New Name!

RORY (GUS) SINCLAIR

The soon-to-be refurbished parkette on the northeast corner of Brunswick and College will be needing a name. The naming of the parkette is being done by a public consultation within Harbord Village, so if you have a good idea, let us know! All names will be considered, and one will be chosen by a panel of judges. Put on your thinking hats and send us your entries.

Here is the process:

1. Rules for names:

- If the name suggested is to memorialize a person, that person must no longer be living. Other names are welcome; e.g., Sunshine Parkette.
- Names should be limited to three words, with the last word being "Parkette." An individual may submit more than one suggestion. Multiple

suggestions of the same name will be treated as one suggestion.

- Each entry should be accompanied by an explanation of up to 200 words, describing why this name would be suitable for this parkette.
2. The Board has nominated Rory "Gus" Sinclair as Executive Director of this project. Please send all suggestions to rory.sinclair@rogers.com or drop your suggestions into his mailbox at 133 Major Street.
 3. The Board of HVRA will approve a panel of four or five judges.
 4. The winning suggestion and its author will be published at an appropriate time. In the case of multiple suggestions of the same name selected as the panel's decision, the recognized winner of the suggested name will be the



Once again spring is here and thoughts turn to warm summer days on the water, and of course ... dragon boat racing. If you would like to meet your neighbours while getting in some physical activity and enjoying our glorious lake and waterfront, then you're exactly the kind of person we're looking for to join the HV Rusty Dragons dragon boat team!

For more information, contact Tim MacFarlane by email (Tim@Rusty-Dragons.ca) or phone (647-971-7332). Or visit our website: www.rustydragons.homestead.com/2016/HarbordVillage.html.

entry first received by the Executive Director.

Note: Deadline for submissions is 11:59 p.m., Sunday, May 22.



One of the finalists for the b-c design competition



Sussex-Spadina Student Residence

CAROLEE ORME

In 2013, UofT began discussions with the community about construction of a student residence at the corner of Sussex Avenue and Spadina Avenue. Many neighbours voiced their unhappiness with UofT encroaching into our residential neighbourhood with more than five hundred undergraduate students in a tall tower replacing a much-loved bookstore and displacing a number of long-term residents.

Further meetings led to few changes to the University's plans, which have not yet been submitted to the City. They propose a 23/24-storey building with accommodation for 548 undergraduates and a handful of stacked townhouses for faculty. Some space is allocated for community and commercial use on the ground, 3rd, and 4th floors. Reference was made to improving the south end of the Robert Street playing field as a community green space, but UofT has made no commitment to doing so.

At the consultation meeting in January, neighbours voiced their objections once again. Councillor Joe Cressy emphasized that development is bound to take place on that site, given the excellent transit access and the city's mandate for intensification. He noted that a 12-storey condo building could be constructed right now, without breaking any zoning rules.

UofT Area Liaison Committee

SUE DEXTER

*What places do you like on campus?
What places don't work?*

For the past year, both at the Liaison Committee and in public consultations, community members have been asked these questions. Their answers could influence the University's thinking about the future development of the campus.

Encouragingly, the University has turned its attention to its public realm—the way buildings are set onto streets, how inviting or hostile they are, whether traffic could be discouraged and green spaces enhanced, or new green spaces created. This new emphasis on the way we all experience the University landscape is captured in the Landscape of Landmark Quality project. The goal of this project is to revitalize the major public spaces of the St. George campus. For example, significant improvements will be made to the corridor between Hoskin Avenue and the Soldiers Tower, and the Front Campus will feature more trees, the removal of car parking on the Front campus, and a bike and pedestrian-friendly streetscape.

Other Development

For the rest of the campus, the University is headed in the following directions. First, it has agreed to the complete preservation of the Victorian precinct—the heritage buildings flanking the front and back campuses. Second, redevelopment

in the Huron-Sussex area will follow the directions of the Huron-Sussex Master Plan. This retains the Victorian houses behind Robarts Library, many of which are rented to new faculty. Third, there will be some large building sites at Bloor and Spadina and on the north side of College east of St. George. Fourth, they propose the West Campus as the area of most change. New buildings or additions to existing buildings could occur between Hoskin and College, from Spadina to St. George. Most notable might be changes to Huron Street, a neglected sister, and the back door to many major buildings in the area.

The community has been supportive of an improved public realm, with better aesthetics, better connections from building to building, street to street, and with more permeability overall. But we on the Liaison Committee want to ensure that the revised rules, which denote character areas, do not open the door on massive developments on the West Campus.

Surface Changes

Recently, the University showed the Liaison Committee some initial ideas for further surface and street improvements that would extend the common created by the closure of Willcocks between Huron and St. George. The Willcocks Common project visualizes a coherent design from Spadina to St. George, including more trees, benches, a more pedestrian- and bike-friendly landscape. Between Spadina and Huron,

Willcocks could become a tree-lined European-style street, where pedestrians, bikes and cars share the right-of-way.

The HVRA is concerned about noise and the effects this design would have on traffic flow. While the University is gearing up for fundraising, conceptual designs are in draft, and community consultations will be held as the project advances. Of course, city approvals would be necessary before any work proceeds. More information is available at <http://willcockscommon.utoronto.ca/>.

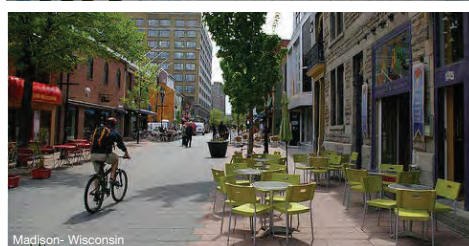
Secondary Plan

These public realm ideas are just part of the process toward developing a new Secondary Plan for the St. George campus area—a plan that will dictate the rules that apply to building on campus for the next twenty years. The University's submission to the City, which is expected in the next few months, will then go through a formal City process, requiring public meetings and the approval of City Council, before it can take effect. For a closer look check out <http://stgeorgesecondaryplan.utoronto.ca/>.



A new vision for the Front Campus has cars removed to an underground facility, creating a pedestrian and bike landscape.

Credit: KPMB Architects + Michael Van Valkenburgh Associates + Urban Strategies



The early stage conceptual ideas for a redesign of Willcocks show a variety of possible shared street treatments which could be applied between Spadina and Huron. New technology would allow for the planting of more street trees.

Credit: DTAH Architects



Kensington Hospice: Old and New

MARGARET PROCTER

The handsome old building at 38 Major Street has been in the news recently as the only residential palliative-care facility in the city of Toronto. Actually, the building and its functions have been in the news and part of the neighbourhood since the 1880s.

Then

A historic plaque on the front walk notes that the building was opened in 1888 as a private chapel for the Anglican Sisters of St. John the Divine, who owned and ran the Surgical Hospital for Women just to the south on Major Street. The 1890 photo (*next page*) shows the hospital building, and the newly-built chapel to the north, both designed by the noted architectural firm Darling and Curry. The location, on the first block north of College, was considered healthy because it avoided city noise and dust; a row of beds was positioned on the south-facing balcony so patients could benefit from the fresh air. Wealthy women paid substantial fees for care, and poorer women paid less or nothing.

By the 1920s, the Sisters also offered pediatric and convalescent care as well as nurses' training, and purchased other properties on Brunswick and Major to house their expanding work. After other public hospitals opened in the downtown area, the Order moved to North York and opened St. John's Convalescent Hospital on Cummer Avenue. In 1953, they sold the downtown property to



Kensington Hospice exterior just after completion in 2011. (Source: Kensington Hospice online virtual tour.)

the Raxlen brothers, who tore down most of the buildings and constructed the Doctors' Hospital. However, some of the retired sisters stayed on in the chapel building and a house connected to it. The "Convent" Story-Post plaque on the hospice fence (and available online) records the voices of neighbours who remember seeing nuns in dark robes and wimples walking along Major Street.

Now

The former hospital site now holds the two modern buildings of Kensington

Gardens long-term care facility, but the chapel remains in place. After several years of disuse, it was redesigned by architect Renzo Pilon and transformed into Kensington Hospice. Since 2011, it has provided a refuge for more than 400 residents to live their last days in comfort and tranquillity.

Compared to hospital palliative-care units, Kensington Hospice provides a home-like atmosphere. For one thing, it has no PA speakers in rooms or hallways. Staff members have time to offer emotional warmth as well as specialized comfort care. The setting is lovely, with 10 single rooms and pleasant common areas, including a back garden where the nuns once had a green courtyard. The hospice also offers music therapy, spiritual care, counselling support, and freshly cooked food.

Residents pay no fees. The Ontario government funds medical and nursing salaries, but volunteer work and public donations cover nearly everything else, including maintaining the building and providing the services that make the hospice home-like. The Hikers for Hospice, who traverse our streets each spring, are one reminder of the continuing need to raise funds. The Kensington Foundation accepts donations for the hospice at any time, and of course yours would be very welcome: donation forms are available at <https://www.kensingtonhealth.org>.

You can also contribute as a volunteer. Over 200 people now give



The 2nd-floor Great Room in 2015, with music therapist Sarah-Rose Black at the piano and the open-plan kitchen to the right. (Source: Canadian Hospice Palliative Care Association.)

their time in designated roles: staffing the reception desk, responding to individual residents' needs, tending the herb garden, playing music in the Great Room, and cooking meals in the open kitchen. The volunteer coordinator Daniela Sinisi (dsinisi@KensingtonHealth.org) would be glad to tell you more about job descriptions, training, and the satisfactions of working as part of the hospice team that has made this old building a new neighbourhood landmark.



The Surgical Hospital for Women in 1890, with the new chapel visible to the north. (Source: Archives of the Sisters of St. John the Divine; reprinted on pages 18–19 of St. John's Rehab Hospital, 1885–2010, by Gerald D. Hart.)



This issue of the *HVRA Newsletter* was edited by Jessica Dee Humphreys. Typesetting and layout by Ian MacKenzie. Carlo Drudi is managing editor.

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HVRA Membership & Renewal Form

Please check one:

- ☐ Student *free* (include name of educational institution)
- ☐ Voting Member (individual) \$10/one year; \$20/two years
- ☐ Supporting Member (to support HVRA activities) \$20/one year; \$40/two years
- ☐ Fanatical Member (to really support HVRA activities!) \$50/one year; \$100/two years

Payment can be made online at <http://harbordvillage.com/member-area>.

Or mail a cheque payable to *Harbord Village Residents' Association* at HVRA, P.O. Box 68522, 360A Bloor Street West, Toronto, ON M5S 1X1.

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