

Appendix A-1  
Cultural Landscape and Built Heritage – Existing Conditions  
Review

**EXISTING CONDITIONS REPORT**

**CULTURAL HERITAGE LANDSCAPES &  
BUILT HERITAGE RESOURCES**

**FUNCTIONAL PLANNING STUDY:  
RAILWAY UNDERPASS AND ROAD IMPROVEMENTS  
ST. CLAIR AVENUE WEST  
FROM KEELE STREET TO OLD WESTON ROAD  
CITY OF TORONTO, ONTARIO**

February 2014

Prepared for:  
LEA Consulting Ltd.

Prepared by:



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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DRAFT

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## 1.0 INTRODUCTION

### 1.1 Project Description

LEA Consulting Ltd. retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a cultural heritage resource assessment for cultural heritage landscapes and built heritage resources as part of the Functional Planning Study for St. Clair Avenue West, from Keele Street to Old Weston Road in the City of Toronto (**Figure 1**). This Existing Conditions Report (ECR) has been prepared to provide preliminary information to the project study team regarding cultural heritage resources located within the Study Focus Area. Subsequently, the ECR information will be incorporated into the Cultural Heritage Assessment Report (CHAR) for the project.



**Figure 1. Study Area map for the Functional Planning Report, Railway Underpass and Road Improvements, St. Clair Avenue West from Keele Street to Old Weston Road in the City of Toronto [City of Toronto, 2013].**

The City of Toronto has initiated a transportation planning study to develop, identify and evaluate short-term and long-term alternatives to address traffic operations and safety conditions along St. Clair Avenue West between Keele Street and Old Weston Road. Immediately east of Keele Street, St. Clair Avenue West passes under the GO Weston Subdivision (Kitchener Line) and CP MacTier Subdivision rail corridor. St. Clair Avenue West, which runs east to west in direction, comprises dedicated streetcar tracks, one set in each direction, general traffic lanes, one in each direction, and pedestrian sidewalks. The study will result in a Functional Planning Report will form the basis for a subsequent Environmental Assessment of infrastructure improvements.

The City of Toronto has identified a two-part study area for the project: a Study Focus Area and an Extended Study Area (**Figure 1**). The Study Focus Area, highlighted on **Figure 1**, extends west to east from Keele Street/Weston Road to Old Weston Road and south to north from Junction Road to Lavender Road. The Extended Study Area shown on **Figure 1** is bounded by Humber Boulevard North and Rogers Road to the north, Caledonia Road and Lansdowne Avenue to the east, Dundas Street West and Dupont Street to the south and Runnymede Road and Rockcliffe Boulevard to the west.

The Study Focus Area is the subject of this ECR. A windshield survey was completed in November 2013 to identify cultural heritage landscapes and principal, above-ground built heritage resources of 40 years of age and older located within the Study Focus Area. Given the nature of the project, the emphasis of the site review was placed on the identification of those cultural heritage resources located within and adjacent to the existing St. Clair Avenue West right-of-way.

## **2.0 HISTORICAL SUMMARY**

### **2.1 Township of York, County of York**

In 1788, Lord Dorchester, Governor of Canada, divided the western part of the old province of Quebec into four administrative districts, Lunenburg, Mecklenburg, Nassau and Hesse. A judge and sheriff were appointed for each one. Quebec was subsequently split into Upper and Lower Canada in 1791. When John Graves Simcoe became the Lieutenant-Governor of Upper Canada he subdivided the four districts into nineteen counties for the purposes of parliamentary representation and military organization. The County of York was one of the original counties established in 1791. In the same year, the districts were renamed, and the Nassau District became the Home District. The Home District included the County of York and the Township of York

A row of eleven townships was laid out in 1791 along Lake Ontario in a westerly direction from the Trent River. York, initially known as Dublin, formed the most westerly township. Augustus Jones, Deputy Provincial Surveyor, undertook the initial survey along the front of the Township of York. Additional work was carried out in



subsequent years to complete the survey. The Township of York was surveyed with three concessions running parallel to Lake Ontario, designated Concessions 1, 2 and 3 Fronting on the Bay. To the north of the Base Line (i.e., the northern border of Concession 3 Fronting on the Bay), Yonge Street formed the north-south dividing line between concessions numbered East of Yonge Street (EYS) and West of Yonge Street (WYS).

A significant impetus to growth in the region came in 1796 with Lieutenant-Governor John Graves Simcoe's selection of York as the new capital of Upper Canada. Simcoe erected the defences at Fort York, laid out a nearby town site, and built a sawmill on the Humber River in Etobicoke Township approximately 2-½ miles from the lake. Dundas Street and Yonge Street were built as military and settlement initiatives of Lieutenant-Governor Simcoe. The roads were important early transportation routes in York Township.

Settled in the early 19<sup>th</sup> century, York Township was transformed into an established agricultural landscape with small hamlets and villages by the mid 1800s. Early settlement focused on the shores of Lake Ontario and along Dundas Street and Yonge Street. With the outbreak of the War of 1812, the routes were quickly improved to facilitate the movement of military supplies. After the war, other roads throughout York Township were taken up. By the mid 1820s, stagecoaches travelled along Dundas Street and Yonge Street as well as along the lakeshore between York and Niagara on a regular basis.

*Smith's Canadian Gazetteer* (1846) described York as a township in the Home District with 55,236 acres of land taken up and 24,238 acres under cultivation.<sup>1</sup> For agricultural purposes the land was considered less fertile adjacent to Lake Ontario, but improved considerably to the north with mixed forests of pine and hardwood. York was described as being well settled with many good farms. There were eight gristmills and 35 sawmills in the township.<sup>2</sup> Smith noted the Humber River, which formed the western boundary of the township, was an excellent mill stream. York's population in 1842 was given as 5,720, principally of English, Irish and Scotch background.<sup>3</sup> The City of Toronto with its boundaries from Bathurst Street to the west, Parliament Street to the east, Lake Ontario to the south and a point 400 feet north of Queen Street to the north was incorporated in 1834.

Early roads in the southwest part of York Township included Davenport Road, Dundas Street and Weston Road. Davenport Road, which was shown on maps as early as 1794 followed an early trail along the base of the Lake Iroquois shoreline in a westerly direction from the town of York. Dundas Street, also known as Governor's Road was built from Dundas to London in 1794. In 1795, work began on an extension of the road easterly to the new capital at York. It was completed c1800. Weston Road was surveyed

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<sup>1</sup> W.H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 225.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

from Dundas Street to the site of the community of Weston on the Humber River in the early 1800s. It was extended north into Vaughan Township between 1810 and 1820. The Weston Plank Road Company acquired the route in 1841 and collected tolls to fund its proposed improvements. In the 1850s, this road became the responsibility of the municipalities. St. Clair Avenue and Keele Street relate to the initial plan of York Township as surveyed road allowances. The Browne & Ellis map (1851) shows Davenport Road, Dundas Street and Weston Road as important routes in the southwest part of York Township. St. Clair Avenue West, known as the Third Concession Road, is depicted as an open road allowances, while Keele Street in the vicinity of St. Clair Avenue West was generally undeveloped at the time.

A few years later, Tremaine's map of York County (1860) shows a settled rural landscape with a well-developed network of local roads, numerous farms and scattered villages and hamlets with mills, schoolhouses and churches. The Grand Trunk Railway (GTR) is depicted extending through the Township of York in proximity to Weston Road. The GTR bought the Toronto & Guelph Railroad (T&G), while it was under construction, and changed its original route. The Toronto to Stratford section of the line was opened in 1856 and it was extended to Sarnia in 1859.

The Township of York's population grew steadily in the 1800s reaching 8,502 inhabitants by the 1871 Census and 13,748 by the 1881 Census.<sup>4</sup> The growth of the City of Toronto contributed to the sharp increase as a result of the suburban development of lands within the township for overflow city population. The York Township map in the *Illustrated Historical Atlas of the County of York* (1878) shows a well-established agricultural landscape with farm complexes, mills, numerous hamlets and villages, and an established local road system in the southwest part of the township outside of Toronto. The Toronto, Grey & Bruce Railway (TG&B), built in 1871, is shown paralleling the GTR line from Union Station northwest through West Toronto and Carlton.

In the first part of the 20<sup>th</sup> century, the southern part of the Township of York became increasingly urbanized while the northern part remained largely rural. The City of Toronto began a program of annexation in 1905, which took in much of the more urbanized areas of the township including the City of West Toronto in the southwest part of the township.

## 2.2 Carlton and West Toronto Junction

The settlement of Carlton<sup>5</sup> developed in the mid 1800s around the junction of (Old) Weston Road and the Third Concession Road, later named St. Clair Avenue. The Browne & Ellis map (1851) shows a cluster of buildings on either side of Weston Road on the

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<sup>4</sup> *History of Toronto and County of York, Ontario*, Volume I, Part III, (Toronto: C. Blackett Robinson, Publisher, 1885) 80.

<sup>5</sup> The community has been known as Carlton or Carlton West, and spelled with or without an "e". For consistency, Carlton is used except when a specific reference is being cited.

north side of the concession road. Businesses, such as a carriage and wagon manufactory, a blacksmith and a shoemaker, provided services to the surrounding rural population as well as to travellers along Weston Road. Carlton received an economic boost with the establishment of a GTR station in 1857. The post office of “Carleton West” was opened in the following year; a small brick church building was constructed south of St. Clair Avenue in 1859. Samuel Thompson and family members registered subdivision plans in the area in the 1850s. King, Queen and Carlton Streets, now known as Ford, Osler and Connolly Streets, respectively, were laid out to the south of St. Clair Avenue along with 53 building lots. A plan was registered in 1857 for land to the west of Weston Road and north of St. Clair Avenue comprising part of Lot 35, Concession 3. Union, Albert and Victoria (Township) streets and 60 lots were surveyed.

Tremaine’s map (1860) depicts a train station in proximity to the southwest corner of St. Clair Avenue and Weston Road, an inn on the northwest corner, and a blacksmith shop and wagon shop on the northeast corner. A Church of England building was located to the southeast. A toll bar and a second inn are noted on Weston Road to the north of St. Clair Avenue. *Mitchell’s Canada Gazetteer and Business Directory for 1864-65* describes “Carleton West” as a post village on the Grand Trunk Railway with three hotel proprietors, three shopkeepers, two blacksmiths, a painter, a weaver, a butcher, two church ministers, a postmaster, and a schoolteacher and a population of about 150 inhabitants.<sup>6</sup> In the latter part of the 1800s, market gardens, brickyards and gravel extraction operations flourished. The York Township (Southwest Part) map in the *Illustrated Historical Atlas of the County of York* (1878) identifies St. Clair Avenue by name and depicts farms to the north of St. Clair Avenue and to the east of Weston Road and the Toronto Gravel Co. to the south. To the west of Weston Road, brickyards extended to the north of St. Clair Avenue.

To the south of Carlton, the community of West Toronto grew up in the latter part of the 1800s as a significant railway centre. Several railway lines including the Ontario, Simcoe & Huron Railway (1853), the GTR (1856), the TG&B (1871), the Credit Valley Railway (1879) and the Ontario & Quebec Railway (1883) traversed the area. The intersection of the various rail lines, all at-grade, created several complex diamond crossings and provided “The Junction” with its name. By 1884, the Canadian Pacific Railway (CP) had taken over the TG&B, Credit Valley and Ontario & Quebec Railways. It purchased 42 acres of land in the area for yards and constructed a roundhouse and a station under the name of “West Toronto Junction”. In 1890, CP decided to relocate its main yards and the shops that it had inherited when it took over the Credit Valley Railway from Parkdale to West Toronto. It acquired an additional 48 acres in West Toronto and established a freight classification yard as well as enlarging the roundhouse and the car and engines shops to the west of Keele Street and north of Dundas Street. Industrial development soon followed along the railway lines. It included the Canada Wire Mattress Company in 1887, the Dodge Wood Split Pulley Company (Dodge Manufacturing Company) in 1888,

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<sup>6</sup> *Mitchell’s Canada Gazetteer and Business Directory for 1864-65* (Toronto: Mitchell & Co., 1865) 94.

the Wilkinson Plough Company in 1894, and the Campbell Flour Mills Co. Ltd. in 1892. In 1898, the GTR built a new station to the south of the earlier Carlton Station in the proximity of Junction Road and (Old) Weston Road. The Carlton & Weston Road Station, later renamed the West Toronto Station, eventually replaced the Carlton Station.

Residential construction proceeded along with the railway and industrial development. Many of the new residents settled in the village of West Toronto Junction. D.W. Clendenan acquired 240 acres of land to the south of Dundas Street, and by 1884, five miles of streets were laid out and 400 lots had been sold. Many of the CP workers occupied the new houses.

Both Carlton and Davenport, small settlements to the north of West Toronto Junction, saw significant growth in the late 1800s. Many of the remaining farms in the area were subdivided for residential development. Junction architect James A. Ellis was retained to design a large hotel building for Alexander Heydon on the northwest corner of Weston Road and St. Clair Avenue. The new building replaced an earlier hotel that had stood on the site since the mid 1800s. The three-storey brick structure with its distinctive corner tower was completed in 1891. “Heydon House” was carved prominently on the frontispiece facing onto St. Clair Avenue.

The Village of West Toronto Junction was established in 1887. In 1889, the village joined with the communities of Carlton and Davenport to become the Town of West Toronto Junction with a combined population of 3,000 inhabitants.<sup>7</sup> The community became known as simply “Toronto Junction” in 1891. The latter part of the 1800s saw a number of infrastructure improvements in the Junction area. A network of water mains and sewers were constructed to service Carlton and Davenport, Davenport Road and Weston Road were widened, a bridge was constructed over the CP tracks at Weston Road, roads were graded, plank sidewalks and streetlights were installed and funds were allocated for a park on Union Street. A new school was constructed in 1889 at the southwest corner of Carlton (Connolly) Street and Queen (Osler) Street, and the West Toronto Firehall No. 2 was built in 1890 on King (Ford) Street, north of Carlton (Connolly) Street.

Connections to West Toronto were improved with the introduction of street railways 1890s. The Davenport Street Railway commenced electric streetcar service from Keele and Dundas along Davenport to Bathurst Street in 1892. The Toronto Belt Line Railway developed a loop through West Toronto in 1892 that ran from Toronto to Parkdale and then to Carlton along the GTR line. From Carlton it followed a dedicated right-of-way from Weston Road to the Humber River and then south through the Humber River valley and Swansea before reconnecting with a GTR track to Toronto. In addition, the Weston

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<sup>7</sup> A.B. Rice, *West Toronto Junction Revisited* (Erin, ON: Boston Mills Press for the West Toronto Junction Historical Society, 1986) 21.

route of the Toronto Suburban Railway (TSR), an electric street railway, was completed along Weston Road in 1894.

Toronto Junction flourished in the first part of the 20<sup>th</sup> century as CP continued to expand its operations. In 1907, the Toronto Junction facilities became CP's principal Ontario repair shops. All of CP's most prestigious transcontinental trains stopped at the West Toronto station en route to the west coast. The City of West Toronto was incorporated in 1908 and amalgamated with the City of Toronto in the following year. The Union Stock Yard established itself on a 35-acre site at Keele Street and St. Clair Avenue in 1903 and was promptly followed by several slaughterhouses, including Levack's in 1905, Gunn's in 1907, Swift's in 1911 and the Harris Abattoir (later Canada Packers) in 1912. The Gurney Foundry Co. opened on Junction Road and Cawthra Avenue in 1902 and Willys-Overland of Toledo, Ohio, who acquired the Russell Motor Car Company in 1915, took over the Canada Cycle & Motor Co. Ltd. plant on Weston Road South to the north of St. Clair Avenue. A row of double houses from 224 to 316 (Old) Weston Road constructed in 1909-10 typifies the accommodation available for the railway and industrial workers of the area.

As CP continued to prosper, additional capacity was once again required at its West Toronto Yard. In 1912, the company began construction on a servicing facility and freight yard at Lambton, 2 km to the west of its West Toronto Yard. The Lambton Yard included a second roundhouse and associated structures at the southwest corner of Runnymede Road and St. Clair Avenue. Both yards were enlarged in 1917 as a result of increased traffic during the First World War. The 1920s can be seen as the height of passenger rail service in North America with up to 40 trains a day stopping at CP's West Toronto station. In 1924, the West Toronto Yard and Lambton Yard were combined and were operated as one extensive complex with more than 2,000 men on payroll.

During the first part of the 20<sup>th</sup> century, Junction area roads were paved and a new Weston Road Bridge over the CP tracks was constructed in 1911-12. Street railway routes established in the late 19<sup>th</sup> century were expanded. A three-mile streetcar route from Yonge Street to Caledonia Road was introduced along St. Clair Avenue in 1913. As well, service was provided on Dundas Street, Davenport Road, Weston Road and Keele Street. The Toronto & Niagara Power Company transmission line that transported hydroelectricity from Niagara Falls was constructed through the area to the north of St. Clair Avenue c1905.

The federal government took over the GTR in 1923 and amalgamated it with the Canadian National Railways (CN). CN created the Canadian National Electric Railways (CNER) on December 17, 1923, to run many of its electric lines, including the former Guelph Radial Line that had opened in 1917. The line originally terminated at Lambton and the CNER undertook an extension of the route to Keele Street and St. Clair Avenue. The extension followed the transmission corridor as far as the former Toronto Belt Line Railway, which CN had added to its West Toronto Yard. A bridge was constructed to

carry the line over Weston Road and a brick terminal building was introduced on the northeast corner of the intersection in 1929.

In this period, Keele Street with access to the business area of West Toronto and the Union Stockyards and slaughterhouses, began to rival Weston Road as the principal north-south transportation route in the area. To the north of St. Clair Avenue, the CN and CP rail corridors crossed the Keele Street road allowance. A route identified on Fire Insurance Plans up to 1924 as Weston Road South paralleled the west side of the rail corridor from St. Clair Avenue to a point where Weston Road crossed to the west side of the rail lines, currently Rogers Road. By the 1930s, the westerly route was known as Weston Road and the original roadway was designated “Old Weston Road”. Improvements along St. Clair comprised the introduction of two grade separation structures to the east Keele Street in 1934.

The Fire Insurance Plan (1924) indicates that most of the residential lots to the south of St. Clair Avenue and east of Keele Street were developed. A new public school, known as Carleton Village Public School, was constructed in 1914 to the south of the 1889 building. Housing also extended to the north of St. Clair Avenue to the east of Weston Road. General Mercer Public School on the north side of Turnberry Avenue was built in the first part of the 1920s to accommodate children moving into the area. An east extension was added to the school in the 1930s. St. Matthew Catholic School on Lavender Road was constructed in the latter part of the 1920s. Brickyards were still located to the north of St. Clair Avenue along the rail corridor.

The decline in rail traffic during the Great Depression gave way to its increase during the Second World War. However by the late 1950s, significant changes in the railway industry would affect the Junction area. In the post Second World War period, improved highways and air service competed with railways for passenger and freight traffic; CP shifted its operations to bulk freight and intermodal; and, as steam gave way to diesel locomotives, the Lambton and West Toronto yards were adapted to handle the new equipment. Despite modifications, the Lambton roundhouse was demolished in 1960 and CP moved many of its operations in 1964 to the new Toronto Yard in Agincourt, Scarborough. Most CP employees were transferred from the Lambton Yard to the Toronto Yard, although some local maintenance activities remained in West Toronto. All three train stations in West Toronto were demolished, including the CP terminal in 1982, and the West Toronto roundhouse in 1998. Further job losses were experienced with the closure of the Ontario Stock Yards in 1993 followed by the closure of Canada Packers and much of the remaining manufacturing activities in the Junction.

### **3.0 DESCRIPTION OF STUDY AREA**

#### **3.1 Introduction**

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the Study Focus Area (i.e., Keele Street/Weston Road east to Old Weston Road and Junction Road north to Lavender Road) and the associated principal cultural heritage landscapes and built heritage resources.

#### **3.2 Description of the Existing Environment**

The study area is situated in the West Toronto Junction area of the City of Toronto to the northwest of the city downtown.

The area lies with the Iroquois Sand Plain physiographic region, which is the former bed of glacial Lake Iroquois. It stretches from the old Lake Iroquois shoreline to the present day Lake Ontario and penetrates a distance to either side of the Humber River valley. A prominent ridge delineates the edge of a lake that existed approximately 10,000 years ago, when water levels were roughly 60 m higher than today. The higher water levels were the result of ice withdrawing from the Toronto area but remaining in place to the east, effectively blocking the outlet of the lake. Much of the downtown core of the City of Toronto is constructed on the floor of Lake Iroquois.

Between the two shorelines, the bed of Lake Iroquois is a slightly sloping plain. It is comprised primarily of sandy deposits. Barrier beaches or bars formed across the mouth of several creeks flowing into Lake Iroquois including the Humber River are distinctive features in the Toronto area. The Davenport Bar was located at about St. Clair Avenue. The bars were noted sources of sand and gravel for the early settlers of the area. Large beds of clay that accumulated behind the bars were used for the manufacturing of brick that burned red. As Lake Iroquois drained after ice melted from the St. Lawrence valley, the water levels dropped and the rivers began to erode narrow, steep-sided ravines.

The study area lies within the Humber River watershed. The main branch of the Humber River flows 100 km from its headwaters in the Oak Ridges Moraine to Lake Ontario. Through its length the river descends approximately 350 m in elevation. The Lower Humber River is completely urbanized. The river was designated a Canadian Heritage River in 1999. Black Creek, a tributary of the Humber River flows in a southwesterly direction to the north of St. Clair Avenue West to join the Humber River to the west of Jane Street.

Settlers arriving in the early 1800s began clearing the original forest to cultivate the fertile soils. By the mid 1800s, an established pattern of agricultural fields, hedgerows, tree lines, woodlots and rural gravel roads were well established in York Township. The

rivers and streams, which proved suited to waterpower development, resulted in the construction of several sawmills and gristmills along the Humber River to benefit the agricultural settlers. A network of communities, along with schools and churches, grew up to support the largely rural population. The proximity of the growing City of Toronto provided a market for local products including milk, fruits, vegetables and poultry.

Late 19<sup>th</sup> century and early 20<sup>th</sup> century maps of the study area show the growth of industry in the study area such as the Campbell Flour Mill Co. Ltd., the Gurney Foundry in the 1890s, and the Canada Cycle & Motor Co. Ltd. and Willys-Overland Motor Company, in the early 1900s. Local residential neighbourhoods that provided housing for workers in the CP yards and shops and other nearby industrial activities, as well as localized commercial development grew up along Old Weston Road, Weston Road, Davenport Road, Osler Street and at St. Clair Avenue and Weston Road. Schools and churches were built to serve the growth in the local population. The southwest part of York Township became part of the City of Toronto in 1909.

Topographic maps illustrate continuing urbanization of the Greater Toronto Area as the 20<sup>th</sup> century progressed. Railway activities and associated industries characterized the economy of the West Toronto Junction through the much of the 20<sup>th</sup> century. By the latter part of the century, most of the manufacturing activities in the area had ceased, and the land formerly occupied by railyards, stockyards, slaughterhouses and other industries was redeveloped for big box retail and residential purposes.

## 4.0 SURVEY RESULTS

### 4.1 Description of Identified Cultural Heritage Resources

The survey of the study corridor was completed in November 2013. Twenty-two (22) cultural heritage resources were identified during the survey of the study corridor.

A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the following **Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Located Within the St. Clair Avenue West Study Focus Area** and mapped in **Figures 2, 3 and 4**. Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered generally from south to north.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, railway, residential subdivision, bridge, residence, school, etc.



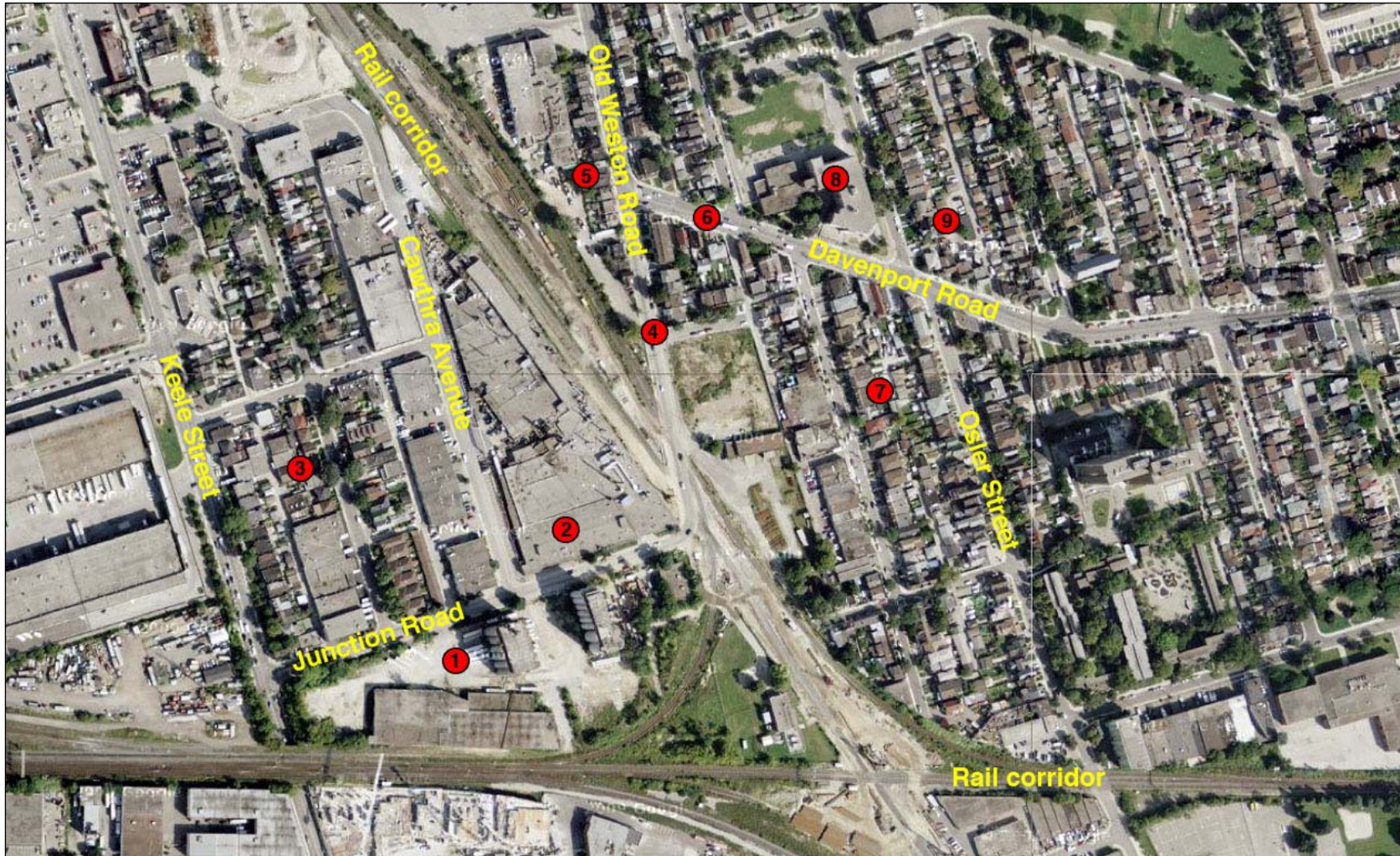
- The municipal address, when applicable, locates the identified cultural heritage resources. The identified cultural heritage resources are mapped on Figures 2, 3 and 4.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials, roof shape, number of storeys, important architectural details, architectural style or influence and alterations/additions, is based upon information gained from the public roadway.
- Known heritage value as identified through listings in a local inventory, designation under the *Ontario Heritage Act*, recognition through a commemorative plaque, and inclusion in the Ontario Heritage Bridge List is provided.
- Digital photographs with caption are supplied for each resource.

#### 4.2 Public Consultation and Recognition

A review of the *City of Toronto's Inventory of Heritage Properties* identifies one (1) property included in the inventory. The property is municipally designated under Part IV of the *Ontario Heritage Act* and is described as,

- Heydon House, 1834 St. Clair Avenue West, By-law 599-83, (*Site #14*).

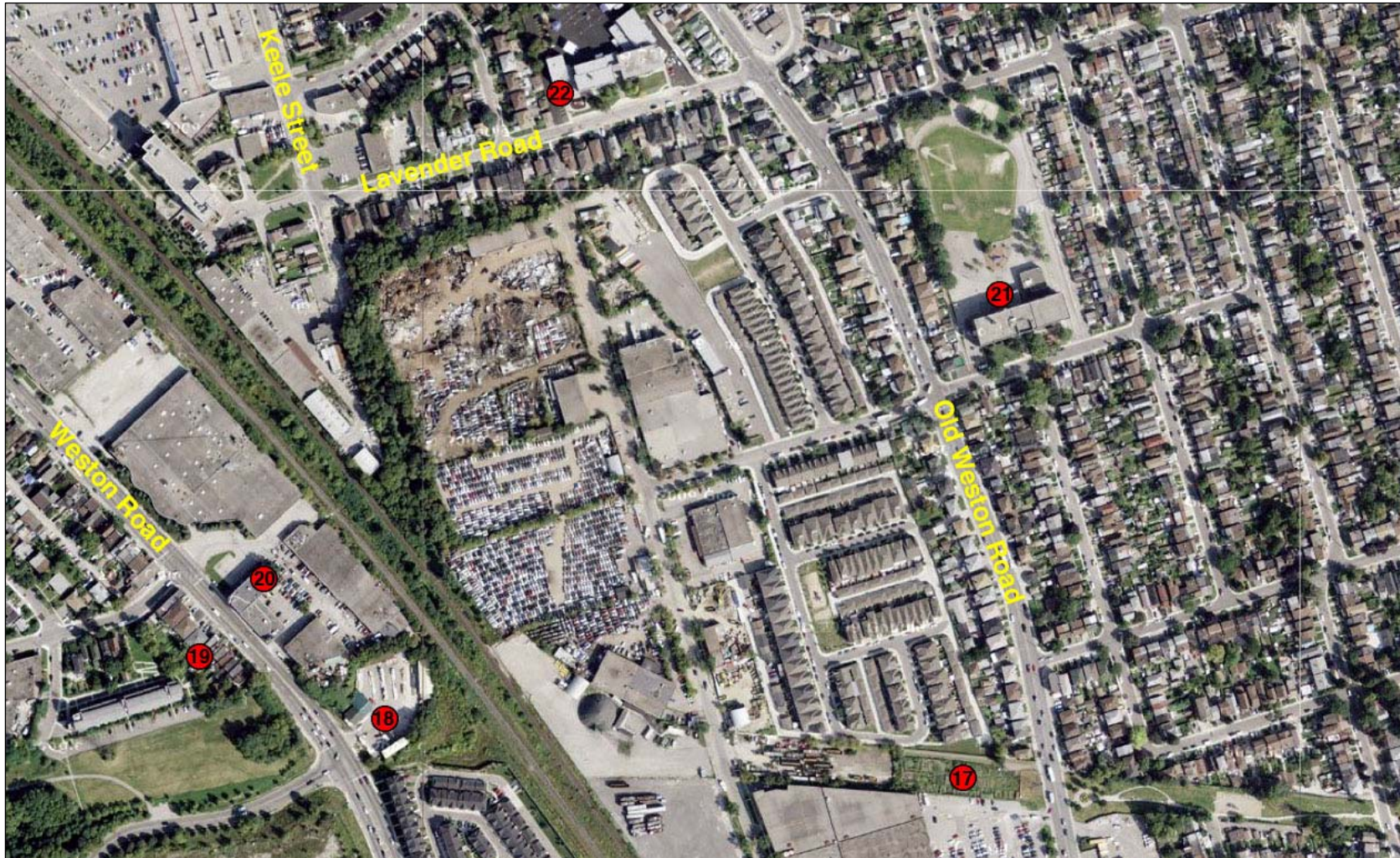
A number of identified resources were noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society. They have been identified in *Table 1*.



**Figure 2. Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within the St. Clair Avenue West Study Focus Study Area: Junction Road to Davenport Road [GoogleMaps 2014 as adapted].**





**Figure 3. Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within the St. Clair Avenue West Study Focus Study Area: Davenport Road to Hydro Corridor [GoogleMaps 2014 as adapted].**





**Figure 4. Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within the St. Clair Avenue West Study Focus Study Area: Hydro Corridor to Lavender Road [GoogleMaps 2014 as adapted].**


**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
1.	CHL	Industrial	43 Junction Road City of Toronto	<p><b>Maple Leaf Mills (former) Grain Elevator (Campbell Flour Mills Co. Ltd.)</b></p> <p>Flour milling operations were located on this site beside the CP rail line from 1892 until c1990. Campbell Flour Mills Co. Ltd., and later Maple Leaf Mills, ran large-scale flour milling operations on the Junction Road property. The concrete grain elevators are the sole surviving structures and are local landmarks.</p>	<p>Not included on the <i>City of Toronto's Inventory of Heritage Properties</i>.</p> <p>Noted as being of historical value or interest in the walking tour pamphlet, "Carleton &amp; Davenport Revisited", published by the West Toronto Junction Historical Society.</p>	 <p>Southeast to silos at 43 Junction Road.</p>
2.	CHL	Industrial	35 Cawthra Avenue City of Toronto	<p><b>National Rubber Co. (former Gurney Foundry Co.)</b></p> <p>Gurney Foundry Co., a stove manufactory, moved to the Junction area in 1887. The company built a new factory complex on Cawthra Avenue and Junction Road in 1902. The <i>Carleton &amp; Davenport Revisited</i> walking tour brochure (West Toronto Junction Historical Society, 1989) indicates the buildings were re-clad in new brick c1989. The site remains in industrial use.</p>	<p>Not included on the <i>City of Toronto's Inventory of Heritage Properties</i>.</p> <p>Noted as being of historical value or interest in the walking tour pamphlet, "Carleton &amp; Davenport Revisited", published by the West Toronto Junction Historical Society.</p>	 <p>Northeast to the former Gurney Foundry Co.</p>



**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
3.	CHL	Residential: Late 19 <sup>th</sup> and early 20 <sup>th</sup> century Subdivision	Bounded by Junction Road (south), Keele Street (west), St Clair Avenue (north) and Cawthra Avenue (east) City of Toronto	<b>Residential Neighbourhood</b> The residential neighbourhood, which developed in the 1890s to 1920s, provided housing for workers in the CP yards and shops, and other nearby industrial activities. Some blocks are mixed residential and industrial. The neighbourhood retains the street layout with sidewalks and primarily semi-detached housing.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Northeast along Mulock Street.
4.	CHL	Transportation: Roadscape	Old Weston Road through Study Focus Area from Junction Road to Lavender Road City of Toronto.	<b>Old Weston Road</b> Weston Road was surveyed from Dundas Street to the site of the community of Weston on the Humber River in the early 1800s. The Weston Plank Road Company acquired the route in 1841 and collected tolls to fund its proposed improvements. The Town of West Toronto Junction later took over the road and a bridge was constructed over the CP rail corridor in the 1890s. The Weston route of the Toronto Suburban Railway was completed in 1894. Its name was changed to Old Weston Road in the 1930s.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .  Noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 North along Old Weston Road.

**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**


Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
5.	CHL	Residential	224-316 Old Weston Road City of Toronto	<b>Workers' Housing</b> This row of semi-detached houses was constructed for workers employed in the nearby industries between 1909-10. The modest dwellings retain their design character as defined by the narrow setback from the road, entry porches, two-storey height and flat roofs.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .  Noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 Northwest to workers' housing on Old Weston Road.

**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
6.	CHL	Roadscape	Davenport Road in the Study Focus Area from Old Weston Road to Osler Avenue City of Toronto	<b>Davenport Road</b> Davenport Road is a historic settlement route that followed an early trail along the base of the Lake Iroquois shoreline in a westerly direction from the town of York. The Davenport Road Company, established in 1850, collected tolls along the route. The Town of West Toronto Junction acquired the road within its boundaries in 1890. The road was widened with a sidewalk on the north side and macadamized. Street railway service was introduced on Davenport Road in 1892. Commercial buildings along the busy thoroughfare included Linder Hall (1883) at 2053 and the block of stores (1893) at 2045-2049.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .  Street and 2053 and 2045-2049 noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 West along Davenport Road to Osler Avenue with former commercial buildings (left) and school (right).
7.	CHL	Residential: Late 19 <sup>th</sup> and early 20 <sup>th</sup> century Subdivision	Bounded by CP tracks (south), Old Weston Road (west), to St. Clair Avenue West (north) and Osler Avenue (east) City of Toronto	<b>Residential Neighbourhood</b> The residential neighbourhood, which developed in the 1890s to 1920s, provided housing for workers employed in the CP yards and shops, and other nearby industrial activities. The neighbourhood retains the street layout with sidewalks and 2 to 2 ½ storey detached and semi-detached housing.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Northeast along Osler Street.




**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
8.	BHR	Institutional: School	2054 Davenport Road City of Toronto	<p><b>Division 11 Police Station (Carleton Public School)</b></p> <p>The Carleton Public School was constructed in 1914 to replace an earlier school building (1899) that was located at the north end of the block. The three-storey brick structure is prominently sited overlooking Davenport Road. It is a representative example of the Edwardian Classism style of architecture favoured in educational design. Architect F.E. Belfry undertook the design on behalf of the school board. The conversion of the building to a police station (2011) resulted in the demolition of the rear part of the structure.</p>	<p>Notice of intention to designate under Part IV of the OHA was tabled at City Council in 2008 but it did not proceed.</p> <p>Noted as being of historical value or interest in the walking tour pamphlet, "Carleton &amp; Davenport Revisited", published by the West Toronto Junction Historical Society.</p>	 <p>Northeast to former Carleton Public School.</p>


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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
9.	BHR	Residential	257 Osler Street City of Toronto	<b>Residence</b> The two and-a-half storey residence dating to c1885 initially sat in grounds that extended to Davenport Road. Subsequently, the lands along Davenport Road were developed for residential purposes. The house is associated with John T. Giimour, Liberal MPP and from 1898 to 1922, Dr. MacNamara, a well-known local doctor who maintained his office at the house.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .  Noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 East to 257 Osler Street.
10.	BHR	Institutional: School	315 Osler Street City of Toronto	<b>Carleton Village Public School (Osler Senior Public School)</b> The Osler Senior Public School was constructed in 1962 with an addition to the north in 1969. Rectangular window openings with coloured panels accent the brick walls of the Modernist styled building. It was later known as the Carleton Village Public School, North Building. With the closure of the South Building on Davenport Road, the facility now functions as the elementary school for the community.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Northeast to Carleton Village Public School.



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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
11.	BHR	Public Works: Fire Hall	65 Ford Street City of Toronto	<p><b>Centre Charismatique Parole de Grace (West Toronto Fire Hall No. 2)</b></p> <p>The Town of West Toronto Junction constructed a firehall on Ford Street in 1890. At its northwest corner, the red brick structure featured a tower with belfry and a large arched doorway at the base. The building has been altered through the removal the top part of the tower, the cladding of the brick walls and the construction of an enclosed entry porch. The building is currently in religious use.</p>	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 <p>Southeast to 65 Ford Street [GoogleMaps 2014].</p>



**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
12.	CHL	Settlement	St. Clair Avenue West and Old Weston Road City of Toronto	<p><b>Community of Carlton</b></p> <p>The settlement of Carlton developed in the mid 1800s around the junction of (Old) Weston Road and the Third Concession Road, later named St. Clair Avenue. Carlton received an economic boost with the establishment of a station on the Grand Trunk Railway in 1857. The post office of "Carleton West" opened in 1858. Carlton, along with the community of Davenport, became part of the Town of West Toronto Junction in 1889. The area was amalgamated as part of the City of Toronto in 1909. The rail corridor, Heydon House and residential areas relate to the historic settlement.</p>	<p>Not included on the <i>City of Toronto's Inventory of Heritage Properties</i>.</p> <p>Noted as being of historical value or interest in the walking tour pamphlet, "Carleton &amp; Davenport Revisited", published by the West Toronto Junction Historical Society.</p>	 <p>Goad's map (1884) depicts the community of Carlton.</p>



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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
13.	BHR	Transportation: Bridge	St. Clair Avenue between Keele Street and Old Weston Road	<p><b>St. Clair Avenue West Railway Underpass</b></p> <p>The St. Clair Avenue West Railway Underpass (1931-32) carries the CP and GO Transit Georgetown line over St. Clair Avenue West. The two-span, concrete slab structure extends 19.2 m between the abutments. Each span comprises a 6.4 m roadway and 2.66 m wide sidewalk. Concrete brackets highlight the outside of the deck and the abutments feature panel detailing. The date '1931' is stamped in the northeast abutment. The structure is a critical link in the transportation system of the area.</p>	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 <p>East to the St. Clair Avenue West Railway Underpass.</p>
14.	CHL	Transportation: Railway		<p><b>CP and GO Transit Rail Corridor</b></p> <p>The linear rail corridor comprises the former Grand Trunk Railway (GTR) (1856) and the Toronto, Grey &amp; Bruce Railway (TG&amp;B) (1871). By 1884 CP had acquired the, TG&amp;B and the GTR became part of CN in the 1920s. GO Transit, VIA, CN and CP currently use the rail corridor and in the future, it will accommodate the Union Pearson Express service.</p>	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 <p>Southwest to the rail corridor.</p>



**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**

Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
15.	BHR	Commercial Hotel	1834 St. Clair Avenue West on the northwest corner of St. Clair Avenue West and Old Weston Road City of Toronto	<b>Heydon House Hotel</b> Junction architect James A. Ellis designed the large hotel building in the community of Carlton for Alexander Heydon. The new building replaced an earlier hotel that had stood on the site since the mid 1800s. The three-storey brick structure with distinctive corner tower was completed in 1891. "Heydon House" was carved prominently on the frontispiece facing St. Clair Avenue.	The property is designated under Part IV of the <i>Ontario Heritage Act</i> , By-law 599-83.  Noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 Northwest to the Heydon House Hotel.
16.	CHL	Residential	373-411 Old Weston Road East side of Old Weston Road, north of St. Clair Avenue City of Toronto	<b>Housing</b> The settlement of Carlton developed in the mid 1800s around the junction of (Old) Weston Road and the Third Concession Road, later named St. Clair Avenue. The housing on the east side of Old Weston Road was constructed prior to 1910. The buildings are associated with the historical settlement of Carlton.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .  Noted as being of historical value or interest in the walking tour pamphlet, "Carleton & Davenport Revisited", published by the West Toronto Junction Historical Society.	 Southeast along Old Weston Road [GoogleMaps 2014].

**TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN THE STUDY FOCUS AREA**



Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
17.	CHL	Industrial: Transmission Corridor	Runs east to west across the study area to the north of St. Clair Avenue West City of Toronto	<b>Toronto &amp; Niagara Transmission Corridor</b> The Toronto & Niagara Power Company transmission line that transported hydroelectricity from Niagara Falls was constructed c1905. The line comprises a single row of steel towers that carry the high voltage line.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 West along the hydro transmission corridor.
18.	BHR	Industrial	153 Weston Road City of Toronto	<b>ABC Lumber</b> The two-storey concrete structure with front gable roof has been identified as a transformer station of the Toronto Suburban Railway (TSR). TSR purchased power from the Toronto & Niagara Power Company, whose transmission corridor is located nearby. The building may date to the first part of the 1900s.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Southeast to 153 Weston Road.

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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
19.	CHL	Residential	180-192 Weston Road City of Toronto	<b>Workers' Housing</b> These detached, brick houses were constructed for workers in the nearby industries by 1924. The row of seven dwellings retains its design character as defined by two-storey height, flat roofs, decorative parapets and entry porches.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Northwest to 180-192 Weston Road..
20.	BHR	Industrial	201 Weston Road City of Toronto	<b>Canada Cycle &amp; Motor Co. Ltd. and Willys-Overland Motor Company</b> The Goad's map (1910) depicts the Canada Cycle & Motor Co. Ltd. (CCM) plant on Weston Road South. Willys-Overland of Toledo, Ohio acquired the Russell Motor Car Company, part of CCM, in 1915 and took over and expanded the Weston Road plant. The two-storey brick building with entranceway centrally located on the north wall, large multi-pane window openings and one-storey wing to the south is shown on the Goad's map (1924). Acme Screw & Gear Ltd. occupied the premises from 1934 to 1967.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Southeast to 201 Weston Road.



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Site #	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Image
21.	BHR	Institutional: School	30 Turnberry Avenue City of Toronto	<b>General Mercer Public School</b> The school was constructed in the first part of the 1920s to accommodate children moving into the developing area. An east extension was added in the 1930s. The three-storey brick building features a centre frontispiece that contains large windows on the upper levels set in arched openings and the main entry with pilasters, entablature highlighted with 'General Mercer' and broken pediment with scroll detailing.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 North to General Mercer Public School.
22.	BHR	Institutional: School	18 Lavender Road City of Toronto	<b>St. Matthew Catholic School</b> An aerial photograph from c1930 shows the west end of the main building set within extensive grounds. The east extension has a datestone of '1960'. The original brick building is two-storey with a central entranceway with flanking wings characterized by rows of large multi-pane window openings.	Not included on the <i>City of Toronto's Inventory of Heritage Properties</i> .	 Northeast to St. Matthew Catholic School [GoogleMaps 2014].

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