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APPENDIX D: HCD STUDY - HISTORY AND EVOLUTION OF THE STUDY AREA

HISTORY AND EVOLUTION OF THE STUDY AREA

This section of the examines the history and evolution of the Historic Yonge Street study area. It draws on research that was completed as part of a built form and landscape survey, and background research of historical documents including maps from key periods in Toronto's history.

Key Development Periods

Yonge Street's History is characterized by its dual role as a major transportation route and a commercial main street. These roles connect several different periods in its history and solidify its importance to Toronto, Ontario, and Canada. From its initial survey as a transportation route between the Town of York and Lake Simcoe in 1796, Yonge Street was intended to drive the economy of the fledgling colony of York and facilitate its defence. Yonge Street continued to facilitate this role when Toronto was incorporated in 1834, but it also emerged as a key commercial street in the new city, especially as the population swelled and development pushed northward. The weight of Yonge Street's history is demonstrated in it being known informally as "Toronto's Main Street".

For the purposes of this report the history of the study area has been divided into seven periods:

- The Natural Landscape and Aboriginal Occupation
- Initial Survey of Yonge Street
- Early Settlement and Establishment of Park Lots (1800-1850)
- Sub-Division of Park Lots (1850-1870)
- Main Street Development and Early Public Transportation (1870-1900)
- Automobile-Age and Residential Intensification (1900-1930)
- Subway Construction and Modern Redevelopment (1930-1970)
- 1970s to Present Day (1970-present)

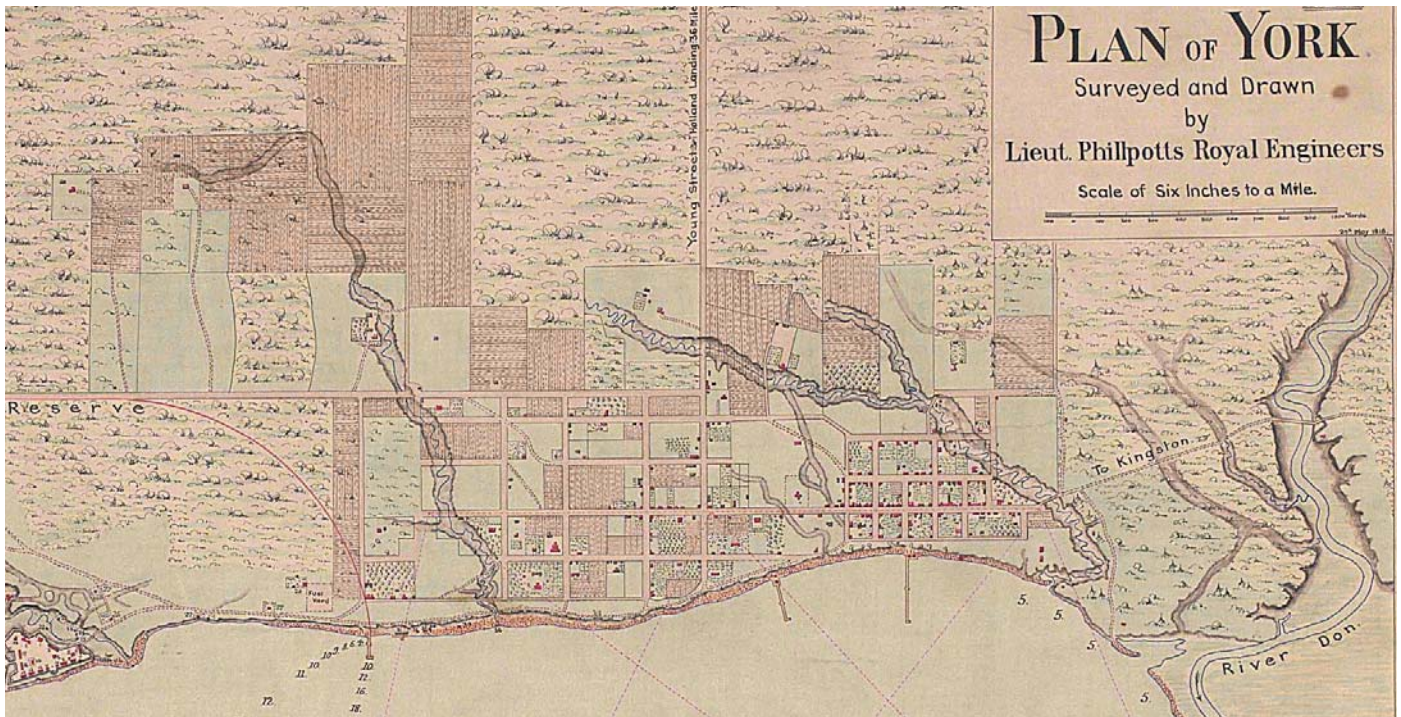


Figure 1. Plan of York drawn by Lieutenant Phillpotts of the Royal Engineers, surveyed in 1818 drawn in 1823. For context, the street to the west marked with "Reserve" is Lot Street which would later be renamed Queen Street. It shows the extent of development in Toronto (then York) at that time.

2.1 The Natural Landscape and Aboriginal Occupation

Davenport Road, at the north end of the HCD study area follows the shore of glacial Lake Iroquois, which came into existence around 12,000 years ago (Chapman and Putnam 1984). The waters of this lake then gradually receded to such an extent that by roughly 3,000 years ago the shoreline was established more or less in the location at which it stood when the Town of York was founded. A number of minor creeks ran through the general study area prior to nineteenth and twentieth century urban development. A minor tributary of Taddle Creek rose in the area of Queen's Park and flowed southeast, crossing Yonge Street just south of Wood and Grenville Streets to join a larger branch of the system that flowed more or less straight south along what is now Church Street. Another creek, Castle Frank Brook, which was a minor tributary of the Don River that rose in the Dufferin Street-Lawrence Avenue area, flowed through the Rosedale Valley ravine to the immediate north of the study area. Castle Frank Brook was also known as Brewery or Severn Creek, and was named after Severn's Brewery which was located near Davenport Road and Collier Street.

Davenport Road preserves the route of an inland Aboriginal trail, skirting the Lake Iroquois strand line and linking the Don and Humber rivers. It was later utilized by French explorers and missionaries traveling to and from Huronia. There are vague accounts of two Aboriginal sites located in the general vicinity of the study area. The Taddle Creek site is thought to have been a Late Woodland village located at Clover Hill, and later, the former estate of John Elmsley, which was eventually developed for

St. Michael's College University. The Sandhill site is reportedly a burial site or cemetery located near the southwest corner of the intersection of Yonge Street and Bloor Street (Scadding 1873, 399-400).

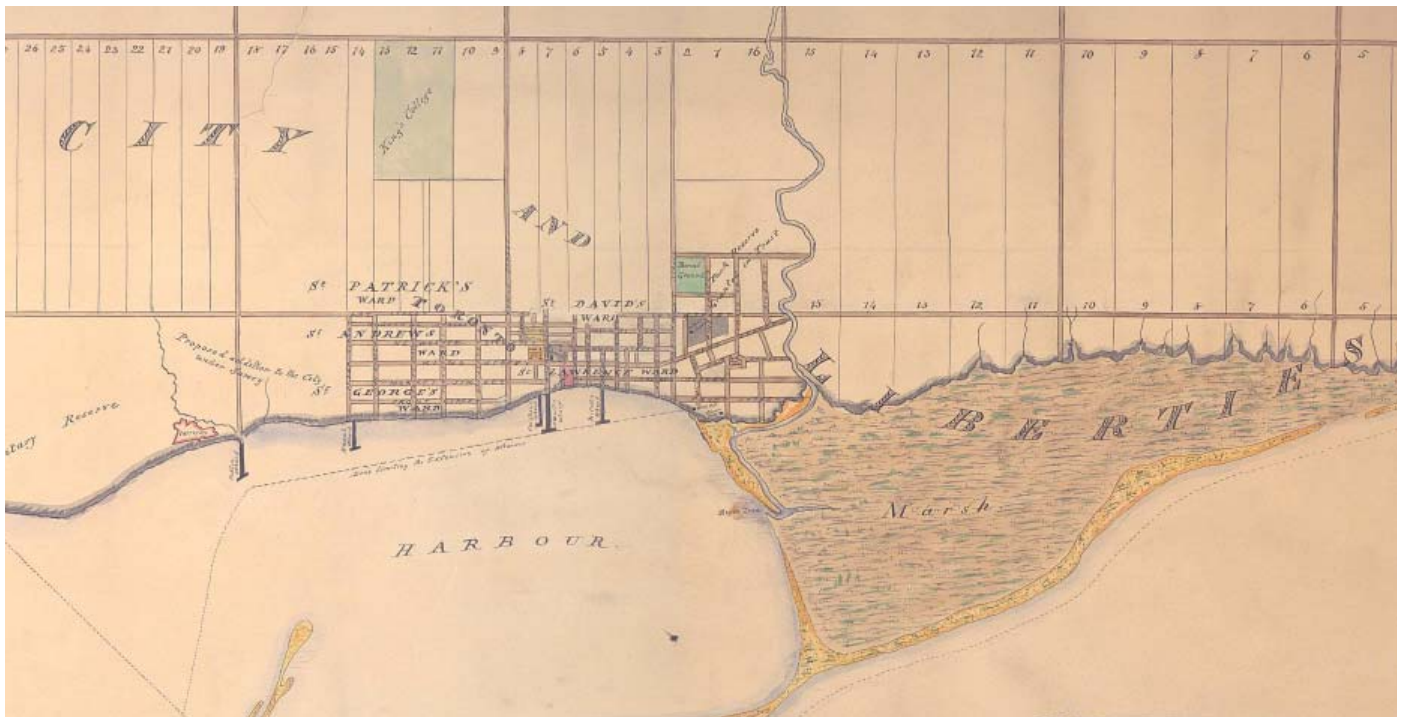


Figure 2. This Plan of Toronto was commissioned by the new City of Toronto the year it was incorporated in 1834. It was drawn by James Grant Chewett and shows the demarcation of Park Lots, note Yonge Street between Lots 8 and 9.

2.2 Initial Survey of Yonge Street

The study area was part of a larger area that included a meeting point of land and water routes developed by the aboriginal population and used by early settlers and trappers. There was an extensive, but circuitous, system of trails that followed the topography of the land in order to facilitate travel. One of the better known trails that survives to this day is Davenport Road, at the northern limit of the study area. During the late 18th and early 19th centuries, Davenport Road became part of an important route for farmers traveling to markets or to conduct business in Toronto. It is undoubtedly one of Toronto's oldest roads.

Portions of Yonge Street overlap this ancient trail system. In 1793 Lieutenant Governor of Upper Canada, John Graves Simcoe, contracted Augustus Jones to survey a route for Yonge Street from the Township of York to Lake Simcoe, and by 1794 the Queen's Rangers had begun constructing a "bush road" following Jones' survey (Miles 1878, x). At this time the northerly limit of the town was set at Lot (Queen) Street and the study area was not yet within the town's limits. The study area therefore provided a link between the new Township of York and this rudimentary "bush road". The impetus to improve that link arose for economic reasons.

On December 18, 1800, Chief Justice of Upper Canada, John Elmsley Sr., convened a meeting to discuss the best options for improving the road in order to facilitate farmers and traders bringing their goods to market. The Upper Canada Gazette hoped the road improvements would attract the attention of the North-West Company who could use the Township of York as a depot in the fur trade (*Upper Canada Gazette*, March 7, 1801). The

improvements at this point were rudimentary and consisted mainly of removing tree stumps, residual brush, and smoothing the road north. Nevertheless, the investment paid off and the community flourished.

The Township of York's population increased gradually before the War of 1812, but grew significantly during the 1820s. In 1797, for instance, the total number of inhabitants within the town was estimated at 212 persons. Within the space of one decade, this number had doubled to 414. By 1824-1825, the town contained 1,679 residents. By 1834 the population had reached 9,254 and by 1845 this number had doubled again to 19,706 (Walton 1837, 41; Smith 1846, 193; Mosser 1984, 7, 67, 157).

In 1834 the Township of York was incorporated as the City of Toronto and its boundaries were expanded, at which point the majority of the study area (between College/Carlton Street and Bloor Street) was formally constituted as part of the new city. The remainder of the study area, north of Bloor Street, was developed initially as the Village of Yorkville and would not be annexed by Toronto until February 1, 1883.

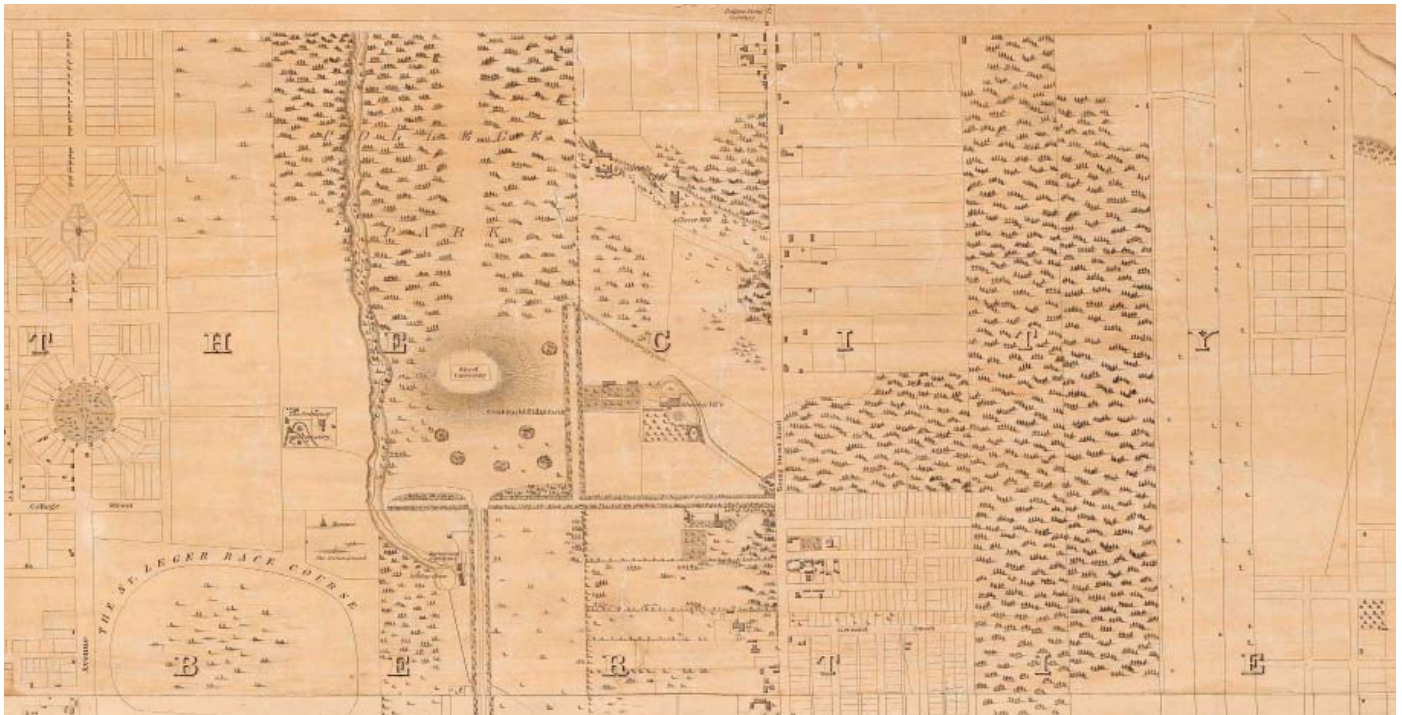


Figure 3. Plan of the City and Liberties of Toronto, surveyed and drawn in 1842 by James Cane. It shows some early subdivision of Park Lots and the sparse development in the study area.

2.3 Early Settlement and Establishment of Park Lots (1800 -1850)

During the initial township survey, large Park Lots between Queen Street and Bloor Street had been set aside. When the capital of Upper Canada was moved from Newark (now Niagara-on-the-Lake) to York, these Park Lots were granted to government officers, members of the Family Compact, and other influential individuals. This was done partly as an incentive for them to move, and as compensation for any losses sustained by having to give up their homes in Niagara. The largesse of the colonial government in granting these large tracts of land would later become one of the catalysts of the Upper Canada Rebellion led by Mackenzie King.

The study area incorporates portions of two Park Lots; Lot 8, on the east side of Yonge Street, and Lot 9, on the west side of Yonge Street (see figure 2). In 1799, Chief Justice John Elmsley acquired the northern portion of Park Lot 9 beginning at the southwest corner of Bloor Street and Yonge Street running south to approximately where Wellesley Street is today (Scadding 1873, 392). The Park Lots that composed the remainder of the study area were similarly held by affluent individuals.

Development was slow in the study area leading up to and following the formation of Toronto given that much of the land was privately held. Eventually the owners subdivided and sold their lands to capitalize on a growing population and the demand for land. These blocks would not be densely developed until the 1870s and 1880s (Bailey 1838; Cane 1842; Dennis and Fleming 1851; Boulton 1858 plate VII).

Road Improvements

Despite the improvements to the road undertaken in the early 1800s, during the 1820s and early 1830s, Yonge Street remained for the most part a dirt road cut through forest. Travel remained difficult for farmers or craftsmen with loaded wagons during the spring thaw or rainy periods. It was proposed that travel along Yonge Street could be improved if the road was macadamized—an early form of paving made with broken stone and gravel. The first section of macadamized road was called the “Yonge Street Mile,” and was intended to form a “test strip” in order to determine whether this method of road building was suitable for a Canadian climate. It was so successful the legislature tripled their initial investment in order to continue with these and other local road improvements (Statutes of Upper Canada, 3 William IV c. 37; 6 William IV c. 30; 7 William IV c. 76; 3 Victoria c. 53 sub. 57; Scadding 1873:388).

The loan to pay for the macadamization was financed through road tolls, and the first toll gate was located at the northeast corner of Bloor Street and Yonge Street, and contained a small house, which provided office space and accommodation for the gate keeper (Myer 1977:81).

War of 1812

During the War of 1812, Yonge Street undoubtedly continued to be used as a route to and from the Town of York for private citizens and for farmers on their way to market as a key ‘safe’ route for shipping goods. During the War, Yonge Street was also used for the movement of the local militia from North York and the outlying townships in York County, and for the transportation of the militia stores and equipment.

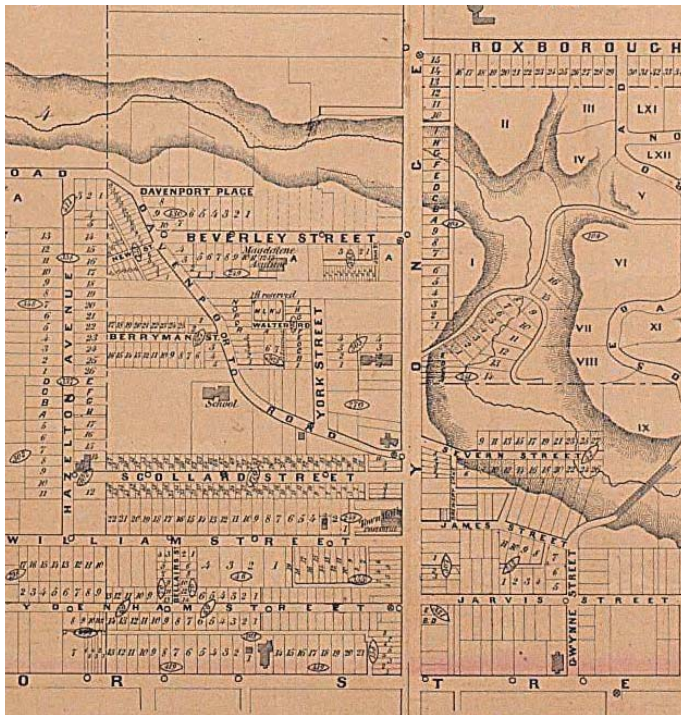


Figure 4. Plan of the Village of Yorkville surveyed and drawn by S. James in 1877.



Figure 5. Historical sketch of rebels marching on Toronto by C.W. Jeffreys.

Upper Canada Rebellion

Yonge Street was the site of the short lived “Upper Canada Rebellion” that demanded responsible government in Canada and an end to corruption in the colonial government. The largesse demonstrated by the awarding of Park Lots to members of the Family Compact was one of several motivations for the rebellion. On December 6, 1837, William Lyon Mackenzie, the first mayor of Toronto, led a group of rebel forces to the tollgate at Yonge Street and Bloor Street. In order to demonstrate their hostility, they set fire to the two-storey frame residence of a local doctor. Following this the rebels marched south where they were confronted by Sheriff William Botsford Jarvis who was hiding with a group of 27 riflemen near Yonge Street and Maitland Street. Gunshots were exchanged, but Mackenzie’s rebels, who were not seasoned fighters, quickly panicked and fled. Several rebels were later taken prisoner, tried, and sentenced to death (Bailey 1838; Scadding 1873:258; Myer 1977:74-75).

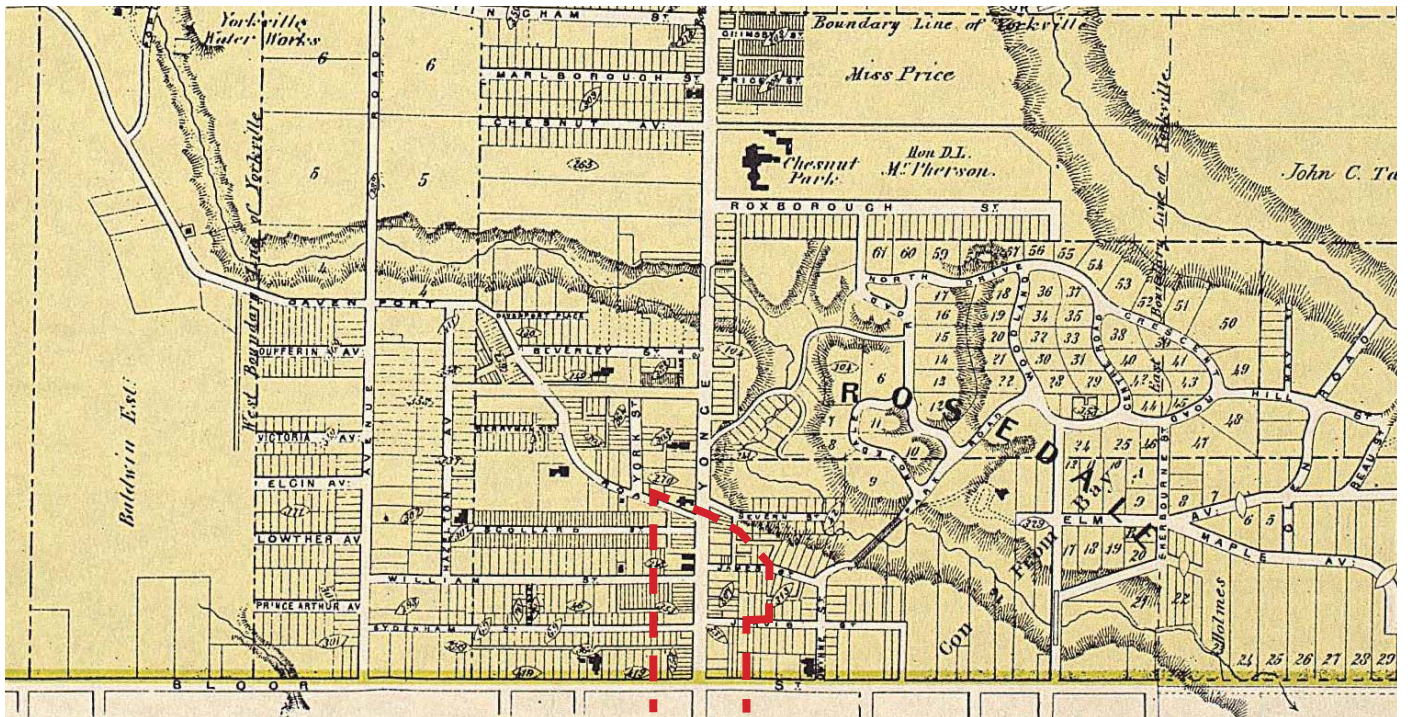


Figure 6. Map of Yorkville and its Vicinity in 1878, drawn by Alfred T. Cotterell. It shows the general extent of development in Yorkville shortly before annexation to the City of Toronto. Approximate bounds of study area in red.

2.4 Sub-Division of Park Lots (1850 - 1870)

Using historical maps it is possible to trace the subdivision of the Park Lots and estates along Yonge Street. The James Cane map from 1842 (figure 3) provides a snapshot of the study area south of Bloor Street prior to extensive subdivision. It is clear from this map that the majority of lands were still held in large blocks, although some parcelling-off had occurred on the west and east sides of Yonge Street closer to the Yonge Street and Bloor Street intersection. The narrow rectangular lots that define the study area today had not yet emerged.

The Fleming Map (figure 6) shows that by 1851 the subdivision of land within the study area south of Bloor Street was well under way. On the west side of Yonge Street large portions of the Elmsley Estate lands had been parcelled out. Comparatively less subdivision had occurred on the east side of Yonge Street at this point.

In 1858 the Boulton's Plan (figure 7) shows that the urban fabric that exists today within the study area had begun to emerge. The current pattern of narrow rectangular lots oriented towards the street was laid out along new streets that had been carved through the Park Lots, closely resembling the current street network and block pattern.

By 1862, most areas on the west side of Yonge Street had been registered as plans of subdivision, and some lands on the east side of the street had been registered as well. The only estate that was not subdivided belonged to a wealthy merchant named Donald Mackay. These lands were located between Gloucester

Street and Wellesley Street on the east side of Yonge Street. The estate would not be fully developed until Mackay's house was demolished in 1904 and a new street (Dundonald Street), named after Mackay's estate, was constructed to provide frontage for new residential lots.

Village of Yorkville

The west side of the Village of Yorkville was subdivided during the late 1830s and 1840s by Sheriff William Botsford Jarvis and Joseph Bloor. The land on the east side of Yonge Street formed part of Jarvis's country estate named "Rosedale". This was not laid out in a plan of subdivision until 1854, when it became the focal point of the surrounding farming community and an important stopover for those travelling north on Yonge Street and for farmers taking their goods along Davenport Road to St. Lawrence Market and the docks.

Yorkville was not formally incorporated until 1852. As a testament to the industriousness of its founders, their trades are recognized in Yorkville's coat-of-arms with an anvil (blacksmith), a barrel (brewer), a brick mould (builder), a carpenter's plane (carpenter), and the head of a cow (butcher). The Village's coat-of-arms was relocated to the fire hall tower at 34 Yorkville Avenue. Built in 1876, the tower still stands today, however, the main hall was replaced in 1889.

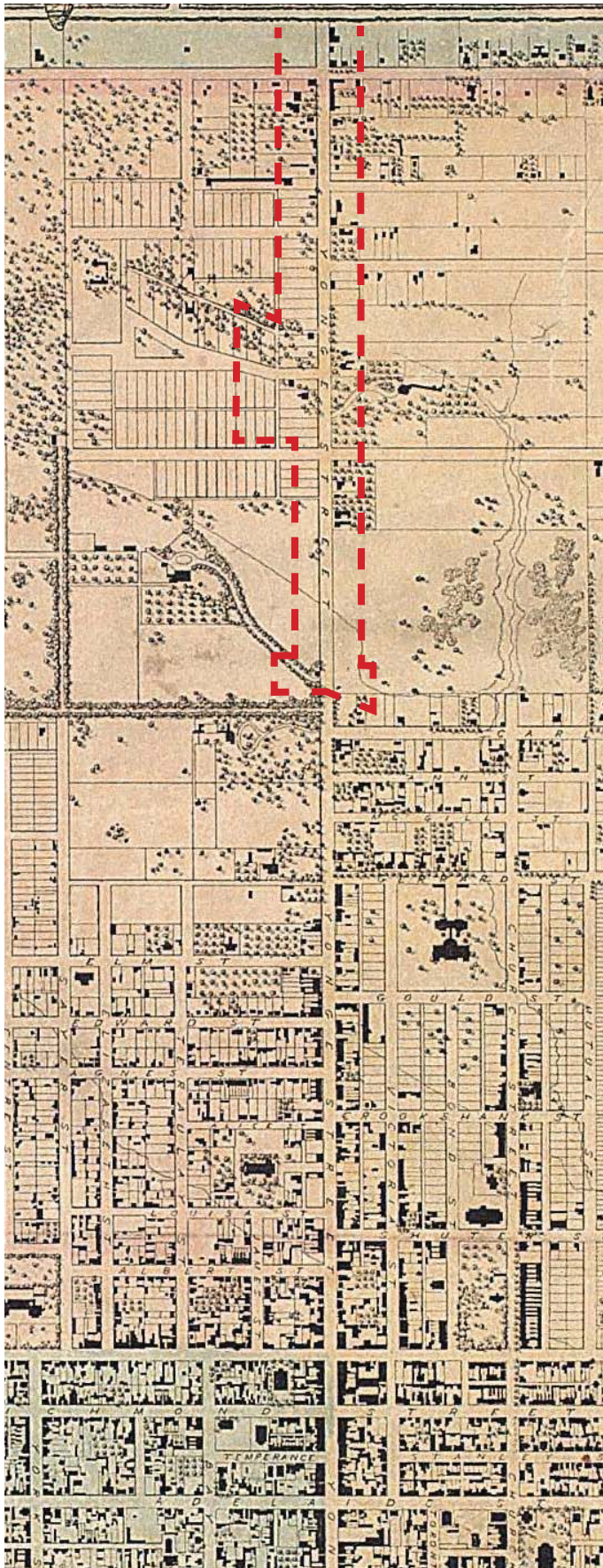


Figure 7. Extract from the Fleming Map, 1851, showing the emerging subdivision of Park Lots along Yonge Street. Approximate study area in red

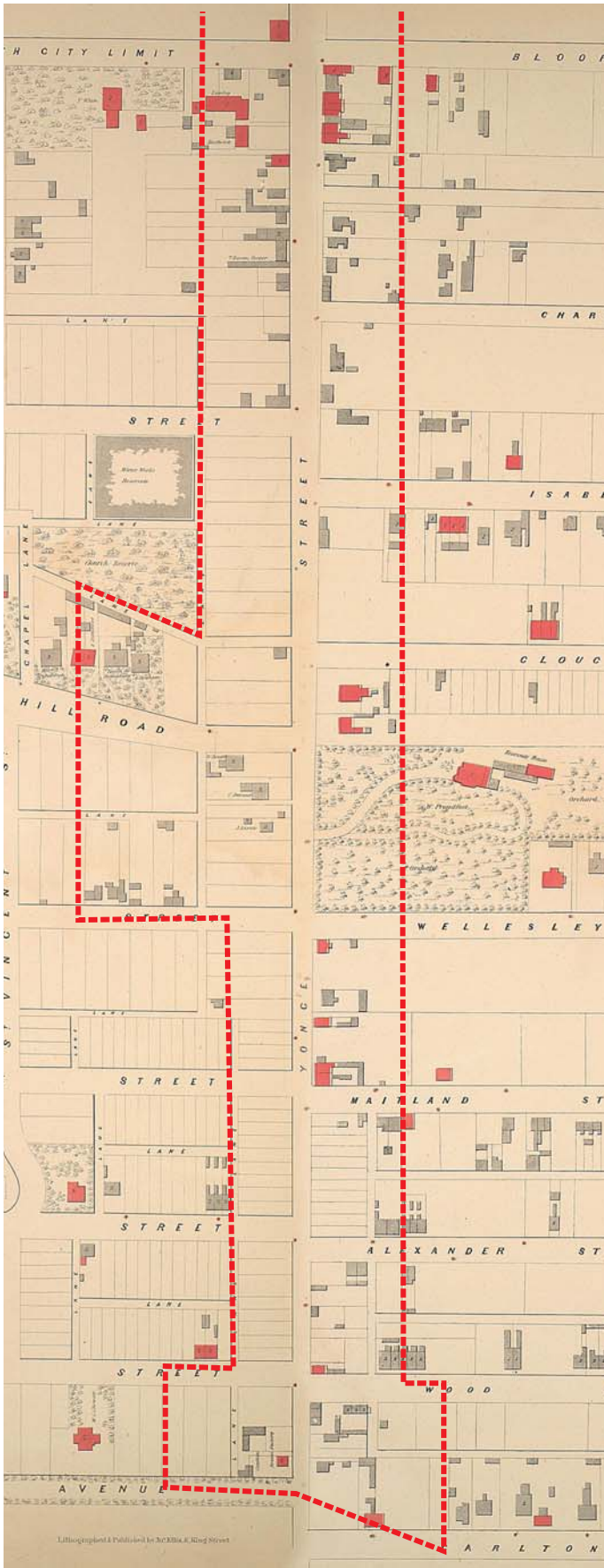


Figure 8. Boulton's Map, 1858, showing the emerging urban structure in the study area, highlighted in red. Yorkville is not yet part of Toronto and hence does not appear on this map.

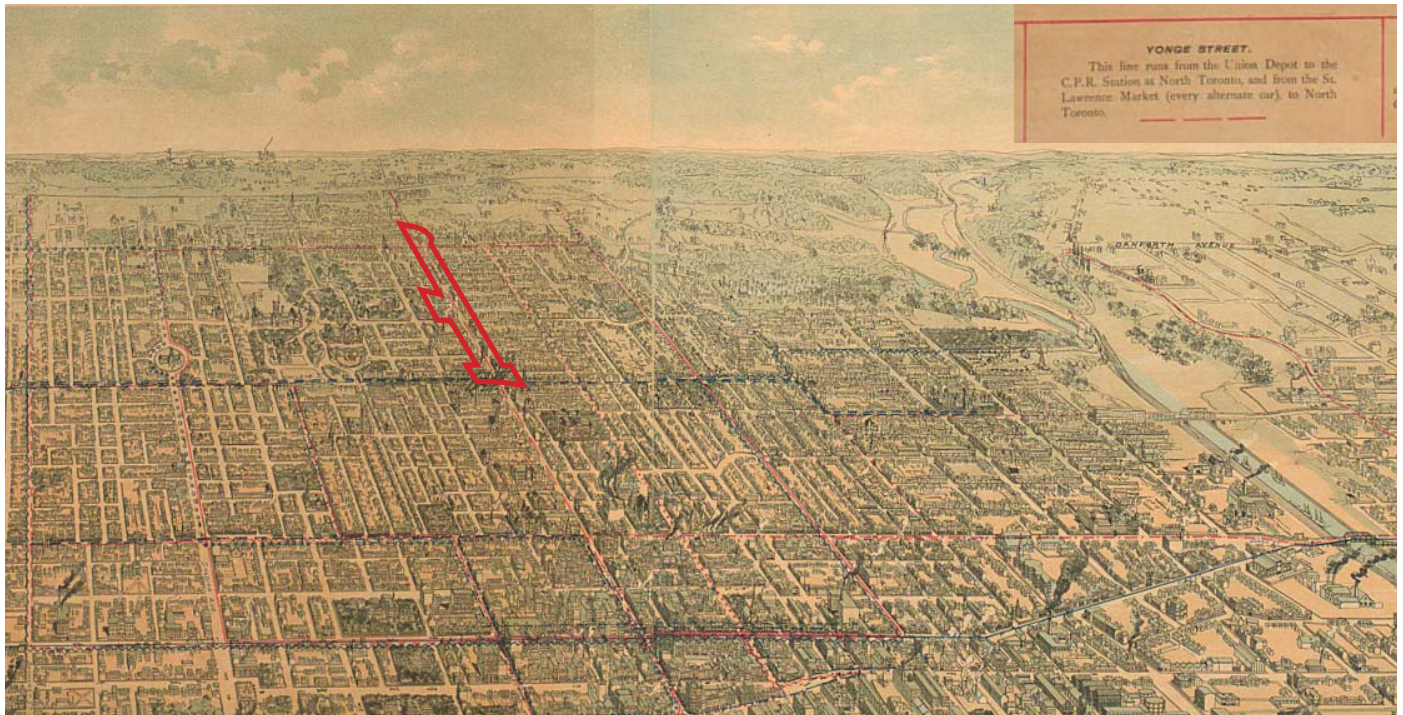


Figure 9. Map of Toronto's Streetcar and transportation lines, prepared by the Toronto Railway Company in 1892. Approximate bounds of study area in red. Excerpt explaining service along Yonge in upper right corner.

2.5 Main Street Development and Early Public Transportation (1870-1900)

Development along Yonge Street rapidly accelerated between 1870 and 1900, commensurate with Toronto's rapidly growing population. 53% of all extant buildings in the study area were built during this period. This resulted in the annexation of Yorkville in 1883 as the young city quickly outgrew its borders. Important innovations in public transportation also helped to fuel development along Yonge Street during this period.

Early Public Transportation

The first bus line (omnibuses) began to operate on Yonge Street in 1849. Buses departed from St. Lawrence Market every ten minutes, and headed north from Yonge Street/King Street to the Red Lion Inn just north of Yonge Street/Bloor Street. In May 1861, the Toronto Street Railway was established with the construction of tracks along Yonge Street. Cars were drawn by horse along these tracks until electrification 1892. There were 100,000 residents in the city at this time.

By 1900, the study area had changed significantly and was now intensely developed compared to just fifteen or twenty years prior. The Goad's map of 1899 (figure 8) shows a nearly continuous street wall of buildings fronting along Yonge Street and well developed residential neighbourhoods to the east and west.

St. Nicholas Street

St. Nicholas Street runs parallel to the commercial storefronts on the west side of Yonge Street, between Wellesley Street West and Charles Street West. The areas surrounding St. Nicholas Street formed part of the Elmsley family's extensive "Clover Hill" estate, which was subdivided during the 1850s. During the 1880s and 1890s, the southern extension of the street between Wellesley Street and St. Joseph Street was known as "Brownville's Lane." During this time the street contained a series of small rough-cast cottages, today numbered as 45-63 St. Nicholas Street, which were constructed in 1884. The cottages were developed and owned by the Scottish Ontario Manitoba Land Company, which also owned and developed a row of prominent Second Empire buildings fronting on Yonge Street that were designed by E.J. Lennox. He was also the architect who designed Old City Hall among many other important buildings across the city.

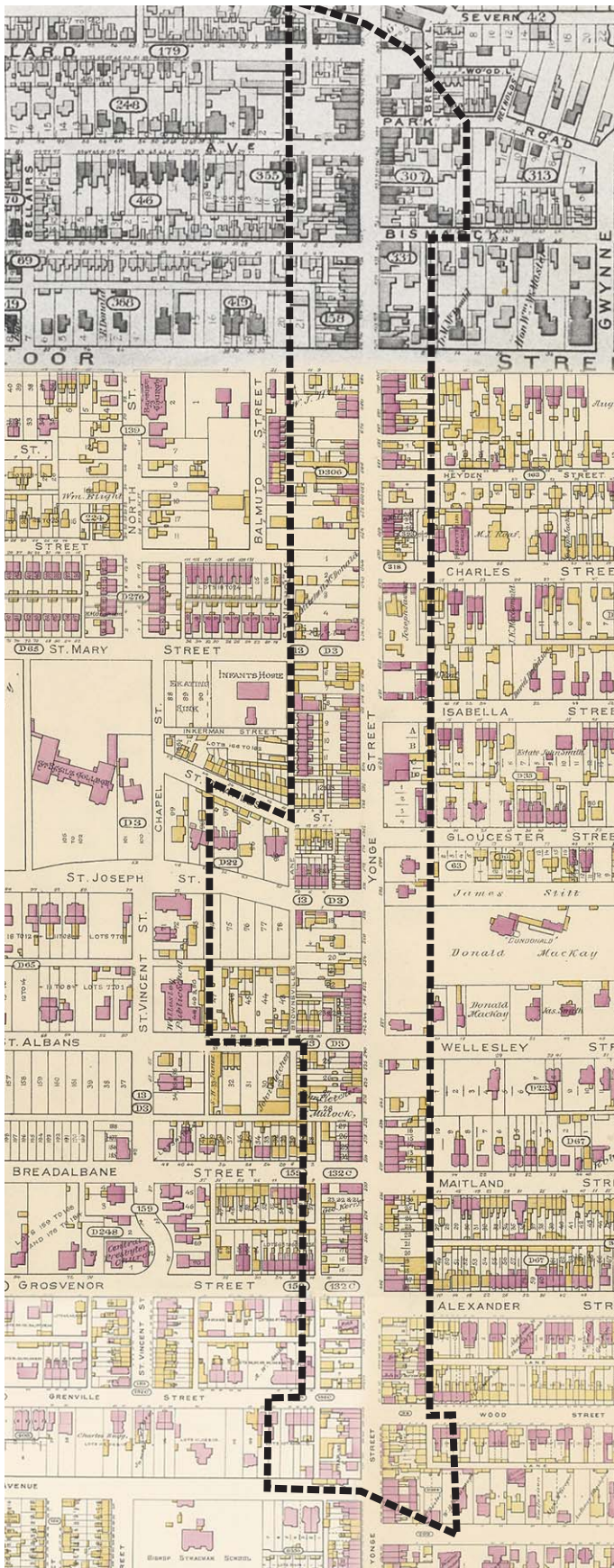


Figure 10. Goad's Fire Insurance Plan of 1884 (prepared in 1883), shows the extent of development in the study area.

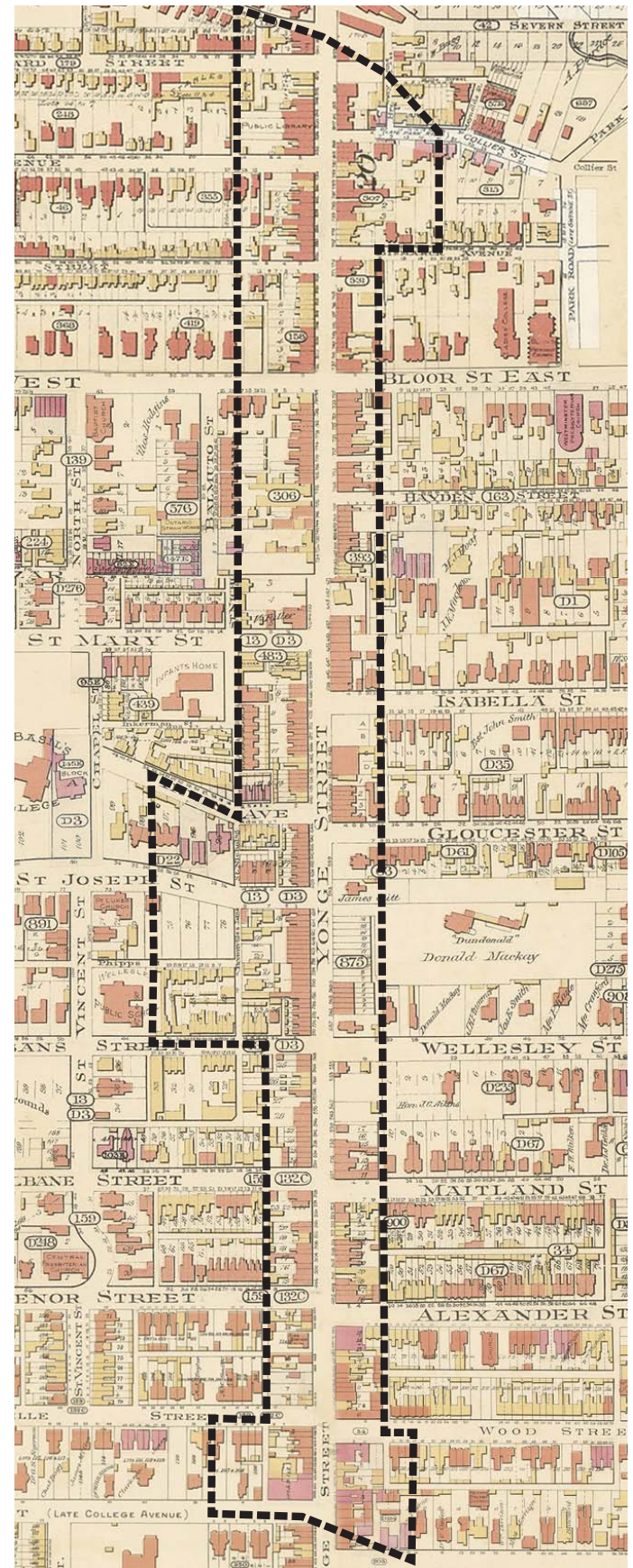


Figure 11. Goad's Fire Insurance Plan of 1899 (prepared in 1898), shows the extent of development along Yonge Street.



Figure 12. Northwest corner of Yonge Street and Grenville Street c.1919, showing streetcar track, the Fire Hall clock tower, and an automobile showroom.

2.6 Automobile Age and Residential Intensification (1900 - 1930)

Following a construction boom between 1870-1900, Yonge Street's role as a commercial street for the surrounding local community, and the city as a whole, became solidified. The Goad's map from 1913 (figure 13) indicates a nearly continuous row of mixed-use buildings fronting along Yonge Street with residential development east and west of the street. At this point, it is clear that mixed-use brick buildings dominated the streetscape along Yonge Street. By 1923 (figure 12) most of the wood buildings fronting along Yonge Street had been redeveloped. By 1930, 79% of the buildings that still exist in the study area had been constructed.

A number of interesting changes to the commercial character of Yonge Street occurred during this period. A number of commercial buildings were developed for automobile showrooms and service facilities. Several of these buildings remain to this day. In addition, some commercial buildings such as butcher shops, grocery stores, or confectioneries were also repurposed as automobile showrooms.

Yonge Street as Main Street

In some respects Yonge Street's position as a main street was established during this period. One of the first organized parades in Toronto was the Santa Claus Parade, which has the distinction of being the longest running children's parade in the world, and an annual event in Toronto for more than a century. Originally sponsored by the Timothy Eaton Company, the first parade was held on December 2, 1905. A provincial plaque commemorating

the Santa Claus parade has been erected by the Ontario Heritage Foundation adjacent to the Eaton Centre in front of Old City Hall.

On November 11, 1918, spontaneous celebrations of the Armistice ending World War I also erupted along Yonge Street. The Toronto Globe reported that "cheers were to be heard from every block on downtown Yonge Street. Heads were to be seen emerging from front windows, and people hurriedly rushed to the door or telephone to make sure the news was official. Many people did not wait to dress...men were seen running down the street searching for a city bound streetcar completing their dressing on the way. Women were likewise to be seen rushing from their homes, some of them only scantily clad in night attire, looking for the newspaper extras" (Toronto Globe, Nov. 12, 1918, p.8).

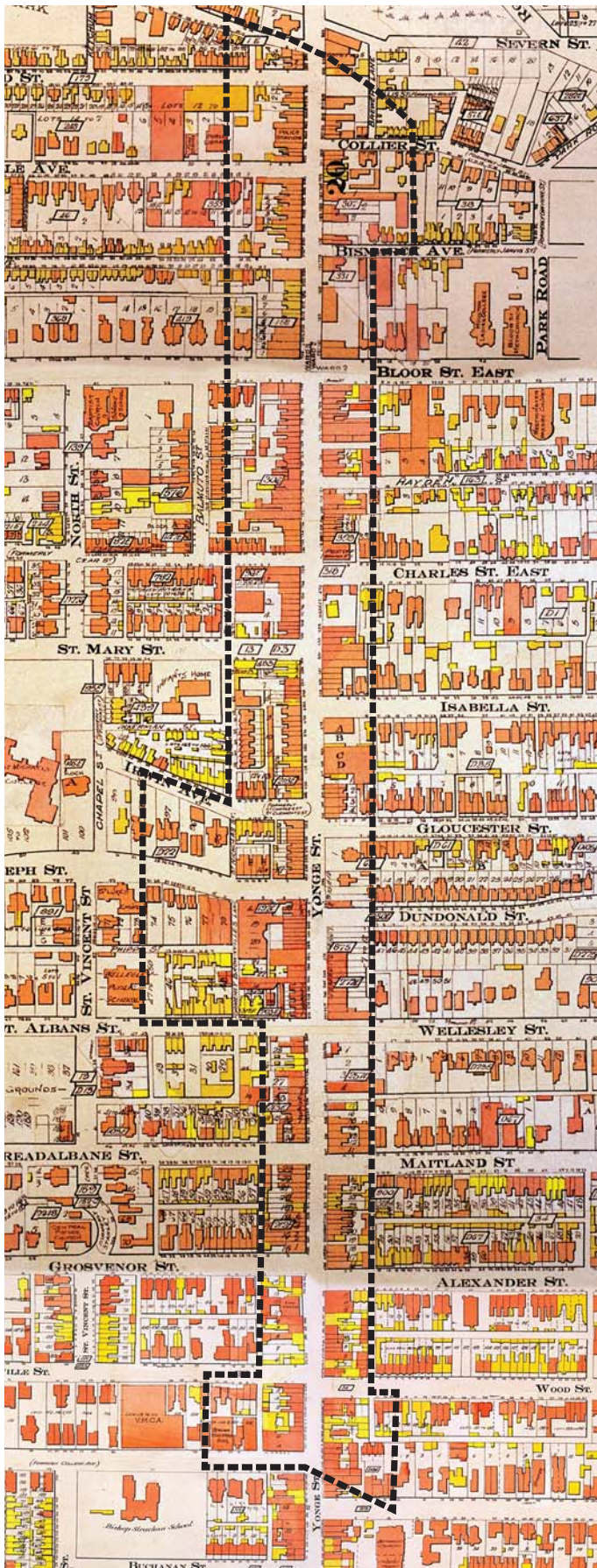


Figure 13. Goad's Fire Insurance Plan of 1913 (prepared in 1912) showing the extent of development in the study area.

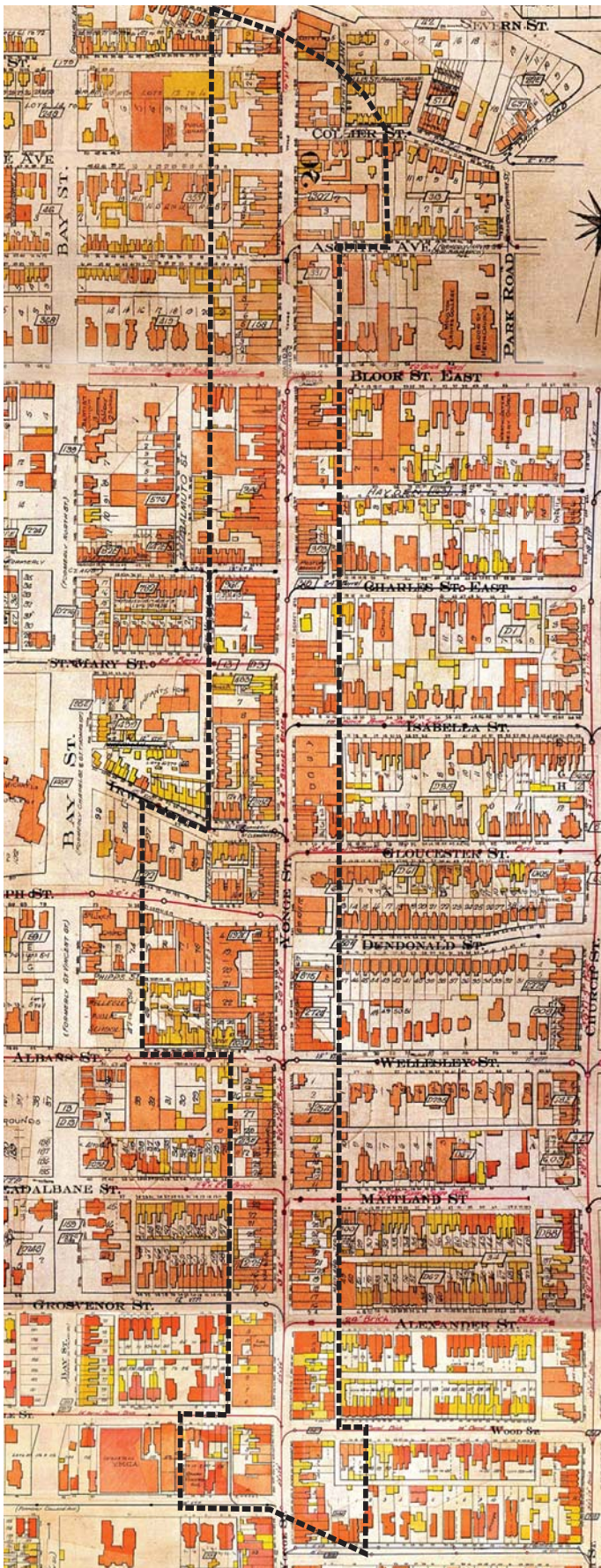


Figure 14. Goad's Fire Insurance Plan of 1923 (prepared in 1922) showing the extent of development in the study area.



Figure 15. Photo of open-ditch subway construction from 1952, looking south along Yonge Street towards Grenville Street. Oddfellows Hall and the old Eaton's store are visible in the background.



Figure 16. 1952 photo of the subway path created by expropriating and demolishing houses, looking north from Maitland Street near its intersection with Yonge. Masonic Hall is visible in upper left.

2.7 Subway Construction and Modern Redevelopment (1930 - 1970)

By this point many remaining infill sites along Yonge Street had been developed. This period is characterized by the development of Toronto's first subway line and the redevelopment of some sites in a modern fashion. Prior to the construction of the subway, Yonge Street was being serviced by electric streetcars and a fleet of diesel buses operated by the Toronto Transportation Commission, which had taken over the operations of the Toronto Street Railway in 1922. This was the predecessor to the modern day Toronto Transit Commission, which was officially renamed in 1954.

Plans for a subway in Toronto had been proposed as early as 1910, but between the Great Depression and the two World Wars these plans were delayed. The idea was resurrected again in 1942, and construction started in September 1949. The original subway, which contained 4.6 miles of track was completed in March 1954 at a cost of \$67 million. Streetcars were removed from service on Yonge Street at that time.

During the construction of the subway some parcels of land on the east side of Yonge Street were expropriated. Evidence of this is still apparent today. The Norman Jewison Park, adjacent to the study area, was originally the site of a subway trench, where the Yonge Subway runs below today. Evidence of this trench can be seen by comparing the pre-subway construction aerial photograph from 1947 (figure 17) to the post-construction aerial photograph from 1953 (figure 18). Documentation of the construction and its effect on the landscape can be seen in figures 15 and 16. The approximate location where figure 16 was taken is marked on figure 18.

Around this time a development trend towards Modern architecture was occurring in Toronto. Many of these buildings were of a much larger scale than what had previously been built in the study area, reflecting innovations in building construction technology and changes in market demand. During this period the form and mass of some buildings became much larger than previous buildings. This required assembly of smaller lots in order to accommodate the larger floor plates required to support taller buildings. Many of the Modern style buildings from this period remain intact to this day.

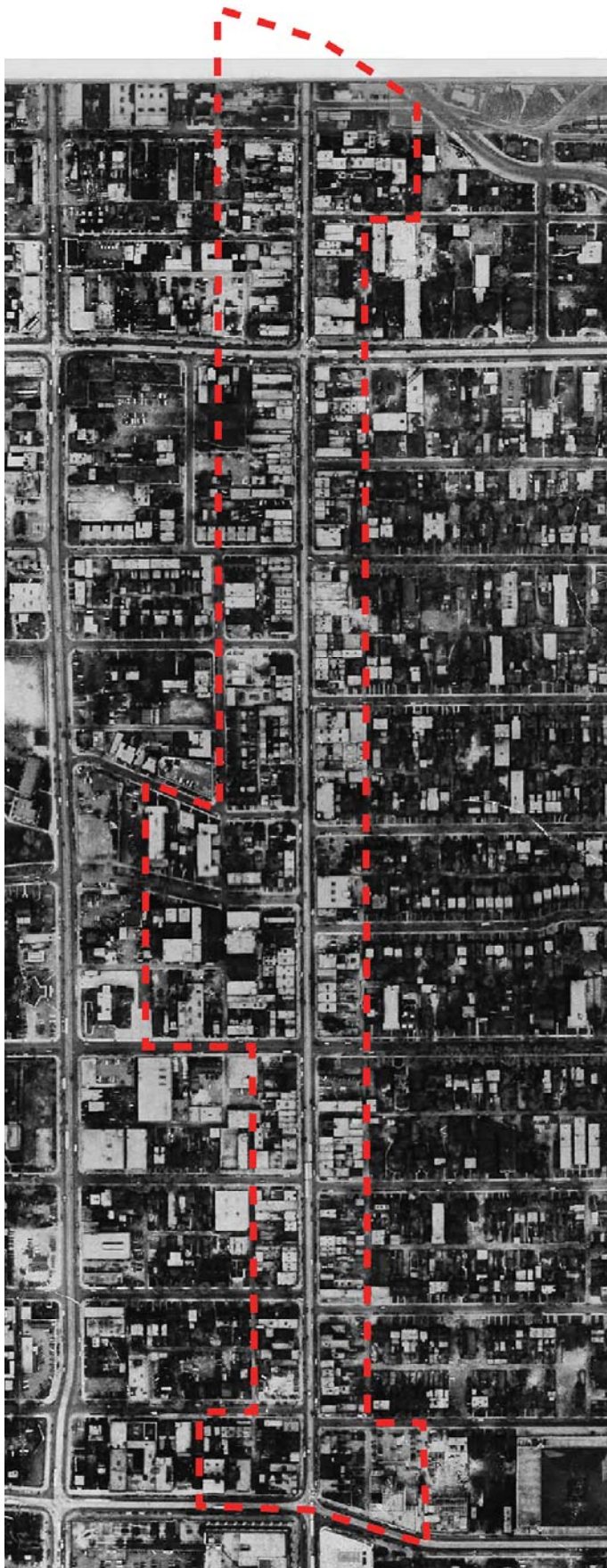


Figure 17. Aerial photograph of study area from 1947 showing the scale of development and intact buildings along the subway path.

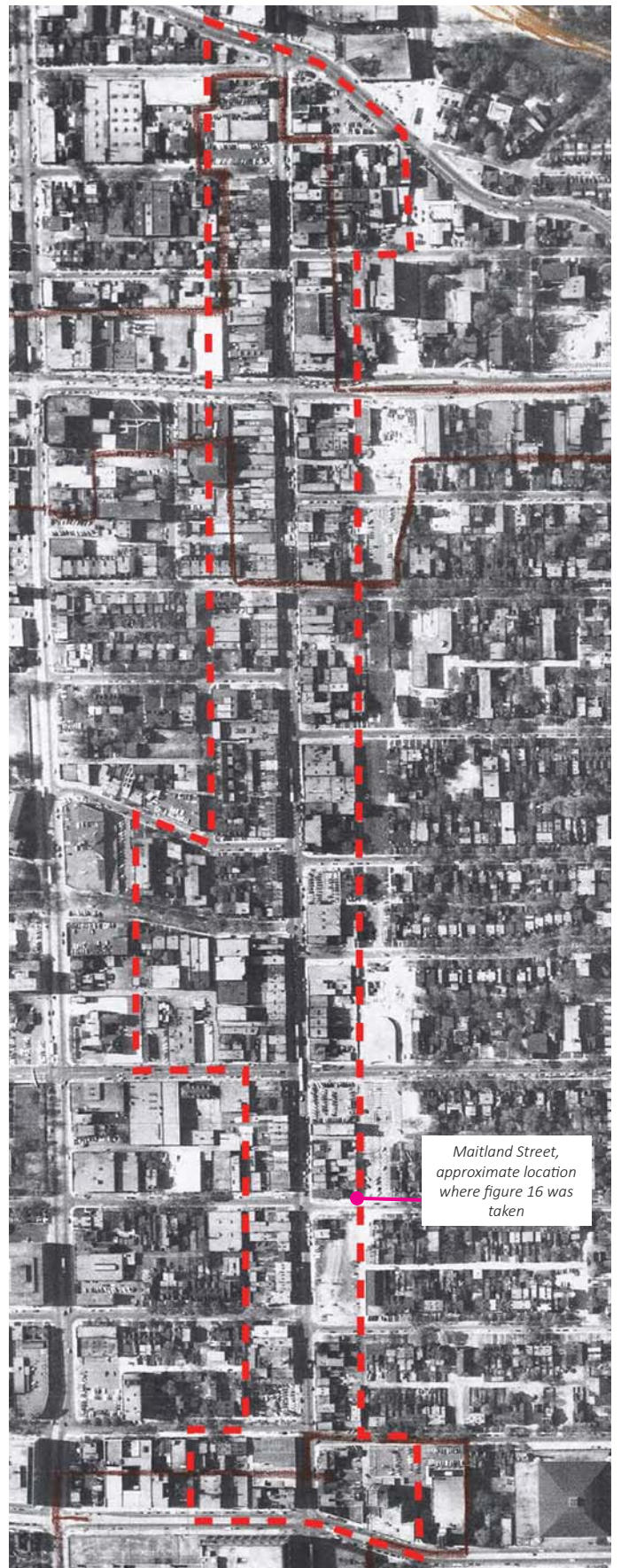


Figure 18. Aerial photograph from 1953, showing the subway alignment and demolition area—the light colour path to the right of the study area.



Figure 19. View of the northwest corner of Yonge Street and Bloor Street looking west, shows a former CIBC Bank building, now demolished and replaced by the high-rise development at 2 Bloor Street West. 1970.

2.8 1970 to Present

The more recent era in the history of the study area can be characterized by a continuation of some of the Modern style developments noted in the previous section. This history is generally consistent with a North American pattern that saw a declining population in major cities through the 1960s and 1970s due to the growth of suburbs, and the gradual intensification of cities around the 1990s. The first two high-rise buildings in the study area constructed during this period were 2 Bloor Street East and 2 Bloor Street West.

In more recent years, the study area has experienced increased development associated with the condominium boom in Toronto. Currently there are four buildings under construction within the study area that range in height from 35 to 75 storeys.

During this time several new parades began to occur along Yonge Street including the St. Patrick's Day Parade, Gay Pride Parade, Dyke March, Trans March, Leather Pride, and the Festival of India Parade (Ratha Yatra). Spontaneous celebrations continue along Yonge Street similar to the exuberant expressions that followed both World Wars. These celebrations have mainly erupted following important wins at sporting events, such as the Blue Jays World Series victories in 1992 and 1993, the Winter Olympic gold medal victories in hockey in 2002 and 2010, and the Toronto Argonauts' win over the Calgary Stampeders at the 100th Grey Cup in 2012.

2.9 Conclusions

Yonge Street's history is best characterized by its use as a major transportation route and a commercial main street. 79% of the buildings in the study area were built before 1930. This represents a period where Yonge Street evolved as a main street, and became fully integrated with the urban fabric of Toronto. The layout of streets and blocks, as well as the buildings that remain from this period, are a unique connection to the history of the study area and to Toronto more broadly as the city's population grew and began to develop northwards.



Figure 20. (Above) 1990s photograph looking north towards Bloor Street, Masonic Hall visible in mid-ground.

Figure 21. (Below) 1990s photograph of the St. Nicholas Village area, St. Joseph Street visible in the foreground.





APPENDIX E: HCD STUDY - CHARACTER ANALYSIS OF THE STUDY AREA

CHARACTER ANALYSIS

6.1 Historical and Contextual Analysis

The majority of the built form within the study area is associated with a period of intense development between 1860-1930. There are several factors that have influenced development along Yonge Street during this period. Two key factors are: Yonge Street's use as a main transportation route into and out of Toronto, and the rapid growth of Toronto's population.

Initial Survey

Yonge Street was initially surveyed and cleared by the Queen's Rangers under orders from Lieutenant Governor John Graves Simcoe who recognized the military and commercial need for an overland route into the interior of the province. From its initial survey in the early 1800s until 1833, Yonge Street served as a rudimentary connection. One observer called it a "bush road" between the Town of York and farmlands and trading outposts to the north (Miles 1878:X). In 1833, the government of Upper Canada made funds available to undertake the macadamization—an early form of asphalt paving—of Yonge Street (Statutes of Upper Canada, 3 William IV c. 37; 6 William IV c. 30; 7 William IV c. 76; 3 Victoria c. 53 sub. 57; Scadding 1873:388). Yonge Street was one of the first roads within Toronto to receive any kind of government-funded improvement. 1833 thus marks the first of a series of government-funded initiatives to improve Yonge Street and facilitate its use as a key north-south transportation route into and out of the city, as well as within it.

As one of the main routes from Toronto to the interior of the province, Yonge Street quickly developed the character of a main street. For traders and travelers coming into the city from the North, Yonge Street was the main entry point into Toronto and their first impression of the city. Yonge



1924 photograph of the Yonge and Bloor intersection, looking south. Notice the Police Officer in the foreground controlling traffic. In 1925 this intersection would be the first in Toronto to be installed with automated traffic signals (Cotter 2004, 20).

Street's importance as a transportation route was established with early, and ongoing, investments in public transportation; its role as Toronto's main street was established by commercial uses locating along it and by the planned and spontaneous cultural celebrations and demonstrations that took place along the corridor.

Major Development Trends

Prior to 1860, most of the study area was sparsely developed. There were a few buildings between Bloor Street and College Street along Yonge Street, but most of this land was still privately held in large estates, and had not yet been subdivided. In the late 1850s and early 1860s subdivision and development of these estates began in earnest. North of Bloor Street, in the area known as Yorkville, Sheriff William Botsford Jarvis and Joseph Bloor began subdividing and selling portions of their estates in the 1830s and 1840s. By 1852 the population of this new subdivision had grown to the point where its residents decided to incorporate. The first elected councillors of the new Village of Yorkville met in January of 1853.

The estates that were now being subdivided in Toronto were called Park Lots. These had been granted to members of the Family Compact, and other important individuals in Upper Canada, who were sympathetic to the government. They received this land as compensation for their estates in Newark; the value of which depreciated once the seat of government was moved from Newark (now Niagara-on-the-Lake) to the Township of York. The study area south of Bloor comprised several large estates.

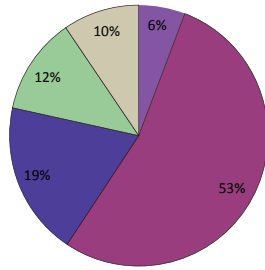
Yonge Street is the dividing line between Park Lot 8, on the east side of Yonge Street, which was patented by George Playter on August 24, 1796, and Park Lot 9, on the west side of Yonge Street, which was patented by Dr. James Macaulay on September 1, 1797. Park Lot 10, adjacent to the western edge of Park Lot 9, was granted to Chief Justice John Elmsley. In 1799, Chief Justice Elmsley and Dr. Macaulay entered into an exchange of lands, whereby they divided their Park Lots in the centre along an east-west axis (Scadding 1873: 392). This exchange gave both men some frontage along Yonge Street.

The differing rates at which the east and west side of Yonge Street developed is owed partly to the pattern in which these Park Lots were subdivided and sold off. The west side of Yonge Street, in general, developed more quickly than the east side. By 1900, Yonge Street, and its surrounding neighbourhoods, were developed. Some private estates on Park Lot 8 held by Alexander Wood and Donald Mackay at the time, on the east side of Yonge, had only recently been subdivided and still contained some vacant lots.

The earliest extant buildings in the study area date from the early 1860s and the majority of them are clustered on the west side of Yonge Street. During the 1870s-1890s, the study area transitioned from being the city periphery to a fully-fledged part of its urban core. Mixed-use development in the study area took off, and, save for a few undeveloped sites, fully lined Yonge Street

Key Development Periods analysis

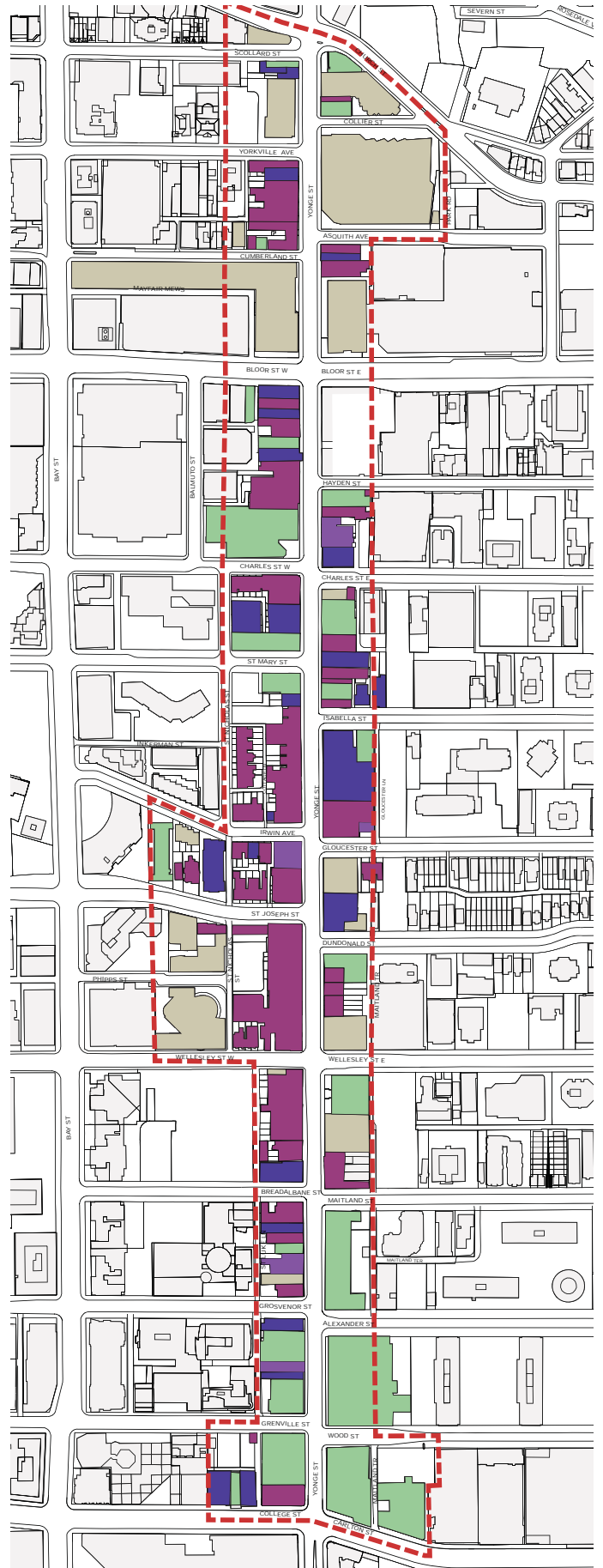
- 1850 - 1870: Estate lots and early development
- 1871 - 1900: Subdivision of estate lots and development
- 1901 - 1930: Redevelopment and intensification
- 1931 - 1970: Subway development and modernism
- 1971 - Present day: Contemporary development and intensification



on the east and west sides. Similar to today, the businesses along Yonge Street provided services to the surrounding community. Archival research indicates that the businesses included grocers, tailors, hat makers, confectioners, butchers, bakers, cabinet makers, and other tradespeople. Some business owners lived in the residential quarters above their shop, and some owned the building where their shop was located. By the 1890s, the residential neighbourhoods to the east and west of Yonge Street were also well developed, providing customers and workers for the many businesses along Yonge Street.

The buildings in the residential areas differ from those along Yonge in that they were historically designed for only residential uses, and the front of buildings are set back from the sidewalk. However, they are similar in their use of brick and stone masonry, architectural detailing, and high quality design and construction. They are also historically and functionally linked as mutually supportive uses—the mixed-use buildings provide services, amenities, and employment opportunities for residential areas, and the residential areas provide the customer base to make retail along Yonge Street viable.

There are also several commercial buildings in the study area, some of which were built on infill sites and on redevelopment sites. Some of these were warehouses, workshops for light manufacturing, or commercial show rooms for private automobiles. Whereas the typical building along Yonge would





1970s photograph of Yonge Street south of Bloor, Charles Street in the mid-ground. This shows the emerging, and contrasting scales of built form in the study area.

have a long floor plan with a narrow frontage and retail at grade with residential above, these buildings would have larger floor plates, and additional commercial space above grade instead of residential. These commercial buildings are consistent with buildings in the study area in other respects, including: their use of brick and stone masonry, architectural detailing, high quality design and construction, and the location of retail at grade along Yonge Street.

As a centre of commercial activity and industry within Canada, Toronto was a natural destination for many of the immigrants that were driving population growth in Canada. Between 1865 and 1900, Toronto's population grew from approximately 65,000 to 238,000 people, an increase of over 366% (City of Toronto Archives, FAQ). The development of the study area, and Yonge Street more generally, is strongly associated with this population growth, because the rapid pace of development in the study area from 1870-1900 overlaps with the period when Toronto's population increased by 366%. By 1883, the city had developed towards its northern boundary of Bloor Street. Thus, in 1883 Yorkville was annexed and Rosedale followed in 1886. Seaton Village and Parkdale followed in 1888 and 1889 respectively.

Development in the study area slowed after 1930. After World War II, the scale and form of development in the study area also began to change. Consistent with other cities across North America, Toronto's urban core underwent a decline as many

people opted to live in new homes and new neighbourhoods on the periphery of the city. At the same time, modernism, as a planning and architectural ideology, aimed to take advantage of innovations in building material and design. Buildings could now be built larger and taller than before. In 1956, the first buildings over 10 storeys appeared in the study area. By 1973, two towers of 34 and 35 storeys had been constructed at the intersection of Yonge Street and Bloor Street. Buildings of this scale were built with a different lot plan than the long and narrow rectangular lots that typify early Yonge Street development. Of the 46 buildings built in the study area after World War II, 10 are over 9 storeys tall.

Public Transportation

Yonge Street boasts a strong connection to public transportation in Toronto—the first horse-drawn streetcars and electrified streetcars ran along Yonge Street. In 1949, construction began on Toronto's first subway line—it opened in 1954. The municipal government favoured using open ditch construction for the subway, which had a quite dramatic effect on the built form of a portion of the study area, and a portion of the landscape adjacent to the study area. Part of the subway line between Bloor Street and College Street, and east of Yonge Street was constructed using this method, which involved the expropriation and demolition of the existing buildings and houses on site. Evidence of this is the linear park system, which marks the location of the trench.



2013 photograph of the Pride Parade, near Yonge Street and St. Joseph Street.



1960s photograph of the St. Charles Tavern, also illustrates the scale of development on the west side of Yonge Street and beyond.

Yonge Street as Main Street

Numerous parades, spontaneous celebrations, and demonstrations indicate the prominent role that Yonge occupies in the minds of Torontonians and its role as a main street.

One of the first parades that was planned along Yonge Street was the Santa Claus Parade. Originally organized by the Eaton's Company, the Santa Claus Parade has the distinction of being the longest running children's parade in the world, and has been an annual, family event in Toronto for more than a century. It followed a route along Yonge Street for most of its history.

Other popular annual celebrations on Yonge Street include: the Gay Pride Parade, Dyke March, and Trans March which all follow a route along Yonge Street between Bloor Street and Dundas Street; the Orange Parade follows a route between Queen Street and College Street along Yonge Street.

Many communal celebrations have also erupted spontaneously along Yonge Street, including: the Armistice of 1918 ending World War I; V-E Day and V-J Day celebrations marking the end of World War II; 1992 and 1993 celebrations of the Blue Jays World Series victories; and 2002 and 2010 celebrations of gold medal victories in hockey during the Winter Olympics.

Yonge Street and 1960s Counterculture

Yonge Street in general has a strong association with the counterculture movements of the 1960s. Part of this is due

to its close proximity to Yorkville, whose music venues and coffeehouses witnessed the rise of such important Canadian artists as Neil Young, Gordon Lightfoot, Joni Mitchell, and Ian and Sylvia Tyson (Henderson 2011). One of the important venues in this youth driven movement was the Bohemian Embassy, which was founded by Don Cullen in 1960 in the study area at 7 St. Nicholas. It was one of Toronto's first major coffeehouses, and offered a venue for folk and jazz performances as well as literary readings. Margaret Atwood and Sylvia Tyson are among the better known individuals who appeared at the Bohemian Embassy.

Yonge Street and the GLBTQ Community

Yonge Street also has strong connections to the Gay-Lesbian-Bi-Transsexual-Queer (GLBTQ) community in Toronto, and the advent of more public and GLBTQ friendly spaces. Two of the spaces we know about are the St. Charles Tavern and Stages Nightclub.

The St. Charles Tavern was located at 484/488 Yonge Street, at the same location where the Fire Hall clock tower exists today. The building that housed the tavern has been altered and renovated several times: 1975, 1988, and 2001. But the clock tower above it, marking the location of the tavern as well as its connection to Toronto's early history, is still there. The St. Charles Tavern was known in its day for hosting a popular Drag Queen ball every Halloween (CLGA Archives).

Stages Nightclub was located on the upper floor of 530 Yonge



1916 photograph of a demonstration during a prohibition parade. The fire hall clock tower is visible near the top of the photograph.



1930 photograph of Santa Claus' float at the Eaton's Santa Claus Parade.

Street. It was in operation from 1977 to 1984. By one account, it introduced a level of professionalism and organization to the gay bar scene that had not previously been enjoyed by patrons (Benson 2012). The owner went to some lengths to put in a high-quality sound system, lighting system, and introduced a unique business concept for Toronto at the time. Stages served primarily as an after-hours club that catered to late night revellers—initially the club served only non-alcoholic beverages. Well-known Canadian DJ Chris Sheppard played regularly at Stages during the early 1980s.

During the 1970s, Yonge Street was the centre of gay social life in Toronto, and much of it was anchored around spaces like the St. Charles Tavern and Stages (Benson 2012).

After the bathhouse raids by Toronto police in 1981, Toronto's gay community and its supporters organized a major protest and demonstration at Yonge Street and Wellesley Street on the following day—some recognize this demonstration as the first formalized pride parade (Pride Toronto, History). Momentum to recognize gay rights continued to build, which led to sexual orientation being recognized in the Ontario Human Rights Code in 1987 and to Toronto City Council declaring the first Pride Day in 1991.

Yonge Street and Parades

Yonge Street is a favourite parade route of many of Toronto's diverse communities. One of the earliest formal parades along Yonge Street was the Santa Claus parade, organized by the Eaton's Company. Their sponsorship continued until 1982, but immediately after Eaton's withdrew their sponsorship 20 other companies stepped in to ensure the parade would continue. The parade has followed a number of different routes in its history. It followed a route along Yonge Street until 1921, when it was forced to take an alternate route because the Transportation Commission (predecessor of the TTC) had taken control of Yonge Street for maintenance purposes.

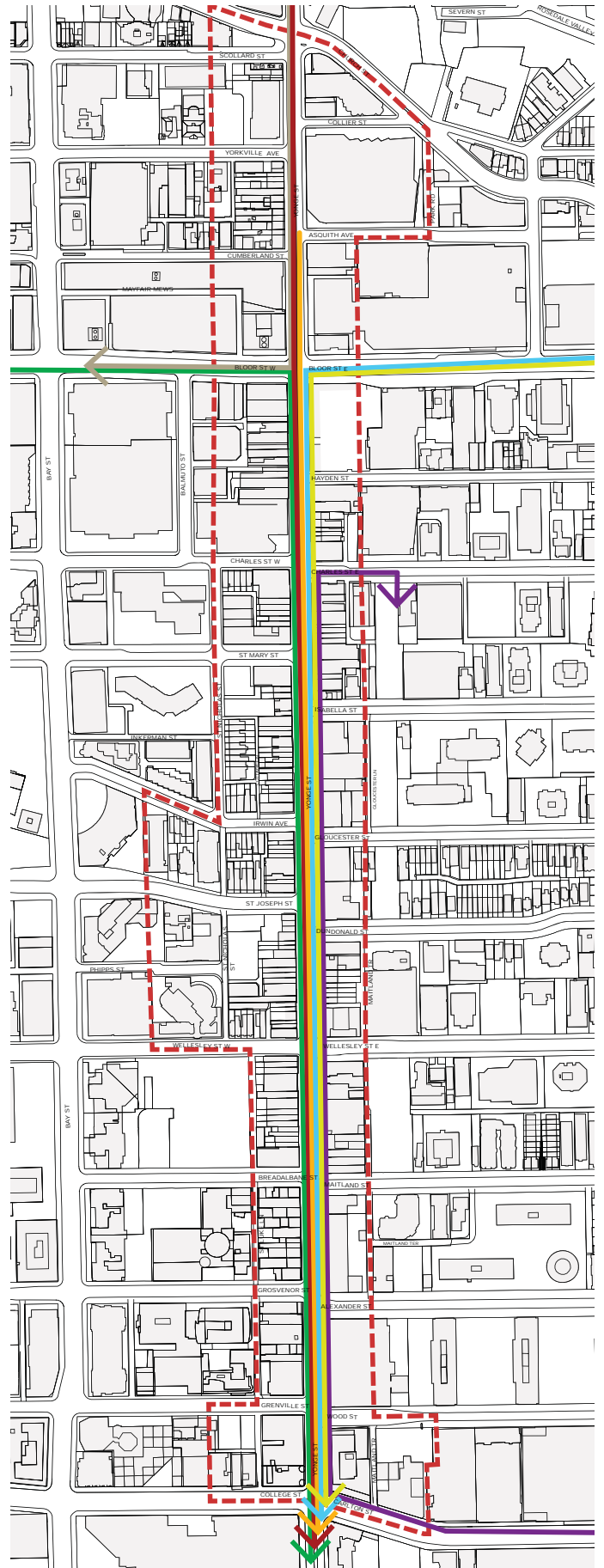
The Festival of India Parade has been an annual tradition in Toronto since July, 1972. The event celebrates "Ratha Yatra" or "Roth Jatra", a Hindu festival. The parade is generally marshaled at Yonge and Asquith and proceeds south along Yonge Street to Queen's Quay.

The St. Patrick's day parade has been an annual event in Toronto since 1987. It is organized by the St. Patrick's Day Parade Society of Toronto.

Parade Routes along Yonge Street

-  Pride Toronto Parade Route
(ends at Dundas Street)*
-  Trans March Parade Route
(ends at Dundas Street)*
-  Dyke March Parade Route
(ends at Dundas Street)*
-  Santa Claus Parade Route 1905-1914
(ends at Albert Street)
-  Santa Claus Parade Route 1914-1921
(continues south on Avenue)
-  Festival of India (Ratha Yatra) Parade
-  St. Patrick's Day Parade

*2014 Parade Route





Architectural Styles analysis

- | | |
|--|---|
| ■ Georgian | ■ Renaissance Revival |
| ■ Gothic Revival | ■ Romanesque |
| ■ Italianate | ■ Richardsonian Romanesque |
| ■ Second Empire | ■ Chateau |
| ■ Queen Anne | ■ Edwardian Classicism |
| ■ Art Deco | ■ Contemporary |
| ■ Art Moderne | ■ Contemporary Retro-historic |
| ■ Mid-Century Modern | ■ Brutalist |
| ■ Modern | |
| ■ Late Modern | |
| ■ Post-Modern | |
| ■ International | |

6.2 Design and Architectural Analysis

The buildings in the study area express numerous architectural styles, and, in some cases, elements of multiple architectural styles. These styles were analyzed and grouped into 21 different categories for mapping and spatial analysis.

The key elements of those various styles are described in the following pages.

Georgian

Named after a period that began during the reign of British Kings George I-IV. This period included the reign of King William IV ending in 1837, which overlaps with the development of early Ontario. This style is a simple and symmetrical arrangement of building elements in a well proportioned 1-1/2 or 2 storey facade with very limited ornamentation, usually located at the front door and limited to window shutters and moldings at the eaves and eave returns. Roofs are simple front to back sloped roofs with gable ends and expressive chimneys. Variants include, Loyalist, with a larger front door and decorative sidelights and transoms and Ontario Vernacular, with a small central gable over the front door and generally 1-1/2 stories.



Gothic Revival

This style emerged in the 1830s as interest grew for the inclusion of more decorative elements in building composition. Designers looked back to various periods of English Gothic for inspiration. This style includes Elizabethan or Tudor references such as pointed arches at windows and barge boards, window hood molds, stepped parapets, various trefoil moldings, curvilinear trim and barge boards. This decoration was often applied to underlying simple Ontario Vernacular building forms but also includes T and L plan forms with gable ended roofs.



Italianate

Mid 19th century interest continued to expand to other decorative styles. Italianate was not a revival style but did draw design form and details from the Italian villas of Tuscany and elsewhere. It is a highly decorative style generally indicated by large overhangs on hip roof structures or other secondary bay roofs and with roofs supported on large, decorative brackets. Walls are framed by expressive quoins in the same wall material, a contrasting colour or rusticated stone. Building forms are often symmetrical but not rigidly so, including projecting bay windows or offset elements in L plans. Decorative elements are generally inspired by classical styles for columns, entablatures, architraves, and so on. Detailing is highly expressive and varied with spindles, swags, iron cresting, panelling, and fretwork. Windows have expressed voussoir in plain arches or stone lintels, often with central keystones. A variant is Italian Villa style generally including a large tower element often associated with the front entrance.



Second Empire

In the 1850s during the French Second Empire of Napoleon III, Paris was significantly redesigned under the direction of George-Eugene Haussmann. The approved style for this work drew inspiration from French examples such as the 1850s addition to the Louvre and the Paris Ballet-Opera with mansard roof forms and highly ornate decoration. The style was named Second Empire in North America and became popular around 1860. The signature element of the style is a mansard roof with ornate surrounds and/or architraves at roof dormer windows and a facade with strong horizontal lines. Other decorative elements are similar to the Italianate style with projecting eaves on substantial brackets, expressed quoins at corners, bay windows, often an expressed central tower over doorways, shallow porches with cresting or decorative pickets at railings, and hood moldings at doors and windows with Keystones.



Queen Anne

Queen Anne is a late Victorian style that emerged around 1880. It is a very exuberant, eclectic style that maximized the interest in decorative arts that grew all through the 19th century. At the end of the 19th century, interest in the root of English architecture emerged, named after Queen Anne (1702-14). It is a style with Medieval roots, a tour de force of irregular plans, turrets, towers, large porches, grilles, moldings, round or horseshoe arches, cresting and extensive material palletes of shingles, wood siding, patterned brick, half timber, and polychromatic colour schemes. Proponents of English Arts and Crafts in the same period also encouraged medievalism but decried the indulgent randomness of Victorian eclectic design.



Art Deco

This style takes its name from the style that emerged from the 1925 Paris "Exposition des arts decoratifs" and was inspired by ancient Egypt, pre-Columbian America, Cubist and Fauve artists. Art Deco is a unique style with simple forms often with classical references and highly decorative elements framed by well proportioned simplified or plain walls with open fields and flattened pilaster columns. Bas relief carving is a signature of the style for column capitals and framed cartouche of symbolic design. Decoration often includes stepped relief in pilaster, z or fan shapes along with floral expressions.



Art Moderne

Art Moderne followed after Art Deco and is strongly associated with it. It draws inspiration with streamlining of forms in the 1930s from cars, trains and airplanes, and grew as an expression of the modern age seen in buildings at the world's fairs in Chicago in 1934 and New York in 1939. Its signature elements are curves; curved corners, balconies, canopies and parapets on a very plain background, often with horizontal expressions and flat roofs. Windows are generally grouped in horizontally oriented punched or corner window openings.



Renaissance Revival

Renaissance Revival, as the name implies, draws inspiration from buildings of the European Renaissance of the 16th century. This can include a range of designs, but, with some exceptions, it generally references building designs of the Italian Renaissance in Florence or Venice, which themselves drew inspiration from classical designs. This style became popular largely for commercial buildings around 1870 to just after the turn of the century. They are large and robust with high ceilings and vertically oriented windows. Horizontal lines divide the elevation in tiers and the base tier is often heavier with rusticated or striated stone or brickwork, large piers or pilasters, and arcades or colonnades that visibly support the upper building. Walls are gridded into a regular layout of windows with expressed architraves and often divided by pilasters or columns and sometimes with decorative polychromatic patterns. Roofs are generally flat with large entablatures, balustraded parapets, or, at a minimum, an expressed cornice.



Romanesque

This style dates to the 9th century when interest in Roman architecture of massive walls and simple arches was adopted in the time of the Holy Roman Empire. Interest in this style returned, like Gothic Revival, in the mid 19th century romantic period, being popular from the 1850s to around the turn of the century. A signature feature of this style is a play of pure arch forms, often grouped, in robust masonry walls of rusticated stonework with large stone arches or with arches strongly expressed in stone or patterned brick in brick walls. These buildings feel substantial and heavy. The form can be complex with features such as turrets, towers, pavilions, or projecting bays added to the background enclosure. Roof forms include pitched, hipped and flat roof forms, gable ended or with architraves on projecting bays.



Richardsonian Romanesque

This is a variant of the Romanesque style developed by an American Architect, H.H. Richardson at the end of the 19th century and was popular in the 1880-1910 period. Having studied at the Ecole des Beaux-Arts in Paris he was influenced by historic French and Spanish examples of the style. This variant is reflected in his use of proportion, robust rusticated masonry, a mix of brick and stone, a preference for deep red brick and red sandstone materials, and a preference for a Chateaux approach to form. E.J. Lennox, a well known Toronto Architect was deeply influenced by Richardson's work and produced many buildings in this style including Toronto's Old City Hall.



Château

As the name suggests this is a style that, like Gothic Revival and Romanesque, grew out of 19th century romanticism. Buildings in this style reference the historic Chateaux of the Loire Valley in France combined with Gothic interest and was popular in the 1880-1940 period. Later examples were often more sparse in detail and included Art Deco influences. Like the French precedents, these buildings include fanciful designs with towers, turrets, peaked and hipped roofs with dormers, projecting balconies, chimneys cresting and finials of various size. There is an extensive use of rusticated stone singly or in combination with plain stone or brick. Building forms are castle-like, often of simple form with expressed pavilions and with machicolation at a tower, attic, or top floor.



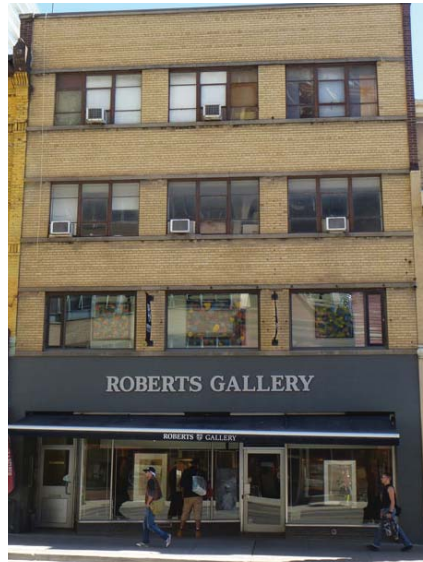
Edwardian Classicism

In the early years of the 20th century, there began explorations of simplification in reaction to the explosive detail at the end of the Victorian period. It is named after the British King Edward who came to the throne in 1901. This style includes a simple base form, not necessarily of Greco-Roman origin, with classical ornamentation. In domestic architecture, the base is often a 4 square plan with cubic proportions with a hipped roof and projecting bays. Ornamentation includes somewhat simplified and abstracted classic porches, columns, lintels, architraves, entablatures or simply cornices. Commercial architecture is similar but generally with cubic proportions and flat roofs and ornamentation may be more extensive and Neo-Classic in nature.



Mid-Century Modern

By mid-century, tastes had progressed to the simplification of architecture following Art Deco and Art Moderne styles which had preceded it. Mid-Century Modern (roughly 1930-1960) is closely related to, and a reflection of, the International Style and the work of the Bauhaus. A variant is Modern Classicism. In commercial buildings, this style has the simple form of the international style with some features of Art Moderne in materiality: brick, stucco, vitrolite, and light steel and glass windows often grouped into panels or ribbon windows with horizontal proportions. In residential buildings there is often a futuristic flair to simple folded plane forms, expressive roofs, large windows often grouped into large panels, and the use of traditional wood and brick materials.



Modern

Modern buildings of the 1950-present are a recognizable group, but of a basic style. Elements of the building derive from Mid-Century Modern, International, Brutalist, and Late Modern interest in a basic rectangular building whose interest is derived from the expression of internal uses grouped into repetitive, often stacked, assemblies of parts, which are delineated by brick walls, expressed floor slabs, balconies, and windows. These buildings often use traditional materials such as brick masonry, concrete, steel, and glass in metal frames.



Post-Modern

In a reaction to the sterile simplification of building styles immediately preceding it, Post-Modernism, in an anti-modern attitude, looked back to traditional architecture of earlier times. It was a style that emerged through explorations in the mid 1970s and faded out by the mid 1990s. Inspired by the form and detail of historic styles Post Modernism was not a revival style but played creatively with form and decoration in abstract compositions. In addition it sought to symbolize the vernacular and particular with respect to use. It took on a cartoon like character in part through the simplification of traditional motifs, over scaled geometry (cubes, triangles, prisms and cylinders) and also through the creative use of eclectic colours and patterns.



International

International Style was coined at the 1932 Museum of Modern Art's exhibition "the International Style: Architecture since 1922". This is a style that grew out of futuristic interests in the first quarter of the 20th century and was largely the result of work at the Bauhaus lead by Walter Gropius and Mies van der Rohe. It sought to simplify buildings to the most spare form with an emphasis on precise, industrial, processes, products and materials with little or no reference to any architectural style that preceded it. This style includes simple cubistic forms with elements and gridded materials in well proportioned compositions. Domestic buildings were intensely cubistic with flat roofs, horizontal planes grouped, often asymmetrical, windows and materials that included surfaces in brick, stucco, tile, metal panels, or glass. Commercial buildings have more predictable tall proportions, gridded surfaces, expressed mullions, large areas of glass, or in Miesian International, all glass curtain walls.



Contemporary

We have used this term to describe recent buildings, generally constructed since 1995. Some building facade alterations also fall into this category. History will eventually recognize and name this period stylistically but for now it contains elements of International, Modern, Deconstructionist and Minimalist approaches with an emerging interest in creative, symbolic, sculptural forms.



Contemporary Retro-historic

We have used this term to describe a current domestic architecture that incorporates historic stylistic elements into a building with modern utilitarian elements. This approach to domestic design emerged in the late 1970s and paralleled interest in Post Modernism only it has relentlessly endured to present. These buildings are found in single house, row house and multiplex buildings. As a style it includes elements derived from a range of Victorian or Edwardian detailing generally more Gothic, Queen Ann, or Romanesque in nature but simplified and of industrial production.



Brutalist

This short lived style emerged in the late 1950s - mid 1970s as a reaction to the emotionless machine aesthetic of Miesian International Style buildings, and more in keeping with the theories of Le Corbusier. It is a style of massive fortress-like forms and a cubistic approach to composition with flat roofs, often in raw concrete or heavy brick with concrete features. It was a term used by architectural critics and derives from the French “beton-brut” a term for raw concrete although many of these buildings are also somewhat brutal in design. A signature element of the design is the patterned raw concrete exterior often board cast, finned, hammered, or patterned for interest. Windows are often deeply set, and grouped into panels or ribbons.



Late Modern

Late Modern buildings of the 1970-present are a subset of modern buildings and like them are influenced by the aesthetic of Mid-Century modern, International and Brutalist interest in a basic rectangular building whose interest is derived from the expression of internal uses. These buildings often use traditional materials such as brick masonry and concrete, steel and glass in metal frames in compositions of simple geometry with grouped elements and rhythmic patterns in elements such as windows and doors sometimes with exaggerated vertical or horizontal proportions for interest. Being late in the period there are fewer direct references to Mid-Century modern or International styles but the designs are often informed by them.

