

Consultation Report

TO360 Wayfinding Strategy 2020-2021 Public Consultation Round One

October 2020

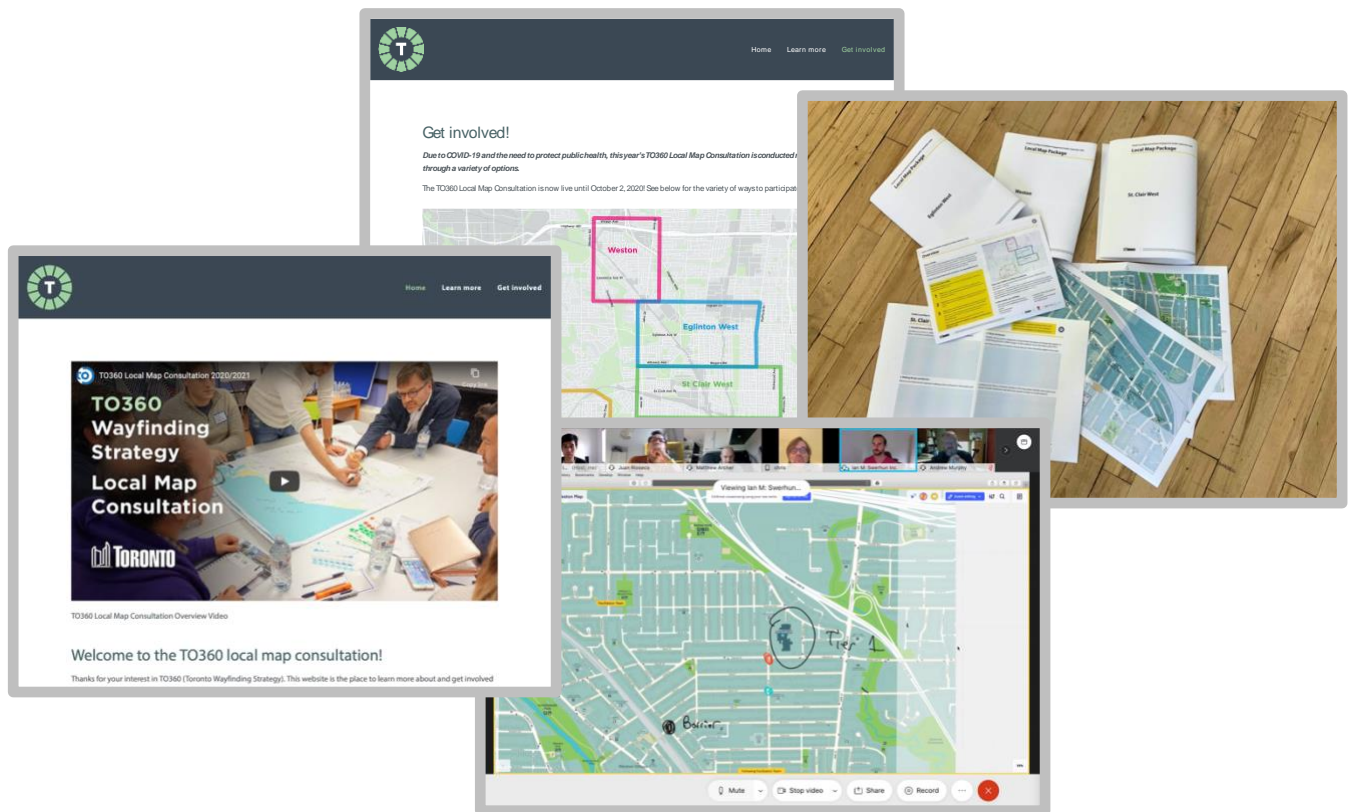


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Background

The Toronto 360 (“TO360”) Wayfinding project is a pedestrian wayfinding system which is a central component of the City’s ambition to make Toronto a more walkable, welcoming and understandable place for visitors and residents alike. TO360 provides consistent wayfinding information through a unified signage and mapping system delivered by the City and project partners.

Following the successful completion of a pilot project in the Financial District in 2015, the City began a rollout in select parts of Toronto (see map below). The City has over 200 wayfinding signs completed to date, as well as applied consistent mapping to Bike Share and transit stations. A key component of this rollout is the creation of detailed maps of key areas — informed by local consultation — to support the production of wayfinding products.

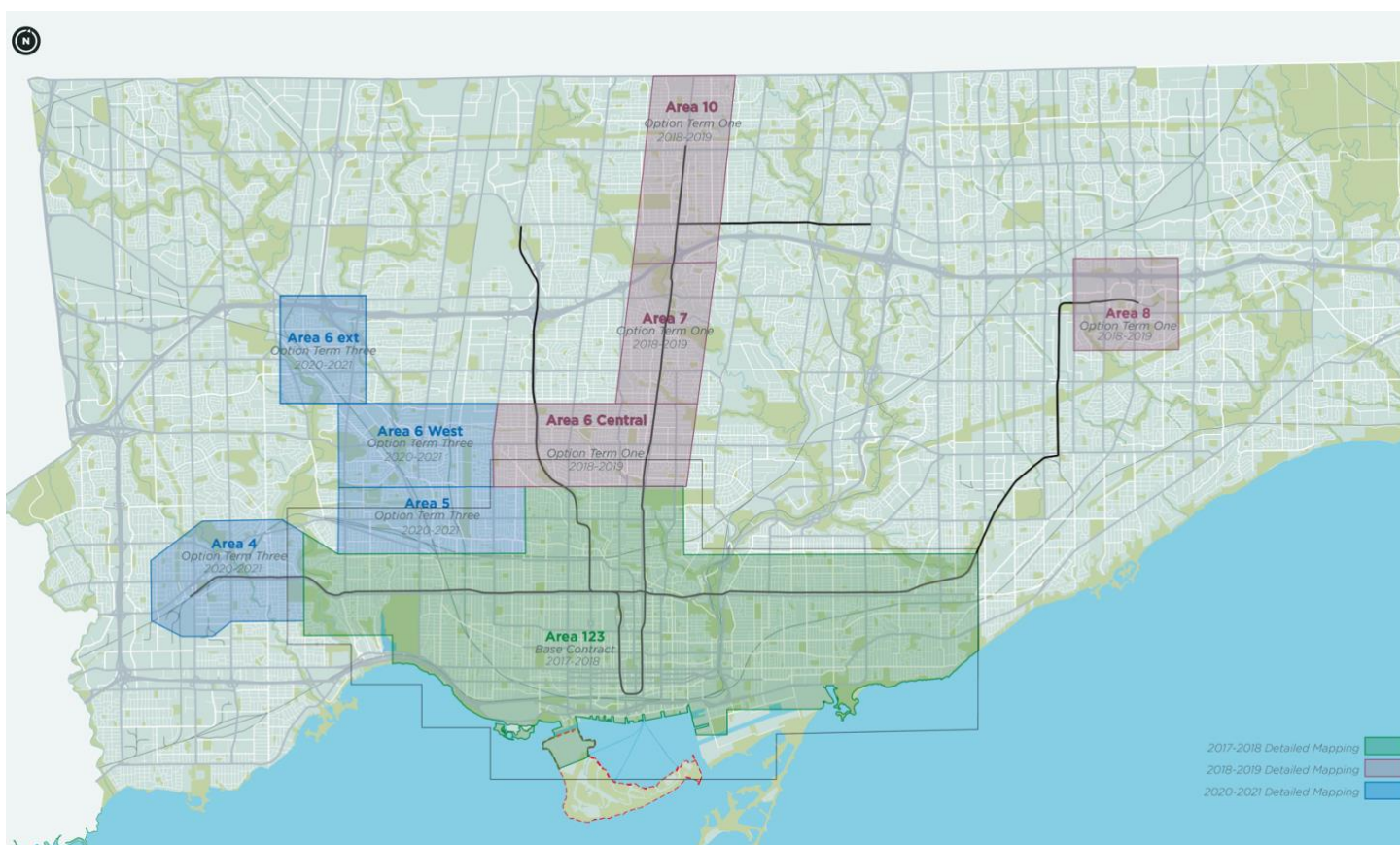


Figure 1 TO360 Detailed Mapping Areas

This project is led by the City of Toronto’s Transportation Services Division working with consultants Steer, T-Kartor, and Swerhun Inc.

In fall 2020, the City of Toronto and their consultants delivered Round One of a two-round consultation program for four mapping areas: Weston, Eglinton West, St Clair West, and Etobicoke Centre. See the following section for an overview of the local map consultation areas.

Since 2017, over 100 stakeholders have participated in local map consultations covering most of the downtown core (from High Park to The Beaches), Midtown, North York (along Yonge St.) and Scarborough City Centre.

This engagement report summarizes the feedback and comments collected from workshops, an online survey, toolkits, and e-mails sent to the facilitation team. This feedback will inform recommendations for revisions to the TO360 map database, which will be used to inform the content that appears on various wayfinding products as the City continues to roll out the strategy.

The feedback in this report is one of several inputs into the updated database and maps. Other inputs include feedback from a Map Content Task Force composed of representatives of organizations like the TTC and Metrolinx, and various City of Toronto Divisions (e.g. City Planning and Parks, Forestry & Recreation). Updates to the maps are applied following a graphic standard prepared as part of the development of the TO360 wayfinding strategy.

Overview of the local map consultation

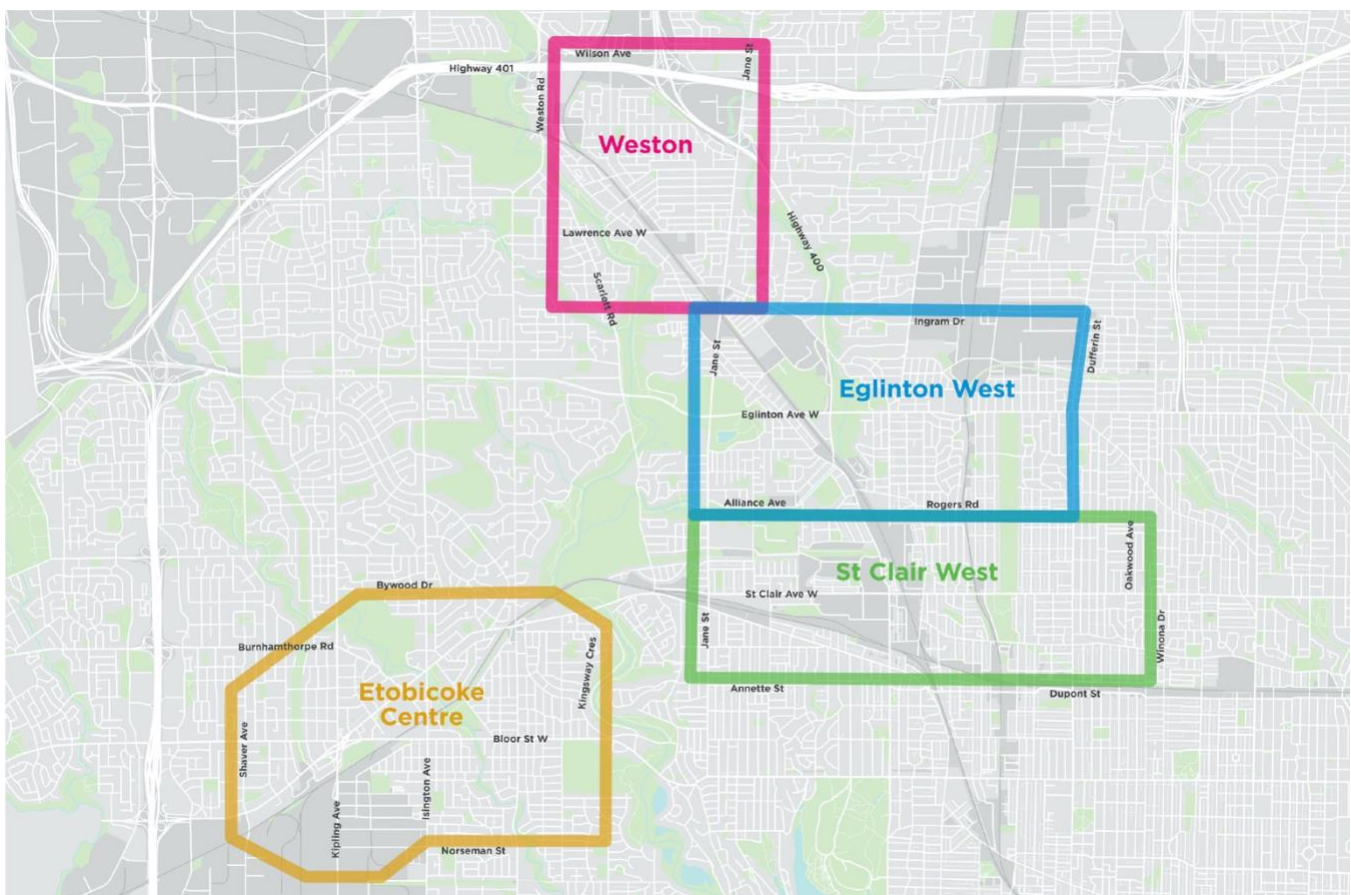


Figure 2 – 2020-2021 Round One Consultation Areas

The 2020-2021 consultation focuses on connecting with area organizations and local experts with an interest in the following areas:

- **Weston:** roughly bounded by Weston Rd, Denison Rd E/Tretheway Dr, Jane St/Black Creek Dr, and Wilson Ave
- **Eglinton West:** roughly bounded by Jane St, Rogers Rd/Alliance Ave, Dufferin St, and Ingram Dr
- **St. Clair West:** roughly bounded by Jane St, Annette St/Dupont St, Winona Dr, and Rogers Rd/Alliance Ave
- **Etobicoke Centre:** roughly bounded by Shaver Ave/Shorncliffe Rd, N Queen St/Norseman St, Humber River, and Bywood Dr

Due to COVID-19 and the need to protect public health, this year's TO360 local map consultation (Round One) was conducted remotely, through a variety of options.

The first round of consultation ran from September 2 to October 9, 2020. The purpose of this round was to seek feedback on draft wayfinding maps. Specifically, the TO360 team was seeking feedback about the accuracy of draft maps; places of interest and destinations that should be highlighted on the maps; major pedestrian routes and barriers; and Mini-District names and locations.

Project website

A dedicated consultation website (www.to360survey.com) was created and acted as the hub for all consultation materials, and provided information about TO360 and on how to participate. The project team also created and shared a video on the website that provided project overview information and encouraged viewers to participate. The video was intended to serve the function of the overview presentation that previously took place during in-person workshops in the past.

There were two phases to launching the website. From September 2 to September 13, 2020, participants could visit the website to learn more about the consultation, register for the virtual local workshops, be notified when the online mini-survey and engagement toolkit were available, and/or request an engagement toolkit to be mailed out. The consultation period was from September 14 to October 9, 2020, and the website was updated with live links to an online comment form and links to download the engagement toolkit. Participants were still able to request mailed toolkits during the consultation window.

There were three main ways to participate in Round One: in a virtual local workshop; by taking the online mini-survey; and by completing the engagement toolkit.

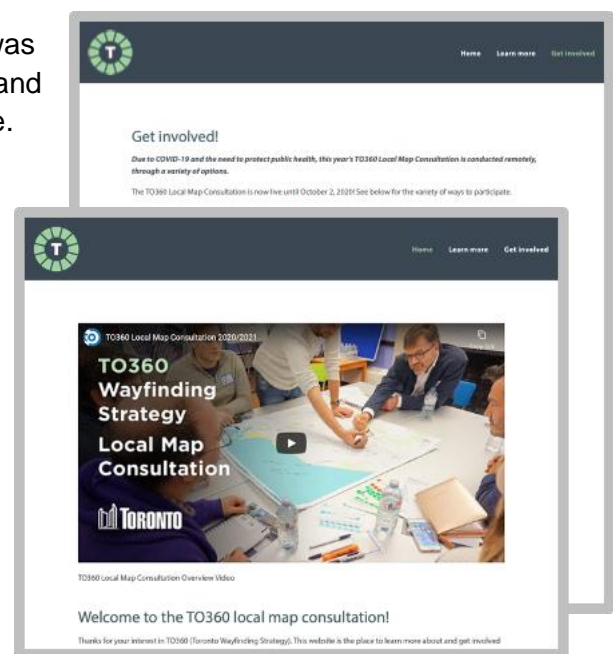


Figure 3 - Project website

Participants were also able to get in touch with the project team by voicemail if they had any questions or preferred to provide feedback in an alternative way. The voicemail was monitored by Swerhun Inc., the third-party facilitation team supporting TO360.

The following sections describe the three ways people could participate in Round One.



Virtual local workshops

The City hosted four virtual local workshops, one for each of the local map areas, via Webex Events.

The project team and City staff were on hand to answer questions and facilitate focused discussions about each area. The virtual local workshops lasted 90 minutes from 6:30 pm to 8:00 pm and required participants to be on an internet-connected device (i.e. computer, tablet, or smartphone).

At the virtual local workshops, the facilitator in the meeting annotated the local maps as participants provided their feedback directly to the project team.

The dates for the virtual local workshops were:

- Eglinton West – Monday September 21, 2020
- Etobicoke Centre – Tuesday September 22, 2020
- Weston – Tuesday September 22, 2020
- St. Clair West – Wednesday September 23, 2020

Links and detailed information on how to join the virtual local workshops were provided on the consultation website the day of the workshops.

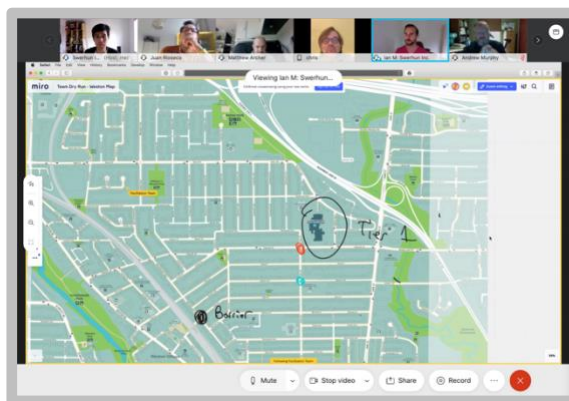


Figure 4 - Webex Events platform



Online mini-survey

The online mini-survey covered the same topics discussed in the virtual local workshops, and provided an opportunity for participants to submit feedback in their own time.

Participants were able to download high-resolution draft local area wayfinding maps for their review before submitting feedback via an online form. Participants also had the ability to mark up their own maps and e-mail them to the facilitation team.



Engagement toolkit

The engagement toolkit was intended to provide a low-tech alternative to participants who prefer reviewing hard copies or had limited access to internet or devices. The engagement toolkit was available for download from the website and — upon request — by mail (postage-paid).

The engagement toolkit had two components: a TO360 information kit with key project information drawn from the website and previous materials; and an area-specific package that included comment forms, a key map, and map tiles printed on tabloid-sized paper.

The toolkit packages included instructions on how to markup maps as well as a pre-paid self-addressed envelope for participants to mail their feedback to the facilitation team.



Figure 5 - Printed engagement toolkits

Stakeholder outreach and notification

The stakeholder contact list included about 120 contacts. The stakeholder groups identified for local map consultation included: Business Improvement Areas (BIAs), residents' associations, friends-of park groups, local heritage organizations, active transportation advocates, and other community groups with local knowledge or interest in wayfinding.

Two notification e-mails were distributed via e-mail to the stakeholder list:

- On September 2, 2020, an e-mail went out to notify participants that the website is available where they can RSVP to upcoming virtual local workshops and request mailed engagement toolkits.
- On September 14, 2020, the second notification e-mail was distributed to the stakeholder list to let participants know that the consultation is now live with active links to the online mini-survey and to download the engagement toolkit.

Additionally, City staff reached out to the local BIAs directly to promote the local map consultation. City Councillor (Ward 9) Ana Bailão also promoted the consultation through Twitter. Stakeholders were also encouraged to share the consultation within their networks.

See **Attachment A** for a list of organizations that were invited to participate in the TO360 local map consultations.



Figure 6 - Councillor Bailão's Twitter promotion

Summary of engagement statistics

Round One was online for 38 days from September 2 to October 9, 2020. During that time, the analytics provided by Squarespace (the website service provider) were as follows:

- Unique Visitors: 286 (estimated number of individuals who went to the website)
- Visits: 352 (approximate number of times that individuals came to the website)
- Pageviews: 659 (approximate number of times a page was loaded/"viewed")

These numbers suggest that participants viewed at least 2 pages each visit, and a decent number of individuals visited the website more than once.

The project video logged over 25 views.

Participants made use of all channels of engagement, sharing feedback through the virtual local workshops, online survey, e-mail, and mailed toolkits. The following provides a breakdown of feedback provided by participants across the four areas:

- Etobicoke Centre – informed by 4 participants (3 workshop participants and 1 mini-survey response)
- St. Clair West – informed by 4 participants (1 workshop participant, 2 mini-survey responses and 1 toolkit response)
- Eglinton West – informed by 1 participant (1 toolkit response)
- Weston – informed by 2 participants (1 mini-survey response and 1 toolkit response)

One participant e-mailed the project team with a map of hiking/biking routes, and another participant shared historical information about the Guelph Radial Line. See **Attachment B** for links and images of materials shared by participants.

Detailed feedback by local map area

The following sections aggregate and summarize the feedback shared with the project team via virtual local workshops, online surveys, mailed toolkit, and e-mail. The feedback is organized by location and within those, by the following categories:

- Feedback about map accuracy
- Feedback about places of interest
- Major pedestrian routes and barriers
- Feedback about Mini-Districts

Etobicoke Centre

Suggested edits to the draft area map

Missing features

- Stairs and a ramp symbol are missing at Cordova Ave and Islington Ave.
- There is a missing walking path from the Dundas St W ramp at The Kingsway. The path is diagonal, starting from Royal York Rd and Government Rd, northeast to the Dundas St W ramp.
- Suggest adding “Mimico Creek” label on the creek on the map. It is one of Toronto’s major watersheds.

Feedback about places of interest

Suggested landmarks

- St. George’s Church on the Hill & Kingsway College School. It has is a tall spire that was built in 1847 and is a physical landmark.
- Montgomery's Inn; Kingsway Lambton United Church; Islington Village murals; Old Mill; Park Lawn Cemetery; Etobicoke Township Hall; St George's Church-on-the-Hill; and Islington United Church.

Suggested local destinations

- By next year, Joshua Glover Park will be a new small park with a statue in the area currently marked “Under construction.” Joshua Glover was a runaway slave who lived and worked in this area from the 1850s. It will be the first statue of a Black person in Toronto, so the new park will be very important.
- Islington Street Murals along Dundas St W. There are also murals under the west wide Dundas St W bridge at Royal York Rd.
- Mabelle Park, a local park which has a fire pit and where an organization called Mabelle Arts helps convene all kinds of events.
- Islington Junior Middle School, because it hosts community programs.
- Pedestrian bridge over the Humber River, north of Dundas. It could also be a landmark because of its architecture.
- Arts Etobicoke (2893A Dundas St W) because it hosts community programs
- Etobicoke Collegiate Institute, because it draws many students and is host to a lot of community activity.
- Central Area and Memorial Pool and Health Club.
- Islington United Church.
- Kingsway Theatre.

- Apache Burger, a local food institution.

Other places of interest (not specified as a landmark or local destination)

- Dundas St bridge and the site of the old Dundas Street bridge (just south of the new one). There is a historic plaque on the east bank.
- Bloor St bridge over the Humber River.
- CP Railway bridge over the Humber River. It is spectacular and will have electrified service in the future.
- Echo Valley Park, just west of Kipling Ave. There is a historic plaque for George Corsan who had a nut farm there.
- Old Mill/King's Mill and the Old Mill bridge on the west bank of the Humber River, east of the Etobicoke Centre map area.
- Cloverdale Mall is a place of interest just west of the area map. It is barrier-free and a popular place for seniors.
- Eatonville Library, northwest of the map area, is a place of interest.
- Suggestion to add a label "Etobicoke Township Hall" to the western segment of Islington Village Plaza at Dundas St W & Burnhamthorpe Rd. This plaza is currently up for redevelopment but the Hall is protected so it should remain. There is a historic plaque there. It's currently used as a Fox & Fiddle.
- Mimico is named after the passenger pigeon. This area used to be a breeding ground for passenger pigeons.
- There was a Seneca Village (Teiaiaagon) on the western bank of Baby Point. It is an important part of the area's history. There is a historical plaque marking the site's location along the Humber Recreational Trail on the east side of the Humber River, where the river bends west between Magwood Park and Etienne Brule Park.

Major pedestrian routes and barriers

Routes:

- Dundas St W from Islington Ave to Dunbloor Rd.
- Burnhamthorpe Rd from Ashbourne Dr, south all the way to Dundas St W, and across through Cordova Ave towards Islington Ave and the Islington TTC Station.
- From Kipling TTC Station, north along Aukland Rd, to Dundas St W.
- Bloor St W from Prince Edward Dr to Montgomery Rd and beyond to Islington Ave (lots of shopping).
- Dundas St W from Royal York Rd to Kipling Ave, because it has many historical sites, shopping, and murals.
- Along the hydro corridor on the west side of Aukland Rd, between Bloor St W and Dundas St W.

- The dirt trail along the hydro corridor south of the railway from Montgomery Rd, following the on/off ramp of Dundas St W, across and north on Royal York Rd, and continuing to follow the hydro corridor east behind the commercial centre.
- Along Mimico Creek: Dundas St W to Bloor St W; through Tom Riley Park; west of Kipling Ave through Echo Valley park; and eastside of the creek through Reid Manor Park.
- The west bank of the Humber River from Dundas St W south to Old Mill and further; and also north from Dundas St W.
- Through Park Lawn Cemetery.

Barriers

- Construction along Dundas St W from Shaver Ave S to Bloor St W and along Dunbloor Rd is currently a major barrier. It is also tough to cross the road because the street is wide. Dundas St W is also a barrier west of Kipling because it's wide and difficult to cross.

Feedback about Mini-Districts

Mini-Districts

- Move the "Village of Islington" label to the intersection of Dundas St W and Burnhamthorpe Rd. That is the heart of the Mini-District. There are also lots of businesses in the Dundas St W, Cordova Ave, and Mabelle Ave block.
- Move the "The Kingsway" label east of Royal York Rd by Elsfield Rd.
- Add a new "Village of Lambton Mills" label to the Dundas St W and Prince Edward Dr N area.
- Add a new "The Assembly District" label to the area bordered by Kipling Ave, Six Point Rd, and Islington.
- Add a new "Six Points" label to Kipling Ave, Bloor St W, and Dundas St W area. The area west of the six point intersection is a commercial area.

Other Districts

- Some District names in the area are Old Mill and Sunnylea.

St Clair West

Feedback about map accuracy

Missing features

- Missing footpath stairs that connect Clovis John Brooks Ln with Springmount Ave.
- The stairs by the dog park at Earls Court Park are missing on the map.
- There is a footpath along the north side of Rawlinson Community School connecting Charles Brereton Park to Glenholme Ave.

- There is a footpath/alley through Oakwood Collegiate Institute that connects St. Clair Ave W to Rosemount Ave.
- A new Bike Share station on Symington Ave and Davenport Rd is missing.
- At least one Bike Share location is missing next to Oakwood Village Library.
- Consider labelling the CN / CP rail line, especially in the Junction.
- The creek that runs parallel to Symes Road is called “Lavender Creek” — the name is missing from the map.
- Parking lot for shopping on Alberta Ave across from the grocery store is missing.
- Cycling routes on roads are shown, but cycling routes on residential streets (e.g. Rosemount Ave) seem to be missing. There may be a new cycling route on Glenholme Ave.
- It could be useful to highlight intersections with pedestrian crossings that cross Oakwood Ave (at Rosemount Ave, Conway Ave, Charles Brereton Park) and Dufferin St (at Brandon Ave, Auburn Ave, Rosemount Ave, Ascot Ave, Hope St).
- There are community gardens in Woolner Park (west side of Jane Street) that may be worth identifying on the map. This area of Woolner Park was also an archeological site with 4,000-year-old artifacts that are now in York Museum.

Mislabeled features or mistakes

- Bus stop shown on north side of St. Clair Ave W just west of Oakwood Ave does not exist.
- The area east of Runnymede Rd along Dundas Ave W to Annette St / Dupont St is Westmont Junction, not Junction Gardens. It was the Village of West Toronto (Junction) and then City of West Toronto until amalgamated with the rest of Toronto in 1969. The Junction was the junction of the CN + CP rail roads.

Places of interest and destinations

Suggested landmarks

- Oakwood Collegiate Institute seems like it could be a landmark because it is architecturally significant and memorable for wayfinding.
- Wychwood Barns (south of the area map) is a popular destination and landmark.
- The Dufferin St. Clair Library has architectural and artistic importance. It has had extensive restoration work, with interior murals that are of Provincial, even national importance.
- The Congregation Knesseth Israel, a few blocks north and west of Dundas St W and Keele St, is a local landmark with notable architecture and is one of the city’s oldest functioning synagogues.
- Church of St. Paul the Apostle on Dundas St W has a museum of Maltese / Canadian history of at least memorial significance.
- Police station #11 is an award-winning attempt of architectural presentation + repurposing from the redesigned school-building.

- Junction Craft Brewing is located in a magnificent former packing-building, “Fort Days”, that was an incinerator – superb repurposing and presentation.

Suggested local destinations

- Oakwood Village Library & Arts Centre is well used and unique. It is a local destination and has a theatre space that might draw a broader catchment, too. The new building’s theatre space has stage lights and wood floors. It is a popular space for kids to hang out.
- Earls court Park, Piccininni Community Centre, Caboto Pool, etc. should be local destinations.
- 109 Vine Avenue (currently the Sweet Potato) is a historic building and local destination.
- Dufferin/St. Clair Library is a local destination.

Other places of interest (not specified as a landmark or local destination)

- Oakwood Hardware is an interesting old building that survived the depression era and is now a restaurant. It serves the local community, but it is not as much of a local destination as the library across the street.
- Murals in the Dufferin/St. Clair Library from the 1920’s are of substantial importance beyond the local community. They were painted by George A. Reid and Doris McCarthy.
- West Toronto Junction is on the list to become a Heritage District study. West Toronto Junction has produced tons of books on Junction history and has a regular publication on local history. These are available at the Annette Library archives.
- On the east side of Weston Rd at Gunns Rd, there is a Hydro Transfer Station and former station for the Guelph Radial Line.
- Davenport Village Park unites charms of historical and architectural importance.
- James Hall, 2995 Dundas Street West, in 1888 was the location of West Toronto Junction Council Chambers. Building is designated and well restored.

Major pedestrian routes and barriers:

Routes

- St. Clair Ave W and Oakwood Ave are important walking routes with street-level retail. Walking along Oakwood Ave is an easy and pretty walking experience from Vaughan Rd to St. Clair Ave W.
- Rosemount Ave is an important walking and cycling route that connects Regal Heights neighbourhood with areas south, east and west.
- Glenholme Ave is an important walking route connecting to Rawlinson School and up to Rogers Rd and that provides stairway access from the Regal Heights area down to Davenport Road and areas south.
- The Green Line is an important, developing walking corridor from Geary Ave at Salem Ave N north-west through a series of parks to Earls court Park.

- Through the Rawlinson Community School yard and Charles Brereton Park. Locals also use the crosswalk and driveway here to drop their children off at school.
- A nice walking route is: along the Lavender Creek Trail, beginning at Weston Rd and Gunns Rd, going west to Symes Rd, then north on the trail west of Symes Rd. Across the bridge over Black Creek at Alliance Avenue, and following the north side of Lavender Creek until just east of Jane St to Symthe Park. The TRCA may be doing some work on a culvert at Jane St. Part of this path is the former Guelph Radial Line.

Barriers

- Fence around the police station parking lot by Davenport Rd and Osler St is a barrier for pedestrians.
- There is no pedestrian connection to St. Clair Ave W from the hydro corridor beside Távora Foods. The map makes it look like there is currently a walkable connection.

Feedback about Mini-Districts

Mini-Districts

- The Oakwood Village BIA extends north of the area map presented. Ensure that the BIA is on those area maps if/when they are produced or finalized. The shopping bag symbol works well here.
- BIA's along St. Clair Ave W generally seem right. It would be good to check with the BIAs themselves and/or the Toronto Association of Business Improvement Areas (TABIA).
- "Davenport Rd" doesn't seem like a unique identifying label for the shops near Davenport Rd and Ossington Ave.
- There is a retail area on Westmoreland Ave near Geary Ave and on Geary Ave between Westmoreland Ave and Dufferin St.
- There is a new Mini-District on Rogers Rd west of Caledonia Rd (northwest of the St. Clair W area map). Check with the City of Toronto's BIA contact person, Ron Nash, to confirm its name and location.
- Consider shading and/or showing boundaries for the Mini-Districts rather than a single shopping symbol. For example Oakwood Village extends at least south to Earlsdale Ave and north past Rogers Rd. The shopping districts on St. Clair Ave W cover nearly the entirety of the street from end to end (e.g. Regal Heights Village goes continuously and connects to Corso Italia).

Districts

- The Village of Carleton which was incorporated into West Toronto Junction is not labeled. It is along Davenport Rd east of Old Weston Rd.

Eglinton West

Feedback about map accuracy

Missing feature

- There is a pedestrian underpass missing that connects the west side of Bert Robinson Park to Dunraven Drive.

Places of interest and destinations

Suggested landmarks:

- Fairbanks United Church, originally Fairbank Methodist Church, is of architectural and historical importance. It dates back to 1844 when it was a schoolhouse and then turned into a church building in 1889. The land was donated by Mr. Parsons, who also made the bricks. The stained-glass windows were lovingly and expertly restored.

Suggested local destination

- Dennis Avenue Community School is a 130-year-old public school that is a local destination.
- 1050 Weston Road is Branch 31 of the Royal Canadian Legion, another location destination.

Other places of interest (not specified as a landmark or local destination)

- Topham Pond, for its turtle habitats.
- The Roselands Junior Public School (southwest corner of Eglinton and Jane) is a 4,000-year-old archaeological site.
- The beltline bridge over Dufferin St, south between Roselawn Ave and Schell Ave/Hopewell Ave is a rare example of this style of bridge from the 19th century.
- 8 Arnold Avenue is a unique house and has historic value, also known as “The Marshal Home.”
- There are many burials in Prospect Cemetery from the 1918-20 flu pandemic.
- Trethewey Drive was built and paved by Trethewey and given by him to York Township along with acres of farmland.
- The team should be aware of the destinations included in Heritage Toronto’s “Village of Fairbank” historic walking paths (see scanned document in **Attachment B**).

Major pedestrian routes

- Culvert style beltline bridges over Dufferin St. These are also examples of 19th century bridge structure and design.
- Culvert passage by the west side of Bert Robinson Park for pedestrians. It is remnant of a railroad underpass from 19th century.

Feedback about Mini-Districts

Mini-Districts

- The Village of Fairbank extends north to Stockyards & South to inside Fairbank Park on both sides of Dufferin St (the east side is out of map area).

Districts

- There is a District called Silverthorn missing from the map. Its label should be southeast of Eglinton Ave W and Keele St.

Weston

Feedback about map accuracy

- One respondent said the draft map is generally accurate.

Places of interest and destinations

Suggested landmarks:

- The Weston Public Library is an important local destination. It is a Carnegie Library and a fine example of Arts and Crafts Accreditation as designated under part IV of the Ontario Heritage Act. It is included in a history of Carnegie Libraries in North America.

Other places of interest (not specified as a landmark or local destination)

- There is a plaque at the northwest corner of Little Ave and Weston Rd that commemorates Weston's place in the Indigenous Carrying Place Trail.
- There is a plaque at the southeast corner of Weston Rd and Clouston Ave about York Pioneers.
- There is a plaque in Harding Park commemorating its former status as Tretheway Airfield, a once internationally known place that hosted Toronto's first-ever flying exhibition in 1910. The first distance flight over Toronto began and ended at this airfield.

Next steps

The feedback in this report is one of several inputs into the updated database and maps. Other inputs include feedback from a Map Content Task Force composed of representatives of organizations like the TTC and Metrolinx, and various City of Toronto Divisions (e.g. City Planning and Parks, Forestry & Recreation).

The TO360 team will be back with a second round consultation in 2021, where the team will present and seek feedback on revised draft area maps.

Attachment A: List of organizations invited to participate

Active Transportation and Pedestrian Advocacy

Groups:

Cycle Toronto
Jane's Walk
Toronto Centre for Active Transportation
Walk Toronto

Business Improvement Areas

Baby Point Gates BIA
Bloor West Village BIA
Corso Italia BIA
Eglinton Hill BIA
Emery Village BIA
Fairbank Village BIA
Hillcrest BIA
Junction Gardens BIA
MarkeTO District BIA
Mount Dennis BIA
Oakwood Village BIA
Regal Heights Village BIA
Rogers Road BIA
shoptheQueensway.com BIA
St. Clair Gardens BIA
The Kingsway BIA
Village of Islington BIA
Weston Village BIA
Wychwood Heights BIA
York-Eglinton BIA

Community Organizations

Arts Etobicoke
Artscape Weston
Artscape Wynchwood Bards
For Youth Initiative
Frontlines Toronto
Horizons for Youth
Lost River Walks
Mabelle Arts
The Laneway Project
The Stop
UrbanArts

Friends-of Groups:

Carlton Park People's Auxiliary
Eagle Manor Group
Friends Grow Together
Friends of Bell Manor Park
Friends of Earls Court Park
Friends of Fairbank Memorial Park
Friends of Graham Park (the Purple Park)

Friends of Henrietta Park
Friends of Queensway Park
Friends of Raymore Park
Friends of Roseneath Park
Friends of the West Toronto Rail Path
Friends of Wadsworth Park
Friends of Watkinson Park
Hopewell Community Garden
Perth-Dupont Community Garden
Strive Toronto

Heritage Groups:

Baby Point HCD
Etobicoke Historical Society
Feminist History Society
Heritage Etobicoke Foundation
Humber Heritage Committee
Indigenous Lands Stewardship
Lambton House, Heritage York
Montgomery's Inn Community Museum
Myseum
New Toronto Historical
Ontario Black History Society
Swansea Historical Society
Taras Shevchenko Museum & Memorial Park
Foundation
The Junctioneer
The Tollkeeper's Cottage
West Junction Historical Society / West Toronto
Junction Historical Society
Weston Historical Society

Residents' Associations:

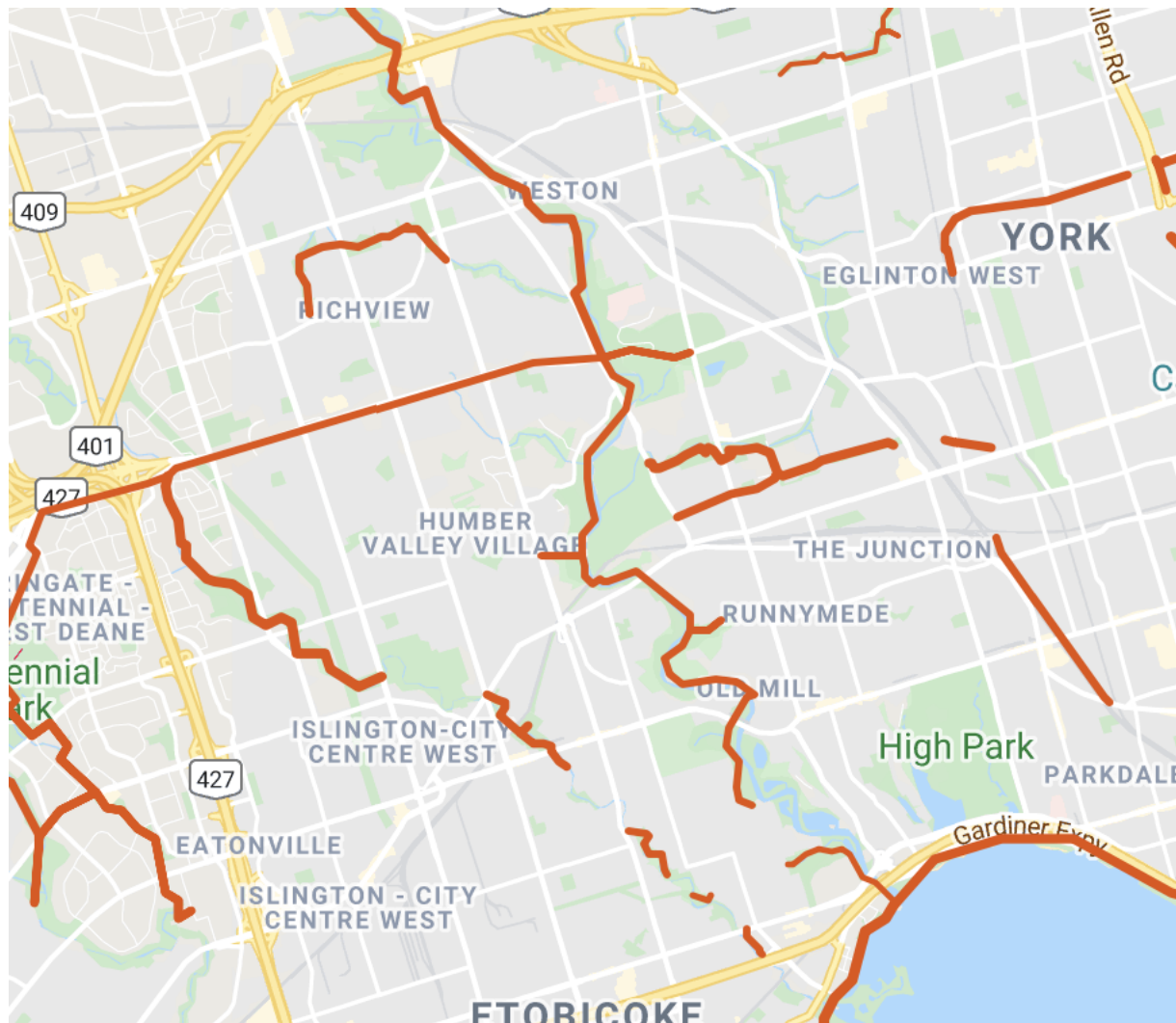
Bloor West Village Residents Association
Davenport Neighbourhood Association
Humber Valley Village Residents' Association
Islington Ratepayers and Residents Association
Kingsway Park Ratepayers Association
Mount Dennis Community Association
Mulock Avenue Residents' Association
Northcliffe Village Residents' Association
Old Mill Community Association
Queensway Residents' Association
Regal Heights Residents' Association
Rockcliffe Smythe Community Association
Runnymede Village Neighbourhood Association
South Corso Italia Residents' Association
St. Clair West Village Residents' Association
West Bend Community Association
Weston Village Residents' Association

Attachment B: Documents shared by participants

Map of biking and hiking trails sent by a participant

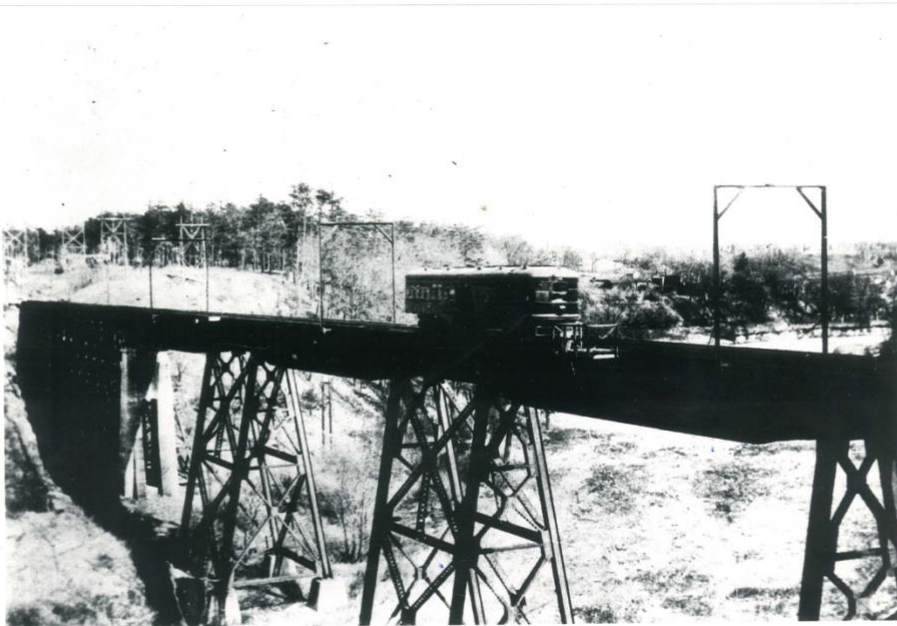
Link to map:

https://www.google.com/maps/d/viewer?mid=1Vw30EUweWwNnxi4VgSMph_cV9CGhR32Y&usp=sharing

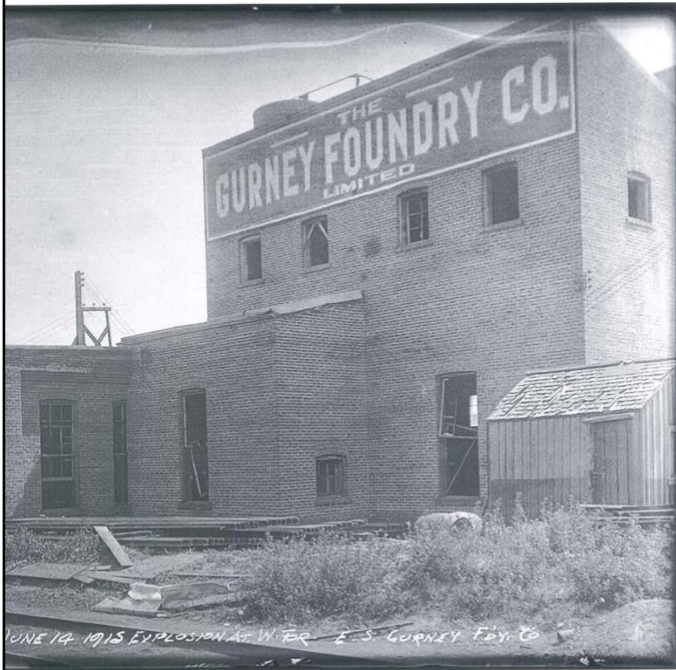


Guelph Radial Line

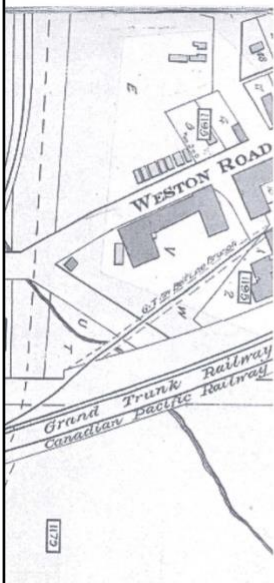
Here are the remaining structures of Toronto's earliest electric rail transportation, which linked the first Niagara Hydro Electric line into the City with electric rail cars and trains. These are south of and below the Gurney Foundry Building on Old Weston Road, with the rail remnants in the ravine wall, following the south side of Lavender Creek, to the west of Old Weston Road.



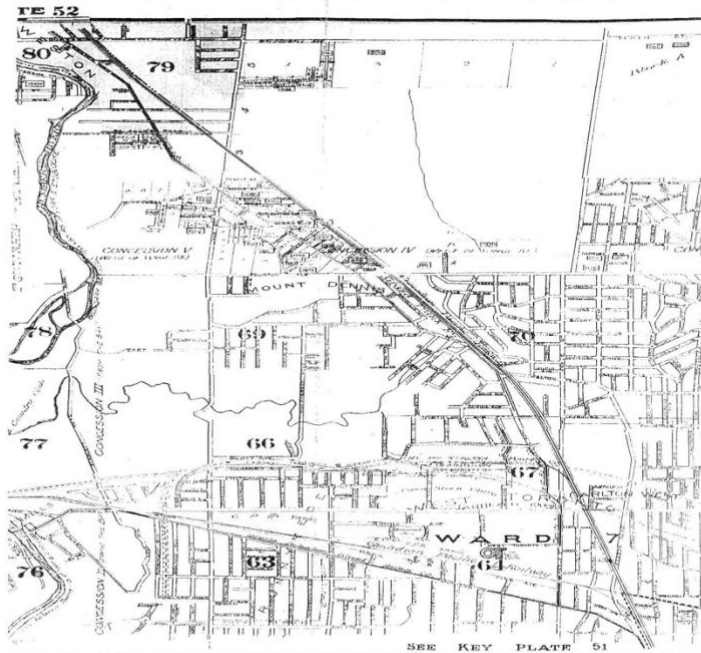
Guelph Radial Car crossing the Humber at Lambton, 1930 .The trestles were removed c. 1935 but the cement bases are now in use to support the pedestrian & cycling bridge over the river at Lambton.



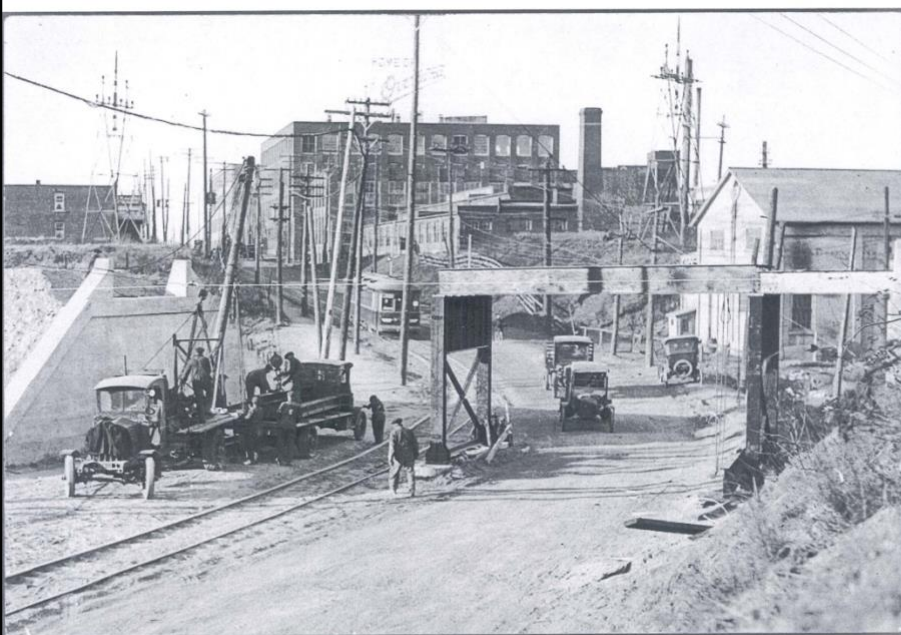
The Gurney Foundry Building on Old Weston Road and Next to the CN Rail Tracks on the high ground above the Guelph Transfer / Transformer station



**Map showing Old Weston Road
Lavender Creek,
Rail lines and building locations
c 1910**



Map c. 1920s of West Toronto Junction, Mount Dennis and York Township showing roadways, the Humber River, Rail and Hydro lines



City of Toronto Archives, Fonds 1244, Item 7260

1924

Constructing the Guelph Radial bridge overpass across Weston Road Gurney Foundry in the distance and Transfer/Transform building on the right



**Newly constructed
Guelph Radial Line
Bridge, rails for
Toronto Suburban
Weston Road car
visible along the road**



**View looking
north from
Guelph Radial
Bridge, showing
Weston
Streetcar tracks,
Weston road,
Hydro Line and
Transfer Station
building
1925**

4025 Weston Rd. N. from Radial Subway (Way) Sept. 1, 1925

City of Toronto Archives, Fonds 16, Series 71, Item 4025



**View of
Niagara
Hydro Line
and Guelph
Radial
Transformer
Building from
Weston &
Gunns Road
2019**



**Remaining rails from
Guelph Radial Line
located in the ravine wall
on the south side of
Lavender Creek, west of
Weston Road. They are
overgrown with trees and
half covered in litter but
still there.**



**Remaining Rail with
tie from Guelph
Radial Line.
The Ties were of
Hemlock Spruce
(which does not
easily rot)
and many still survive
after
approximately
120 years**

Heritage Toronto's "Village of Fairbank" brochure

9. Vaughan Plank Road Company

Vaughan Road followed the high ground down to Davenport Road, and was most likely an aboriginal trail as was Davenport Road. It was used by the military and the Gore Vaughan Plank Road Company was formed in 1849. The Company's life was short but the road's life was not, and it continued to be Fairbank's link with the City for commerce. The suburb of Fairbank grew with immigration and development at the turn of the last century.

10. Rowntree or Lavender Creek

The land fell away sharply south of Eglinton and west of Vaughan Road. Springs flowed forming a swamp and the headwaters of Rowntree or Lavender Creek. This made Dufferin Street impassable until some of the swamp land was drained and sewers were installed during the 1920s.

When the First World War struck, Fairbank, along with neighbouring Silverthorn and Earlscourt to the south, sent more men per capita overseas than any other area in Canada or the British Empire. Fairbank Lumber Company continued to lay a wreath at the Cenotaph service in York every November 11th into the new Millennium.

The north end of Prospect Cemetery served as a picnic ground and recreation area at the turn of the century. The 1918 influenza epidemic saw the decimation of the Fairbank population and burials took place in trenches at the cemetery.

Until the Second World War Gypsies camped each summer on the north side of Eglinton west of Dufferin. They repaired pots and tools, and their arrival was looked forward to by the Fairbank population as a colourful and welcome addition to their community.

A few of the older residents still recall raspberry picking along the railway tracks. Their mothers preserved the berries as jam or preserves, providing a winter treat as well as vitamin content.

The streets had wooden sidewalks and there were swimming holes at Black Creek and Lavender Creek that in winter were used for skating.

The end of World War Two was signaled by all the whistles and bells sounding as vividly recalled by one resident who was a child at the time.

Fairbank continued to develop as a working class area with farms, dairies and market gardens in the mix with commerce until the 1950s.

Fairbank hit the news in the late 1980s with the scandal of a condominium development project at Fairbank Park, which resulted in some members of Council as well as a developer going to jail.

At the junction of Dufferin Street and Vaughan Road, the Anglicans and the community have developed St. Hilda's as a Seniors' residence with special provisions for handicapped and medical needs, demonstrating the continuing spirit of the Parsons, Watsons, McFarlanes and others who began Fairbank.

For information about membership, volunteer opportunities or the Heritage Toronto walk program, please call 416 338-6684

Email: email@heritagetoronto.org
Website: www.heritagetoronto.org

Walks led by Heritage Toronto volunteers.
Researched and written by Madeline McDowell
2000, rev. 2001 & 2003

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The Village of Fairbank



presented by

TORONTO STAR

Introduction

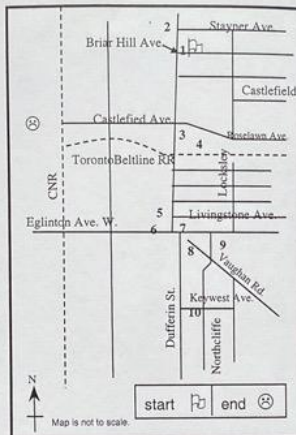
Beginning as a school district comprised of farms spread out and nestled between tracts of virgin forest, Fairbank had become an unincorporated village with a post office, hotels and a railway station by the mid 1890s.

1. The Parsons farm, third lot north of the Base Line (Eglinton Avenue) on the third Concession (Dufferin Street) was named Fairbank. The first school, a log building, which became SS#16, was built by Isaac and Sarah Neden or Needham, in 1836/37 on the south east corner of the Parsons' farm, now the location of Fairbank United Church. By 1863 a brick school was erected on property on the east side of Dufferin, half of which was donated by Mrs. Joseph Watson (nee Caroline Matilda McKay), the youngest daughter of United Empire Loyalist Jacob McKay of Oswego New York, from the farm Sprucegrove which she inherited from her father. Her husband, Joseph, was a trustee for the school and also a teacher and superintendent of the Methodist Sunday School held in the new brick Fairbanks School SS# 15. (The government of the time changed the school districts boundaries. This affected the numbering of the schools.)

2. Fairbank Methodist Church

In 1889 Mathew Parsons donated the land on the west side of Dufferin Street for the new red brick Methodist Church which was built that year and named Fairbank Methodist Church. The same Mathew Parsons had made the bricks for SS#15 out of clay from his property. His grandsons were still farming the 200 acre property in the 1950s. One of these grandsons, C.B. Parsons, recounted, at the age of 100, his grandfather's arrest in 1837 and release the next day with an admonition to "get out of this place and cool your head off".

Joseph Watson was elected Deputy Reeve of York Township twelve times between 1871 and 1884. He was also a member of the County Council but refused the position of County Warden. His active participation in the Reform Party from York West probably brought the Post Office to Fairbank.



3. Fairbank Lumber & Coal Co.

Caroline and Joseph's son, John Thomas Watson served on York Township Council for nine years beginning in 1904, serving seven years as Deputy Reeve and two years as Reeve. He then put his efforts into subdividing the farm for development and establishing the Fairbank Lumber and Coal Company in 1912.

Toronto Beltline Land Company

In the 1880s the Toronto Beltline Land Company was formed as a result of the land boom. Its purpose was to develop suburbs for the burgeoning population of the expanding City. One of their projects, for which they formed a subsidiary group, (see point 4) was a railway line to provide commuter transportation and movement for farm and industrial goods.

4. The Toronto Belt Line Railway

The Toronto Belt Line Railway crosses Dufferin Street immediately south of the former Fairbank Lumber yards, and is now a Canadian National Railway track. It had a station at Dufferin Street and operated between July of 1892 and November of 1894. The fare of 25 cents to Union Station was too high for most potential passengers and that, coupled with the land boom going bust during the economic depression, led to the failure of the railway.

5. McFarlane's Hotel

opened in 1867 and was a focus of the community. Both the Presbyterian and Anglican churches started there. In 1886 the Presbyterians started holding services and in 1888 Mr. McFarlane donated a piece of land for a church on Vaughan Road. By 1904 it was becoming too small and Mr. Rennie (of the Seed Company) instigated the purchase of three quarters of an acre on the northeast corner of Dufferin and Eglinton. They raised enough money to complete a church and manse by 1914.

6. Fairbank Post Office

Fairbank was a large enough centre to warrant a Post Office by 1874. It was originally located in the Watt family home on Dufferin Street at Eglinton but moved to McFarlane's Hotel in 1877. Andy Watt, a road supervisor for York Township, lived in the old stucco house during the 1920s when sewers were installed in the Fairbank area.

7. St. Cuthbert's United Church

When the United Church was formed this church became St. Cuthbert's and the congregation split, with half of them relocating to the present site of Fairbank Presbyterian.

8. St. Hilda's Anglican Church

The Anglicans moved St. Thomas Church from Huron Street to land donated by the blacksmith Robert Askelon Rayner at Dufferin and Vaughan Road in 1895, where it became the first St. Hilda's church building.