

3.5 Tranby Avenue

3.5.1 The Historical Development of Tranby Avenue

*Tranby: The derivation of the name Tranby is not known at this time.*⁶⁰

Tranby was the last of the streets in the study area to be laid out. Its boundaries were constrained by the earlier developments on Bernard Avenue and by properties north of Boswell. The outline of lot areas for Tranby coincided with the lines of an existing fence that had defined the three-acre lot of Bernard Saunders on Avenue Road, and it is the meanderings of the fence line that account for the irregularity of the lot sizes on both sides of Tranby. In 1887 when the subdivision plan for the street was registered by J. Gormley (RP 742, October 1887), a large barn was recorded still in place on land that is now occupied by #10-20 Tranby.

The western end of Tranby ended at the western edge of the boundary of Yorkville. The eastern lots on Bedford Avenue, laid out by a plan of 1886, proved deeper than was necessary and these were parcelled out into frontages on the east-west streets. On Tranby the end of the Bedford lots were built on in 1891 for the houses at 71-73 Tranby and in 1898 for 66-68 Tranby.

Tranby is the narrowest and most closely built of the streets in the study area. At 48 feet wide, it is considerably narrower than the standard 66 feet of the principal arteries like Avenue Road, and is even tighter than Boswell, which is 50 feet. In addition, the lot depths on Tranby vary between 75 and 78 feet, about half those on Elgin and Lowther. The 50 foot lot widths were on the generous side of standard, but the lot size was irrelevant given the practise that emerged here of squeezing several houses onto each lot. Frontage equivalent to half of the original lot divisions can be seen at numbers 17 and 19.

Almost half of the buildings were constructed on Tranby within a year after the water mains were laid in 1888, and almost three quarters of the buildings were built by 1892. A small flurry of activity was reflected in construction of the 1900-1910 period. An anomaly is 17 Tranby, dating from 1928. The most recent project was a complex called Tranby Terrace infilling nine row houses behind three rehabilitated houses on the street (1981, Klein & Sears, architects).

⁶⁰ The Community History Project notes that there is a Tranby in Yorkshire England, but the connection, if any, is not known.

3.5.2 Tranby Precinct Boundaries

Tranby Avenue has a distinctive character, exceptional in Toronto, that derives from its physical dimensions and the relative homogeneity of its architecture. As the last vestige of a farm lot to be developed in the area, it became the most densely urban in its built form. Although there is variation, all of the buildings facing onto Tranby have remarkably similar characteristics.

The one-block street is terminated at the west end by the buildings on Bedford, but the east end of Tranby has the prominent terminal view of the tower of St. Paul's United Church on the east side of Avenue Road. St. Paul's United is designated under Part IV of the Ontario Heritage Act as a property of individual historic and architectural value and while its presence is felt within the East Annex it is not recommended for inclusion within the District.

At the south-east corner of Tranby is the infill project known as Tranby Terrace, facing onto both Avenue Road and Tranby. This is an example of the close relationship between the buildings on Avenue Road and the adjoining east-west streets, and, in its overlapping nature, it affects the character of both streets.

It is recommended that all buildings facing onto Tranby be included in the Tranby precinct. The buildings are: 10, 12, 14, 16, 18, 20, 26, 28, 30, 32, 34, 36, 40, 42, 44, 46, 50, 53, 54, 56, 58, 60, 62, 64, 66, 68 & 70, and 3, 7, 9, 11, 13, 15, 17, 19, 19 1/2, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 43, 45, 47, 49, 51, 53, 55, 57, 59, 63, 65, 67, 69, 71 & 73 Tranby.

3.5.3 The Buildings on Tranby

Overview

The large majority of the buildings on Tranby are already included on the City of Toronto's Inventory of Heritage Properties, and with the exception of Tranby Terrace, the infill project at the corner of Tranby and Avenue Road, or the single house at #19, very little replacement has occurred on Tranby for most of this century.

Speculative development on Tranby was relatively rapid after the registration of the subdivision plan in 1887. In fact Tranby was the most rapidly built street in the study area. By the end of 1888, five houses were built and eight were underway. In 1889 that number nearly tripled to thirty-two built or under construction. By 1895, forty-five of the addresses were built up. Among early builders known to have lived on the street were David McMurrin, probably responsible for #62-64 (1889); J. D. Clinkunbroomer, associated with #71-73 (permit 138, April 1891); stonemason William Robb at #63; and bricklayer Jethro Crang at #53. The largest block of houses to be built in the area as a single undertaking were the ten comprising #33-53, built over two years by James Crang (permit 59, March 1889). Although the five semis are all the same general form, with central paired, recessed doors and wide gabled wings, the detailing is varied within each pair to attempt a liveliness and variety. This approach characterizes most of the construction of this period in the study area.

Issue of Density

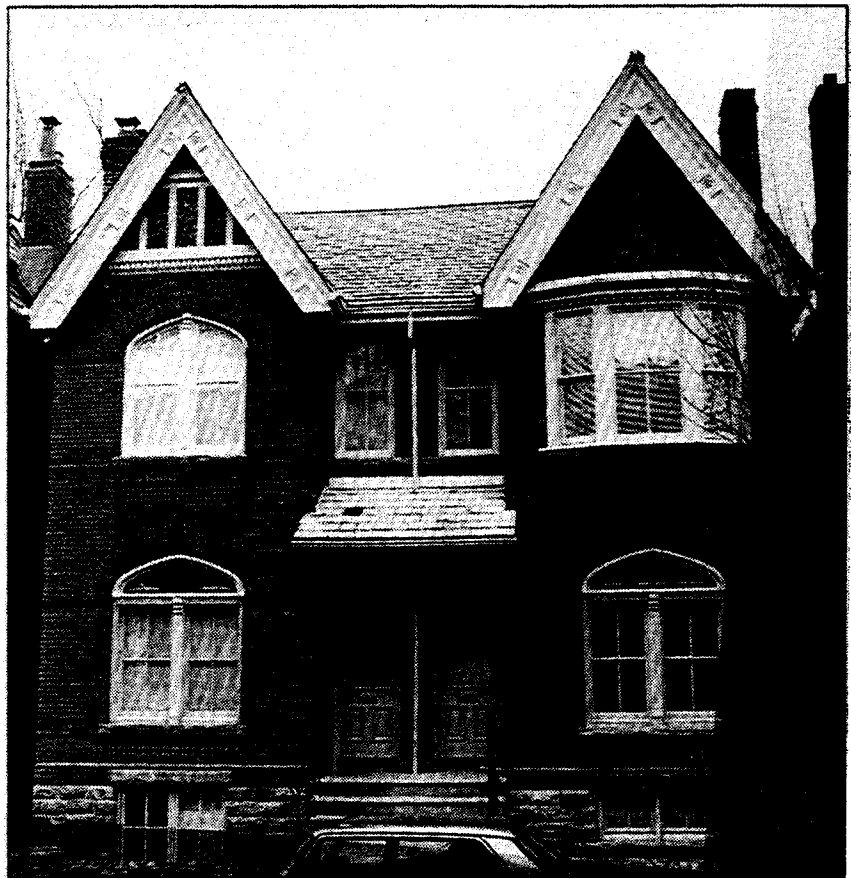
The very close row and semi-detached housing on the small lots of Tranby mean that it is the densest of the streets within the study area. Unlike most of the other streets, replacement buildings have not occurred on Tranby, partly because of this existing density which is usually matches or is just slightly in excess of permissible density for new construction.

*Interpreting the Guidelines for
Buildings on Tranby*

The general guidelines for the District (page 8) are appropriate for Tranby with the following comments:

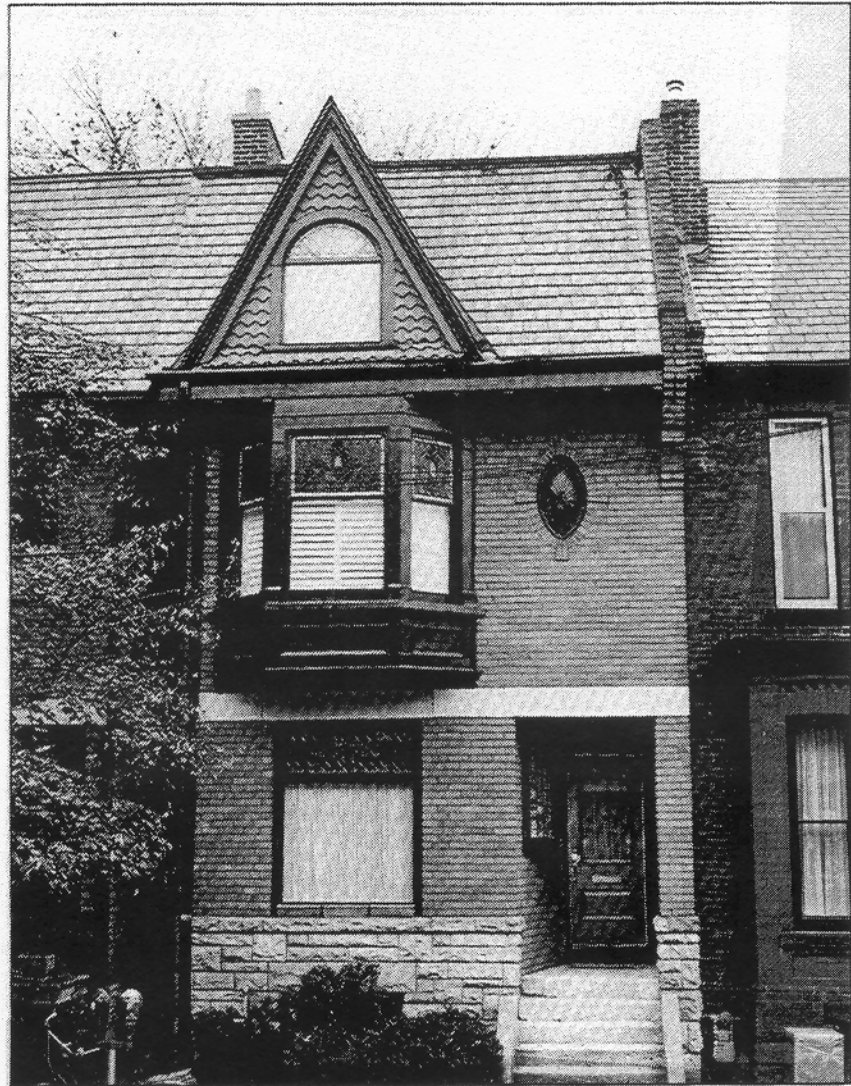
Tranby has the greatest uniformity in its buildings of any of the East Annex streets. For that reason greater attention should be given to detail elements such as porches and front steps to reinforce and support the cohesive character of the street.

Some alterations, like the lower basement window well illustrated at 43 Tranby, can be done successfully, but in general alterations should be discouraged on the front faces of buildings on Tranby, and alterations should be modelled on precedents within the street.



*43-45 Tranby
constructed in 1892
first residents:
William Argyles, ledger
keeper, and Edwin
Atkinson, mgr. Union
Mutual Life Insurance.*

Numerous attic windows have been introduced on houses in Tranby and the best results occur when they are based on precedent which relates to the architectural character of the rest of the building, as shown at 59 Tranby. Again it is preferable not to alter the front of buildings.



*59 Tranby
constructed in 1905
first resident:
James Crang Jr.,
haberdasher.*

3.5.4 Streetscape Character

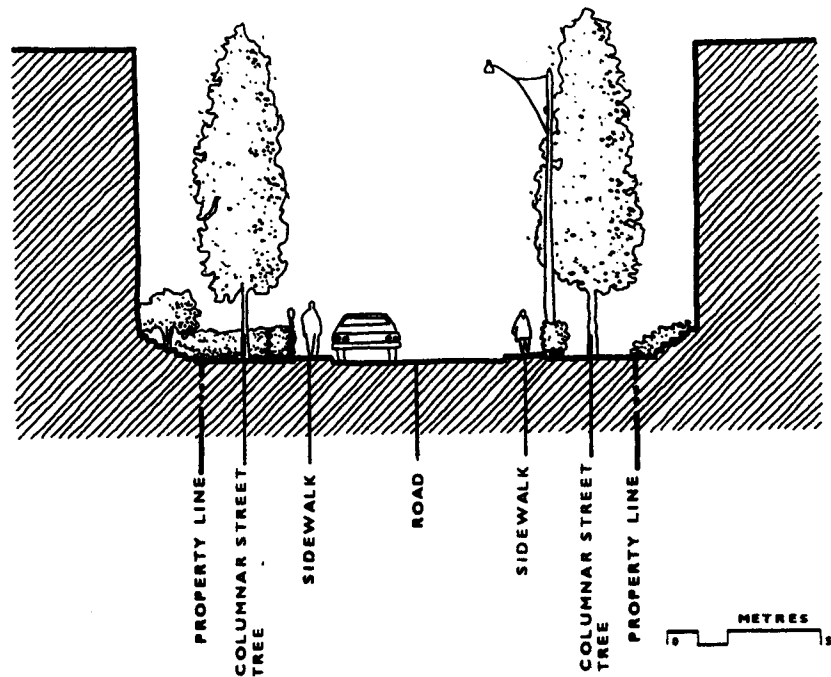
Description

The narrowness of Tranby Street gives it a distinctive character within the district. The street allowance alone is only about 14 metre. The proximity of the buildings to the street and the uniformity of the roof and building frontage lines give it a very urban character. Front porches extend almost to the sidewalk and the front yards form a diminutive boundary separating the two, providing a measure of distinction between the public and private realms.

Several of the front yards have low hedges that define the sidewalk edge. The street is too narrow to accommodate major shade trees, however the street does have thirty-three trees with Norway Maple, Linden and Honeylocust comprising about half the trees. Vines growing on the front facade of the houses form a prominent landscape element that softens the character of the streetscape. There is on-street permit parking on the south side with parking meters set in the adjacent sidewalk for day use. The concrete sidewalk is at the curb edge. There is one way traffic on the street heading east. Above ground wiring and street lights line the north side walk edge. Views down the length of the street facing east are dominated by the tower of the St. Paul's United Church on Avenue Road.

All the general guidelines for streetscape (page 12) apply here with the following additional comments regarding street trees:

On Tranby, the street allowance is too narrow to adequately accommodate a full canopy or shade tree. It is recommended on this street that the columnar variety of either the Norway Maple or Red Maple be planted in the 30 locations identified on the following plan. This quantity of trees will ensure a dramatic impact. At least three of these locations will require an opening in the pavement in order to plant. The typical cross-section diagram illustrates the columnar trees within this narrow street allowance. Vines or other plants growing or supported on the buildings and hedges along the sidewalk are also encouraged as a pattern on this street.

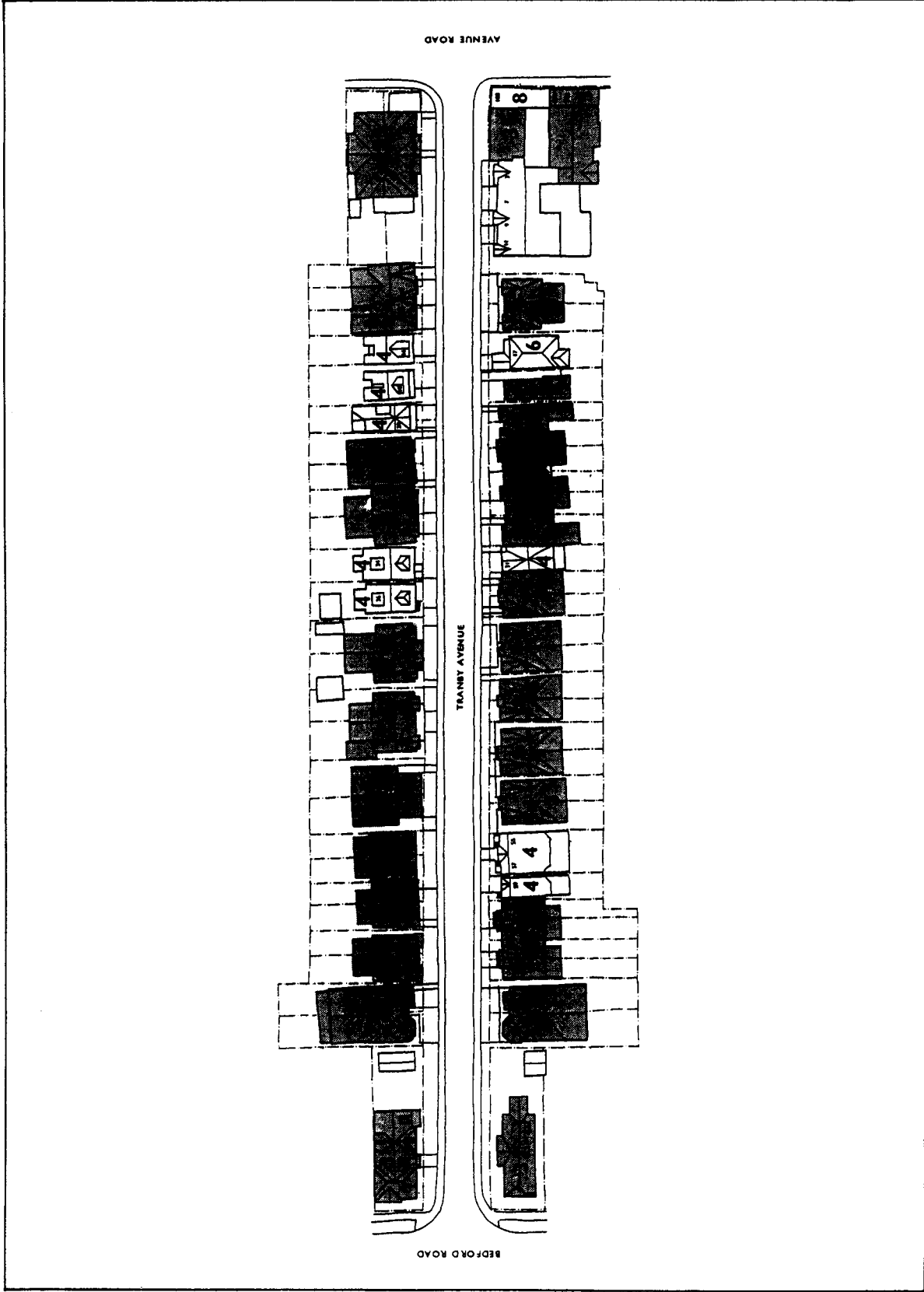


TRANBY AVENUE

AGE OF BUILDINGS

NO.	PERIOD OF CONSTRUCTION
1	PRE 1883
2	1884 TO 1889
3	1890 TO 1899
4	1900 TO 1909
5	1910 TO 1919
6	1920 TO 1939
7	1940 TO 1959
8	1960 -

* constructed during 1889 to 1890

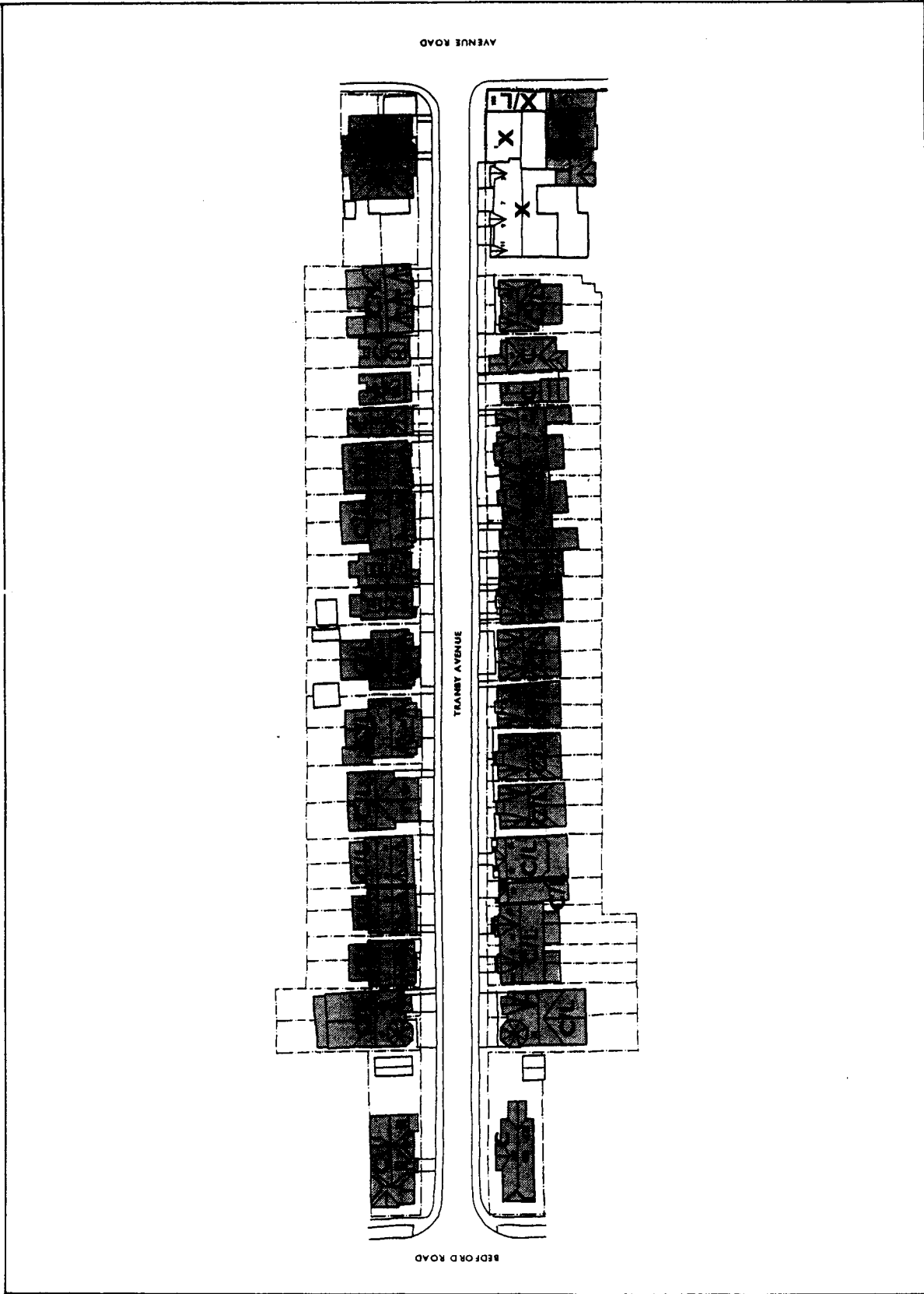


0 15 30M

TRANBY AVENUE

EVALUATION OF HERITAGE BUILDINGS

KEY	DESCRIPTION
A	PROPERTIES WHICH ARE INDIVIDUALLY OUTSTANDING AND HAVE NATIONAL OR PROVINCIAL SIGNIFICANCE.
B	PROPERTIES WHICH ARE NOTABLY WORTHY FOR THEIR OVERALL QUALITY AND HAVE CITY WIDE IMPORTANCE.
C	PROPERTIES WHICH RETAIN MUCH OF THEIR ORIGINAL CHARACTER AND ARE VITAL REMINDERS OF A COMMUNITY'S PAST.
X	PROPERTIES WHICH ARE NOT IN THE ORIGINAL CHARACTER.
/L	PROPERTIES WHICH ARE LISTED BY THE TORONTO HISTORICAL BOARD ON THE INVENTORY OF HERITAGE PROPERTIES.



TRANBY AVENUE

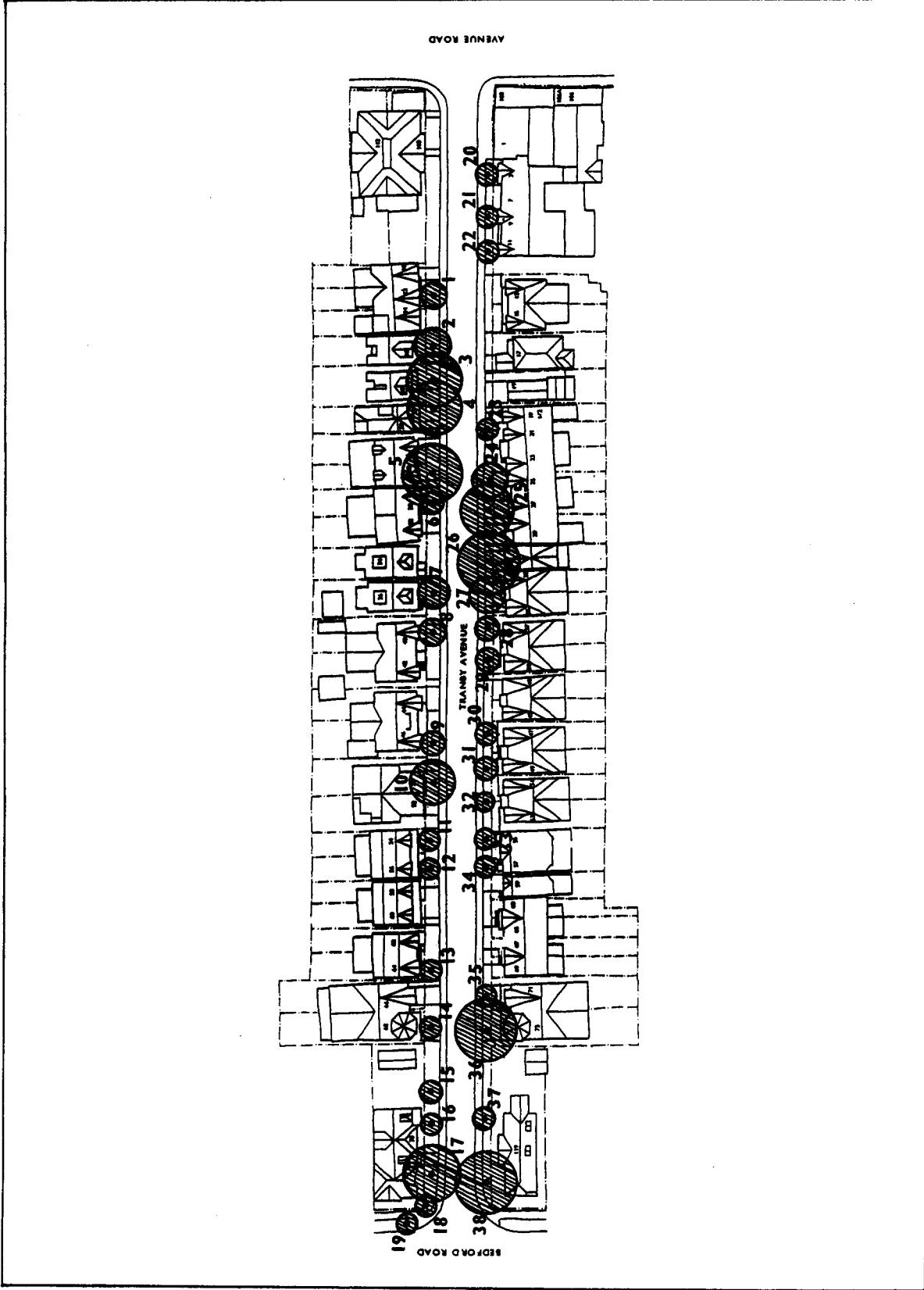
EXISTING STREET TREES

#	TREE NAME	dbh
1	COLORADO SPRUCE	15
2	LINDEN	18
3	NORWAY MAPLE	33
4	LINDEN	32
5	LINDEN	36
6	HONEYLOCUST	5
7	APPLE	20
8	MOUNTAINASH	13
9	NORWAY MAPLE	10
10	HONEYLOCUST	28
11	BLACK LOCUST	3
12	BLACK LOCUST	3
13	TREE LILAC	5
14	ASH	5
15	LINDEN	10
16	SILVER MAPLE	41
17	MAPLE	5
18	ASH	5
19	NORWAY MAPLE	5
20	NORWAY MAPLE	5
21	NORWAY MAPLE	5
22	NORWAY MAPLE	5
23	HONEY LOCUST	5
24	CRABAPPLE	20
25	LINDEN	30
26	NORWAY MAPLE	30
27	CRABAPPLE	15
28	LINDEN	10
29	CHERRY	10
30	NORWAY MAPLE	5
31	HONEYLOCUST	3
32	BIRCH	10
33	LINDEN	10
34	HONEYLOCUST	46
35	SILVER MAPLE	8
36	NORWAY MAPLE	30
37	SUGAR MAPLE	30

dbh refers to the diameter of the tree at breast height in centimeters.



0 15 30M



TRANBY AVENUE

**PROPOSED
STREET TREES**

FOR TRANBY AVENUE,
PROPOSED STREET TREES
ARE COLUMNAR
NORWAY MAPLE OR
COLUMNAR RED
MAPLE.

