

WEST TORONTO JUNCTION HISTORIC CONTEXT STATEMENT

FINAL
MAY 13, 2020



PREPARED FOR
HERITAGE PRESERVATION SERVICES
CITY OF TORONTO

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Cover Image:
City of Toronto Archives -
Laying streetcar tracks on Dundas Street,
looking west from Pacific Avenue, November 1923
Fonds 16, Series 71, Item 2820

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TABLE OF CONTENTS

Executive Summary	1
1.0 Introduction	3
Project Methodology	3
Properties on the Heritage Register	6
2.0 West Toronto Junction Themes	7
2.1 Introduction to Themes	7
3.0 West Toronto Junction Historic Overview	9
3.1 The Natural Environment & Early Trails and Roads - to 1815	9
3.2 Settlement of York & Township - 1816-1883	18
3.3 Establishment & Early Growth of West Toronto Junction - 1884-1897	31
3.4 Renewed Growth - 1898-1908	60
3.5 Annexation & Maturation - 1909-1944	72
3.6 Post-War Industrial Rise & Decline - 1945-1990	86
3.7 Post-Industrial Renewal - 1990-present	93
4.0 Existing Built Form	96
4.1 Residential Built Form	97
4.2 Commercial Built Form	101
4.3 Mixed-Use Built Form	104
4.4 Institutional Built Form	107
4.5 Recreational Built Form	110
4.6 Transportation & Infrastructure Networks Built Form	112
4.7 Industrial & Manufacturing Built Form	115
Appendix A: Annotated Bibliography	119
Appendix B: Properties on Heritage Register	135

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EXECUTIVE SUMMARY

The West Toronto Junction Historic Context Statement (WTJ Context Statement) describes the contemporary built form and character of West Toronto Junction through an understanding of its historic evolution, identification of key themes, land use and building types.

West Toronto Junction was an independent entity between 1888 and 1909, prior to annexation by the City of Toronto. Its history is inextricably linked to the area's topography created by the Lake Iroquois shoreline as well as several creek valleys. These natural features dictated the location of major transportation routes - trails, roads and railways. The trajectory of early trails and roads such as Davenport Road, Old Weston Road and Dundas Street followed or avoided the natural features, as did the ensuing railway lines. Conversely, roads like Keele Street that were laid out during the survey of York Township in the 1790s, disregarded the natural features in favour of a rigid, grid-like approach.

Unlike most early settlements in York Township, the West Toronto Junction area lacked a source of water power. This factor, coupled with poor soil conditions that prohibited farming, meant that initial commercial development was based on transportation and travellers. Taverns and hotels were the first businesses in the area, rather than the saw and grist mills common in other early settlements. In the 19th and 20th centuries the transportation routes, particularly the extensive railway network, fostered significant industrial and manufacturing activity bringing growth and prosperity to West Toronto Junction.

The influence of these transportation routes remains today and is evident in the north-south division of the area created first by Dundas Street and reinforced by the railway lines. The area north of the railway lines is characterized by medium and large scale commercial and industrial buildings, interspersed with residential neighbourhoods. St. Clair Avenue West and Davenport Road contain small scale commercial businesses for their adjacent neighbourhoods. The area south of the railway lines is more consistently residential in character with Annette Street providing the location for several churches and schools. Dundas Street West has long been this area's commercial core.

The character of West Toronto Junction is still defined by its topography, transportation and infrastructure networks. Several railway lines, the Bloor Danforth Subway, a hydro corridor and major roads such as Keele Street, St. Clair Avenue West, Dundas Street West and Davenport Road all traverse the area. West Toronto Junction is the intersection of these networks and their existence shaped the neighbourhoods that formed around them and which are still evident today.

1.0 INTRODUCTION

The West Toronto Junction Historic Context Statement (WTJ Context Statement) was initiated by the City of Toronto's City Planning Department in October 2019 in order to pilot a contextual approach to heritage evaluation. Unlike traditional narrative histories, historic context statements explain the contemporary form and character of an area through the identification of significant periods of historical evolution and analysis of key themes.

The WTJ Context Statement will allow City Planning to consider the significance of a property or area in relation to the historical evolution, periods of significance and key themes. It may also be used by City Planning in the subsequent identification and evaluation of individual properties and districts requiring further study or inclusion on the Heritage Register.

For the purposes of this project, the historical periods under review were the 19th and 20th centuries. The WTJ Context Statement acknowledges the area's Indigenous history, and is written with the understanding that a thorough study of the area's Indigenous history will be undertaken separately by the City. Its findings and narratives may be incorporated into the WTJ Context Statement at a later date.

The study area for the WTJ Context Statement is the boundary of the former City of West Toronto Junction at the time of its annexation

to the City of Toronto in 1909 (**Map 1**). The irregularly-shaped boundaries can generally be described as: Bloor Street (south); Jane Street and Runnymede Road (west); Northland and Rowntree avenues (north); and the Canadian National Railway (CNR), Canada Pacific Railway (CPR) lines and Dorval Road (east).

PROJECT METHODOLOGY

The WTJ Context Statement was prepared by Common Bond Collective. The project team consisted of Ellen Kowalchuk (MA, CAHP) and David Deo (BA, Dipl. Heritage Conservation). The team conducted field surveys and photography, primary and secondary research as well as consultations with the West Toronto Junction Focus Group. The team produced maps and graphics and was responsible for the writing and production of the draft and final historic context statements.

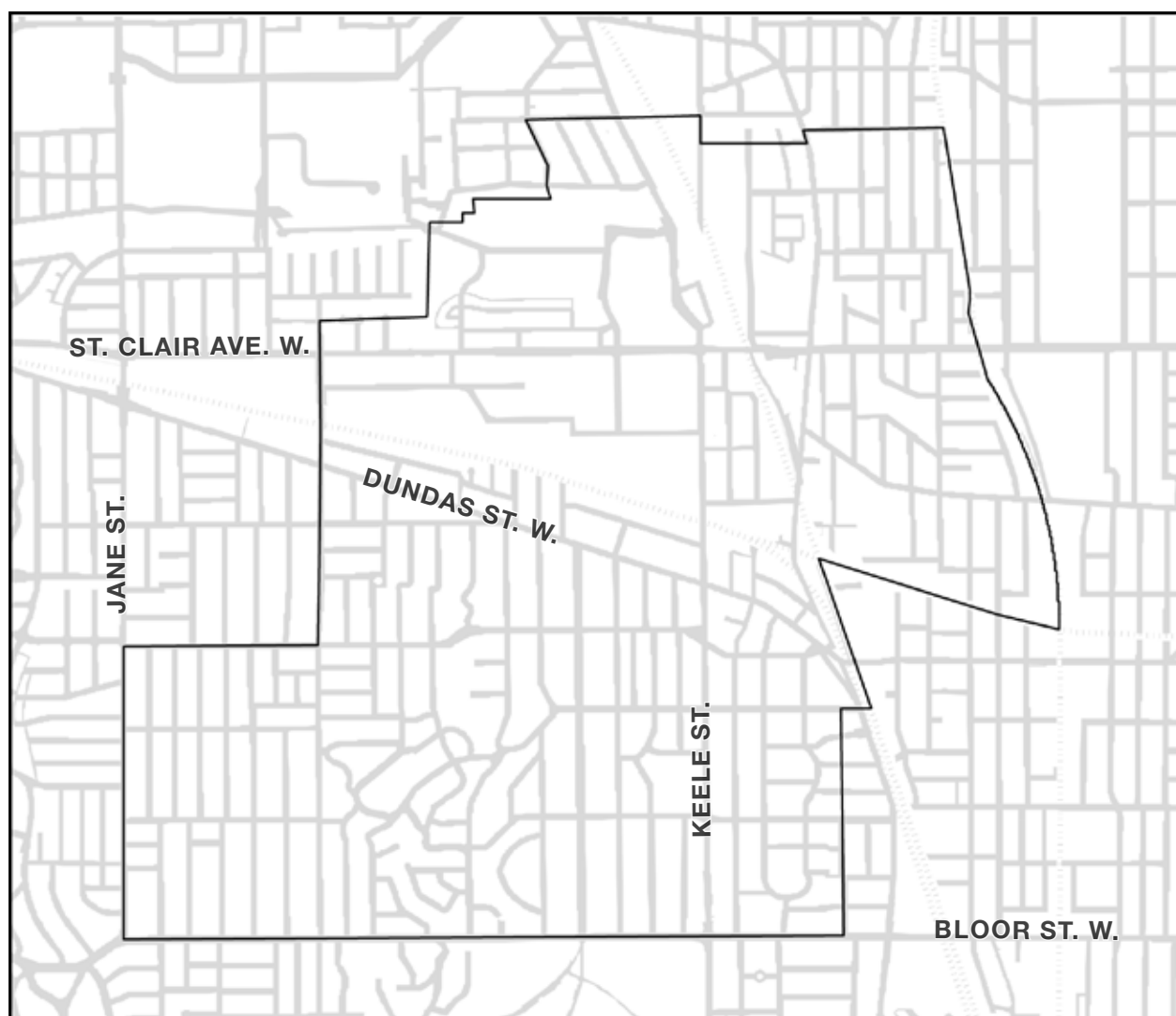
The WTJ Context Statement project commenced in the fall of 2019 with a review of primary and secondary sources which culminated in the creation of an annotated bibliography (Appendix A). Research was conducted both online and in-person at the: City of Toronto Archives; Toronto Public Library (Toronto Reference Library and Annette Street Branch); West Toronto Junction Historical Society Archives; Archives of Ontario; and Ontario Land Registry (OnLand). Identified sources included: abstract books;

aerial photographs; city directories; fire insurance plans; maps; registered plans; photographs; newspapers; published and unpublished secondary sources; and websites.

The next phase of work involved a high-level reconnaissance survey of the entire study area. Due to the size of the study area, several surveys were conducted by the consultant team during October and November 2019 with supplementary photography in March 2020.

The reconnaissance survey documented property and building types, major infrastructure works and general land use patterns. The survey photographs were used to develop the built form types and sub-types and to map their locations (Section 4.0).

Primary and secondary research was undertaken into the area's natural topography, early settlements, land subdivisions, infrastructure, block and street layouts and building types. This research informed



Map 1: Map of the study area outlined in black (CBCollective 2020).

the development of key themes that have influenced the current built form of the area (Section 2.0). The research led to the creation of a historic overview of the area which is organized by significant time period. For each time period, the historic overview provides a brief narrative outlining significant events and activities, identifies associated themes and describes how the themes have influenced the current built form (Section 3.0).

The findings of the reconnaissance survey, research and analysis stages were presented to the West Toronto Junction Focus Group at meetings in December 2019 and February 2020. City Planning staff from Heritage Preservation Services hosted the meetings and provided project overviews. The Focus Group was established specifically for the

purposes of the WTJ Context Statement and included representatives from the West Toronto Junction Historical Society, West Bend Community Association, Toronto & East York Community Preservation Panel, local residents and the Ward 4 councillor's office.

Throughout this document the terms 'study area' and 'West Toronto Junction' are used to refer to the area under study. The term 'West Toronto Junction' emerged in the early 1880s as an informal reference to the major railway crossing developing northeast of Dundas and Keele streets. Soon after the name became the legal title of the community, with modifications as the settlement grew. When applicable, the WTJ Context Statement uses the proper name of the historic municipality. These names are based on the following:

Date	Event
c1884	Village of West Toronto Junction established
June 1887	Village of West Toronto Junction legally incorporated
March 1889	Town of West Toronto Junction proclaimed
June 1891	Name shortened to Town of Toronto Junction
April 1908	City of West Toronto legally incorporated
May 1909	Annexation to City of Toronto

Throughout the WTJ Context Statement, all buildings referred to in the text are existing unless specifically noted.

PROPERTIES ON THE CITY HERITAGE REGISTER

Within the study area, there are several properties included on the City's Heritage Register. There are currently 15 designated properties (OHA, Part IV, Section 29) and 37 listed properties (OHA, Part IV Section 27). A full list and map of these properties is included in Appendix B. In addition, Bloor Street West (both sides) between Keele and Jane streets is currently under study as a potential heritage conservation district. In January 2018, Toronto City Council approved the first phase of a heritage conservation district study for the Junction area. The boundaries are generally both sides of Dundas Street West between Humberside and Gilmour avenues.

2.0 WEST TORONTO JUNCTION THEMES

2.1 INTRODUCTION TO THEMES

Key themes related to the evolution and development of West Toronto were developed by the consultant team through research, analysis and consultation with City Planning staff. The following themes and sub-themes pertaining to the study area were used to organize information in Section 3.0 West Toronto Junction Historic Overview. The themes provided a broad organizing structure with the sub-themes providing a greater level of specificity.¹

Theme	Theme Description	Sub-themes
Natural Environment	This theme relates to the ways in which the natural environment has shaped the study area.	» Topography
Urban Environment	This theme relates to the ways the urban environment has been shaped in the study area. This includes informal and formal process as well as those conducted by local and regional levels of government.	» Early Settlement » Land Division and Subdivision » Municipal Growth and Evolution » Formal Land Use Planning
Transportation & Infrastructure Networks	This theme relates to transportation and infrastructure networks developed by private and public entities and how they have shaped the study area.	» Trails & Roads » Railways » Commuter Transit » Power Generation & Distribution

¹ The themes and sub-themes do not constitute a complete thematic framework for West Toronto Junction. It is anticipated and recommended that the themes be refined through future heritage studies. Additional themes may need to be identified, and themes such as Community & Culture need to be further developed, particularly to address how various cultural communities have influenced the built environment of the study area.

Theme	Theme Description	Sub-themes
Industry & Manufacturing	This theme relates to the major economic activities within the study area.	<ul style="list-style-type: none"> » Food Industries » Consumer & Industrial Manufacturing » Railway Industries
Governance & Civic Administration	This theme relates to the entities responsible for governance and civic administration within the study area.	<ul style="list-style-type: none"> » West Toronto Junction (Village of 1884-1888; Town of 1889-1897; City of West Toronto 1908-1909) » City of Toronto (1909-present)
Civic Institutions	This theme relates to the institutions created by governments in the study area for the benefit of the community.	<ul style="list-style-type: none"> » Education: <ul style="list-style-type: none"> » Libraries » Schools » Recreation » Public Safety » Public Works
Community & Culture	This theme relates to the development of community and cultural life and how the study area has been shaped by a diversity of groups, clubs and organizations.	<ul style="list-style-type: none"> » Places of Worship » Lodges & Halls

3.0 WEST TORONTO JUNCTION HISTORIC OVERVIEW

This chapter is organized into seven sections based on significant time periods in the historical evolution of West Toronto Junction:

- » The Natural Environment & Early Trails and Roads - to 1815
- » Settlement of York & Township - 1816-1883
- » Establishment & Early Growth of West Toronto Junction - 1884-1897
- » Renewed Growth - 1898-1908

- » Annexation & Maturation - 1909-1944
- » Post-War Industrial Rise & Decline - 1945-1990

- » Post-Industrial Renewal - 1990-present

Each section provides: 1) a brief narrative outlining significant events and activities associated with the time period; 2) associated themes and sub-themes; and 3) examples of how the themes and sub-themes are evident in the current built form.

3.1 THE NATURAL ENVIRONMENT & EARLY TRAILS AND ROADS - TO 1815

3.1.1 HISTORIC OVERVIEW

Geological conditions have played an important role in shaping the history and evolution of the area. While much of the area is flat, the historic Glacial Lake Iroquois shoreline and a number of river and creek systems have significantly influenced human activity in the area (**Map 2**).

Lake Iroquois was formed about 13,000 years ago by runoff from the melting Laurentide Ice Sheet. Much larger than the present Lake Ontario, its shoreline in Toronto was roughly five kilometres north of the current

waterfront (**Figure 1**). The shoreline created a substantial ridge running east-west roughly aligning with Davenport Road, before turning northwest west of Lansdowne Avenue (**Figure 2**).² Geology south of the shoreline is characterized by gravel, sand and clay deposits from the ancient lake (**Figure 3**). The former shoreline passes along the northeast edge of the area, forming something of a natural boundary.

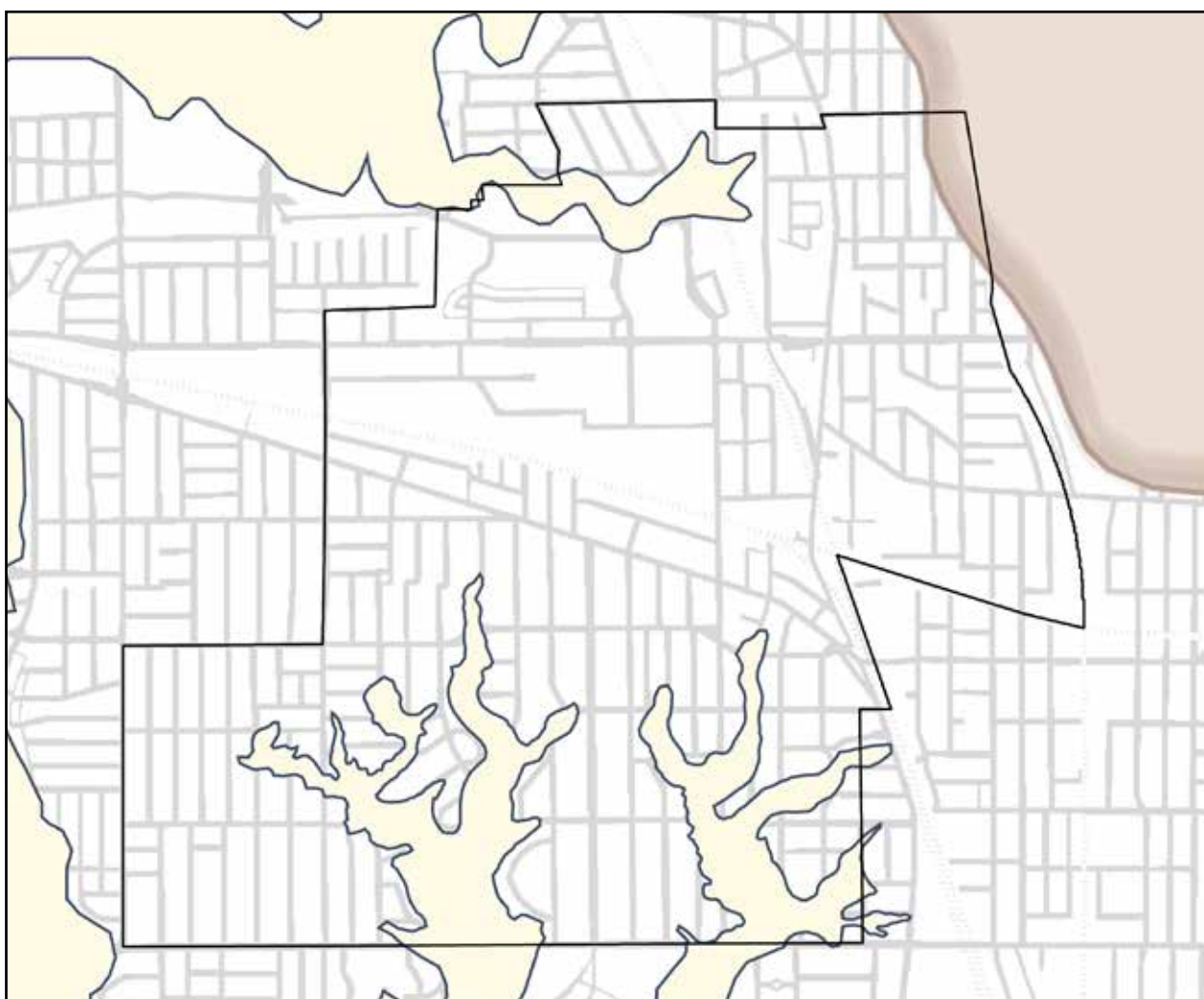
A number of creek valleys have also shaped the area. Lavender Creek is a tributary to the post-glacial Black Creek in the north of

² Nancy Byers and Barbara Myrvold, *St. Clair West in Pictures: A history of the communities of Carlton, Davenport, Earls Court and Oakwood. Third Edition* (Toronto: Toronto Public Library Board, 2008), p. 6.

the area (**Figure 4**).³ In the south were two creeks with more drastic topography. East of Runnymede Road Wendigo Creek fed into Grenadier Pond, and at Keele Street Spring Creek fed into a spring in high park (**Figure 5**). The topography of both creek system's valleys remains evident today despite significant alterations in the early 20th century.

These ridges and valleys played an important role in shaping the area's earliest roads,

which defy the conventional survey grid. Davenport Road corresponds to part of an ancient Indigenous trail, which developed along the base of the Lake Iroquois shoreline ridge.⁴ Locally the trail served as a land route connecting the Don River with the Humber River and its associated portage route.⁵ The ancient trail entered the east edge of the study area passing south of the former shoreline, then continued west toward the Humber River as the ridge temporarily jogs north.



Map 2: Map showing major creek valleys to the south, west and north (yellow) and the bluff related to the ancient shoreline in the northeast (brown). The features constitute topographical obstacles, leaving only a small area of flat ground to pass through at the eastern part of the study area (CBCollective 2020).

³ Ibid, p. 7.

⁴ Ibid, p. 10.

⁵ Community History Project, "Designating Davenport - Preserving Ontario's Oldest Road," 2006.



Figure 1: Detail of 1904 plan showing the extents of the ancient Lake Iroquois shoreline in dark blue. The present shoreline is the southern line and Toronto is located at centre-left in the south of York County. Toronto Junction is labelled on the plan (University of Toronto Map Library: 3501 C5 1891 13c).

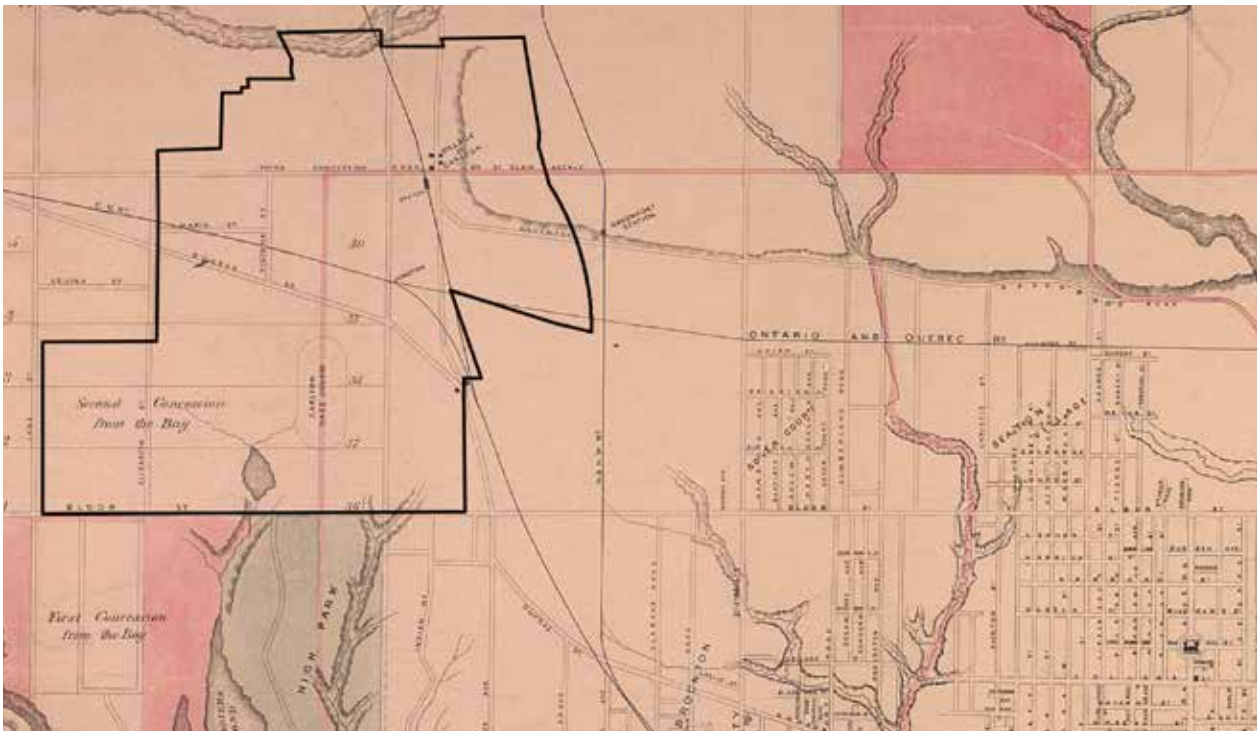


Figure 2: Detail of 1882 plan of Toronto with study area outlined in black. Davenport Road is seen at the foot of the Lake Iroquois bluff. The map shows how many roads and railways were forced to pass between the bluff and creek valleys to the south (Toronto Public Library: T1882/4Mlrg).

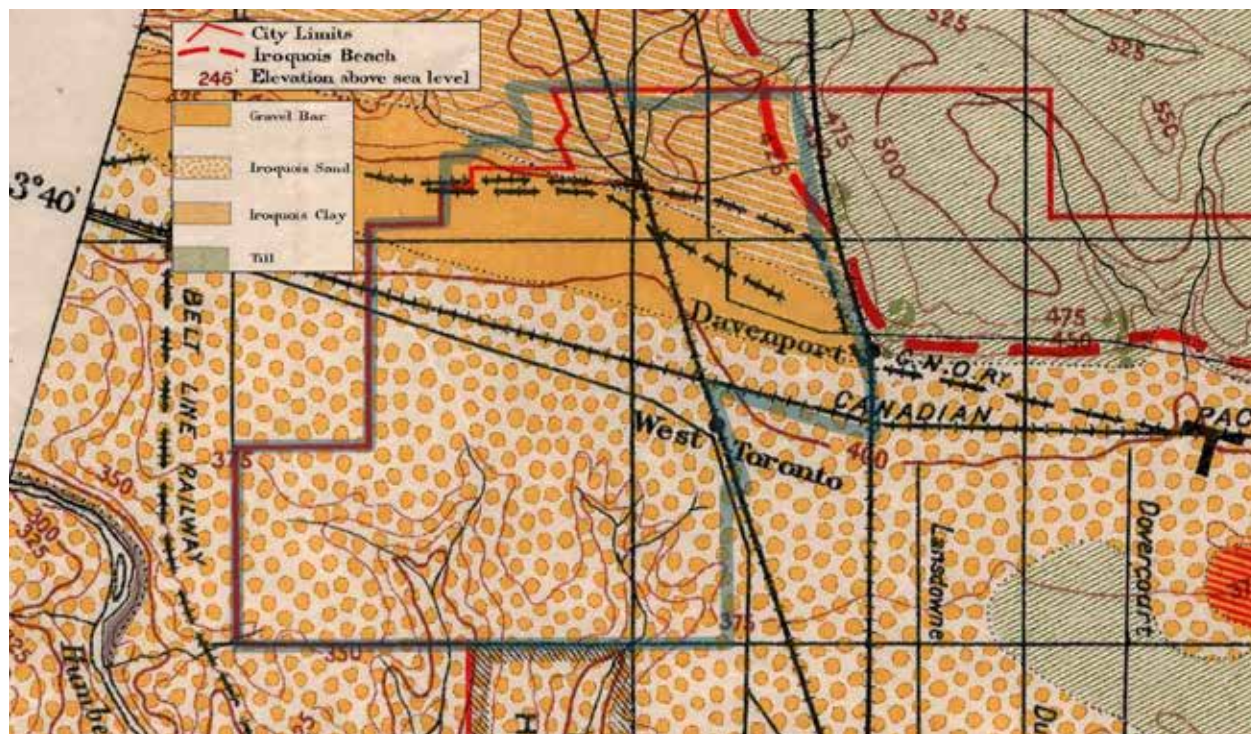


Figure 3: Detail of 1913 plan showing the impacts of glaciation on Toronto with study area outlined in blue. Note the concentrations of gravel, sand and clay beneath the former Lake Iroquois (*University of Toronto Map Library: 3501 C5 1891 22g*).

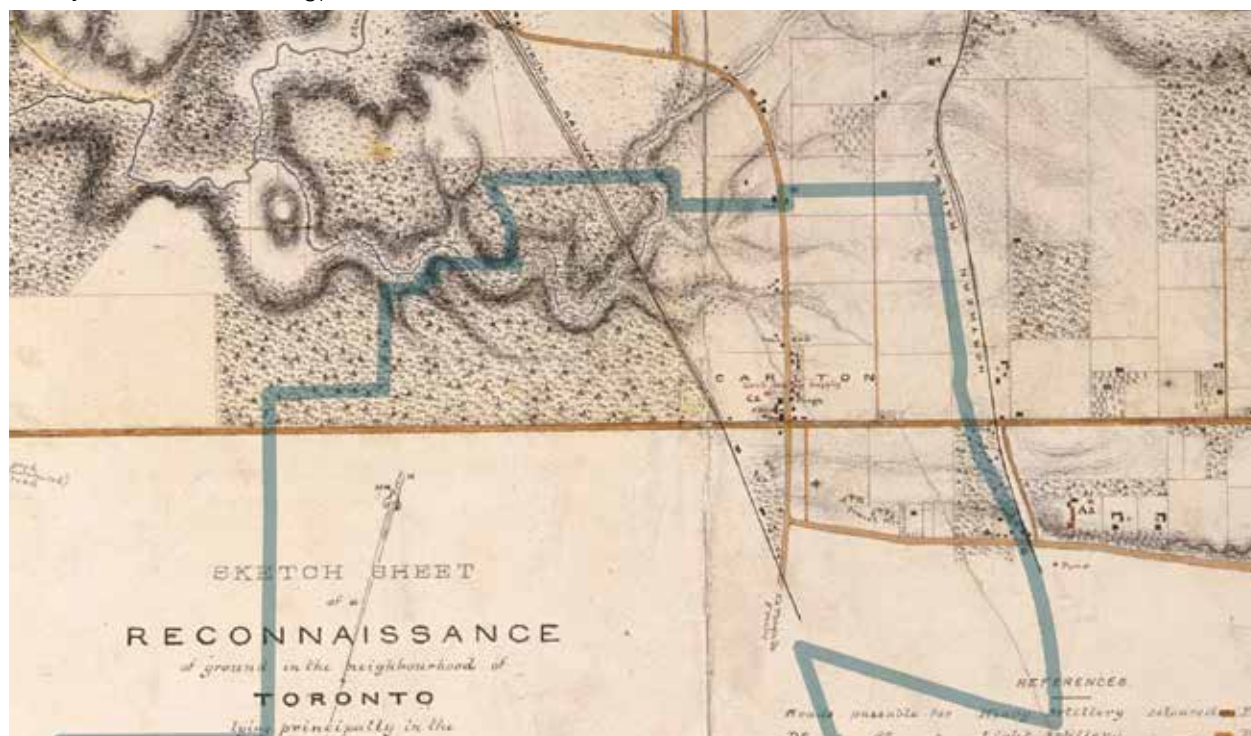


Figure 4: Detail of 1868 military reconnaissance plan with study area outlined in blue. The topography of the Black Creek is visible in the top left, with the Lavender Creek tributary passing through the north of the study area (*Library and Archives Canada: NMC22845*).

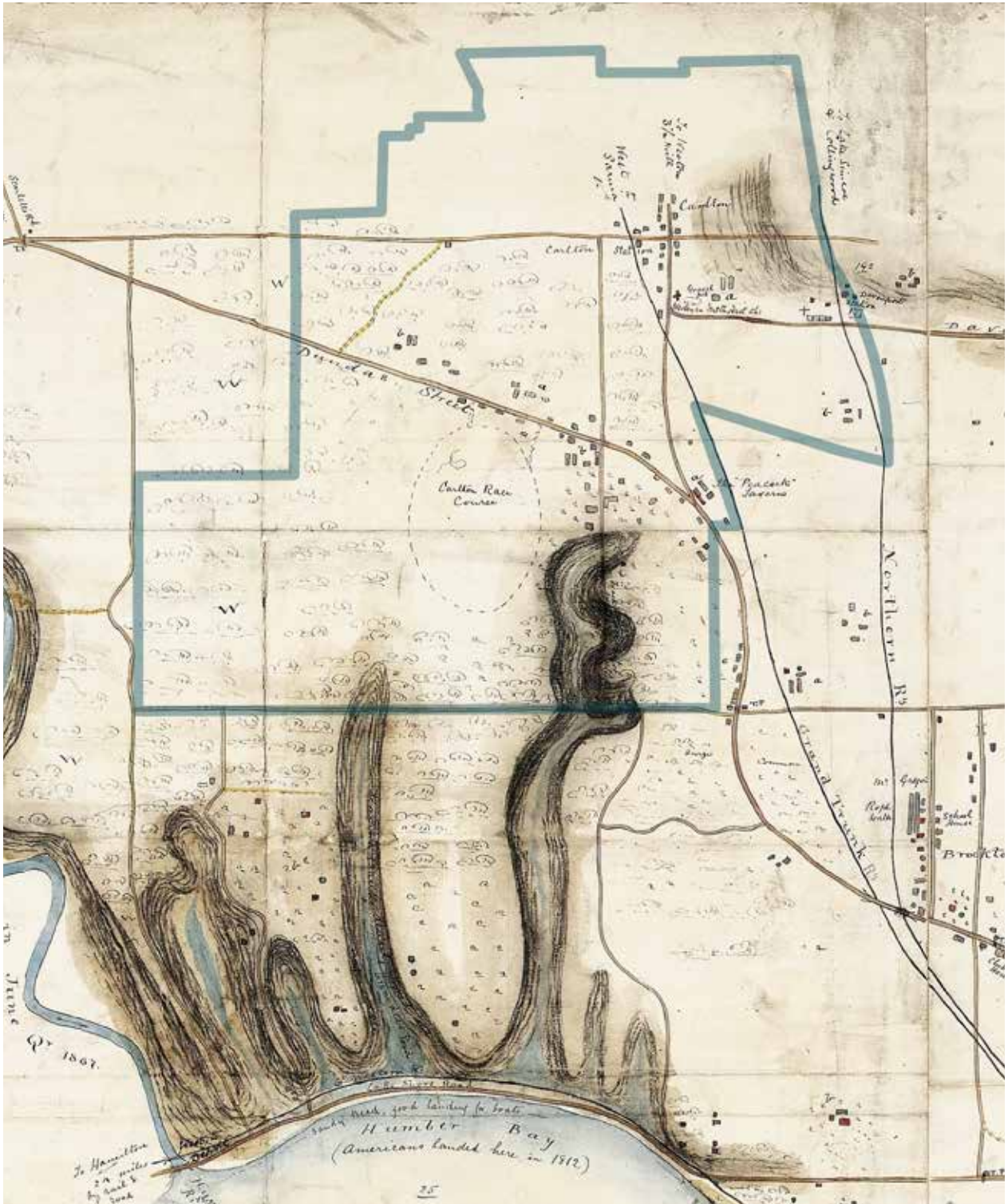


Figure 5: Detail of 1868 military reconnaissance plan with study area outlined in blue. The map shows the creek valleys extending south to Lake Ontario. Note also the built-up nature of the early trails and routes (Dundas, Davenport and Old Weston roads) compared to the sparsely-used concession roads (*Library and Archives Canada: NMC20712*).

Old Weston Road may have evolved from an Indigenous trail,⁶ but the section in the study area more likely dates from the early 19th century as a more direct route to milling operations at Weston.⁷ From its junction with Dundas Street, Old Weston Road ran north crossing Davenport Road and St. Clair Avenue, eventually arching west around Lavender Creek and continuing further north.

Dundas Street enters the study area in the southeast, traveling north then arcing west around the creek valleys, and continuing straight toward its crossing point on the Humber River. This road was formalized in 1810, as part of a re-routing of John Graves Simcoe's important military road. Begun in 1794, the Governor's Road (eventually renamed for Secretary of State Henry Dundas) was to run west from York to London⁸ - one of several key roads designed to facilitate defence and settlement between strategic points in Upper Canada.⁹ Originally Dundas Street began at the Humber River near Old Mill Road (over 1 kilometre south of its current crossing), proceeding west on a route marked by swamps and 'mountains'.¹⁰ Eventually this section was re-routed to bypass the obstacles and better connect York with strategic milling interests on the Humber. In 1810 a new road was built running from Lot Street (today's Queen and Ossington intersection) through the study area to William Cooper's grist mill on the Humber River (eventually the Village of Lambton Mills).¹¹ In this vicinity it may have converged with the longer trail associated with Davenport Road.

Thus by the early 19th century the study area had a preliminary road network based on a number of regional roads. The proximity and junctions of these routes resulted from the natural choke-point funneling all traffic through the relatively flat lands between the Lake Iroquois bluff to the north and the creek valleys below (**Map 3**).

6 Confusion in several sources asserting this may result from the belief that a section of Weston Road between Sheppard and Wilson streets corresponds to the historic Toronto Carrying-Place Trail's route.

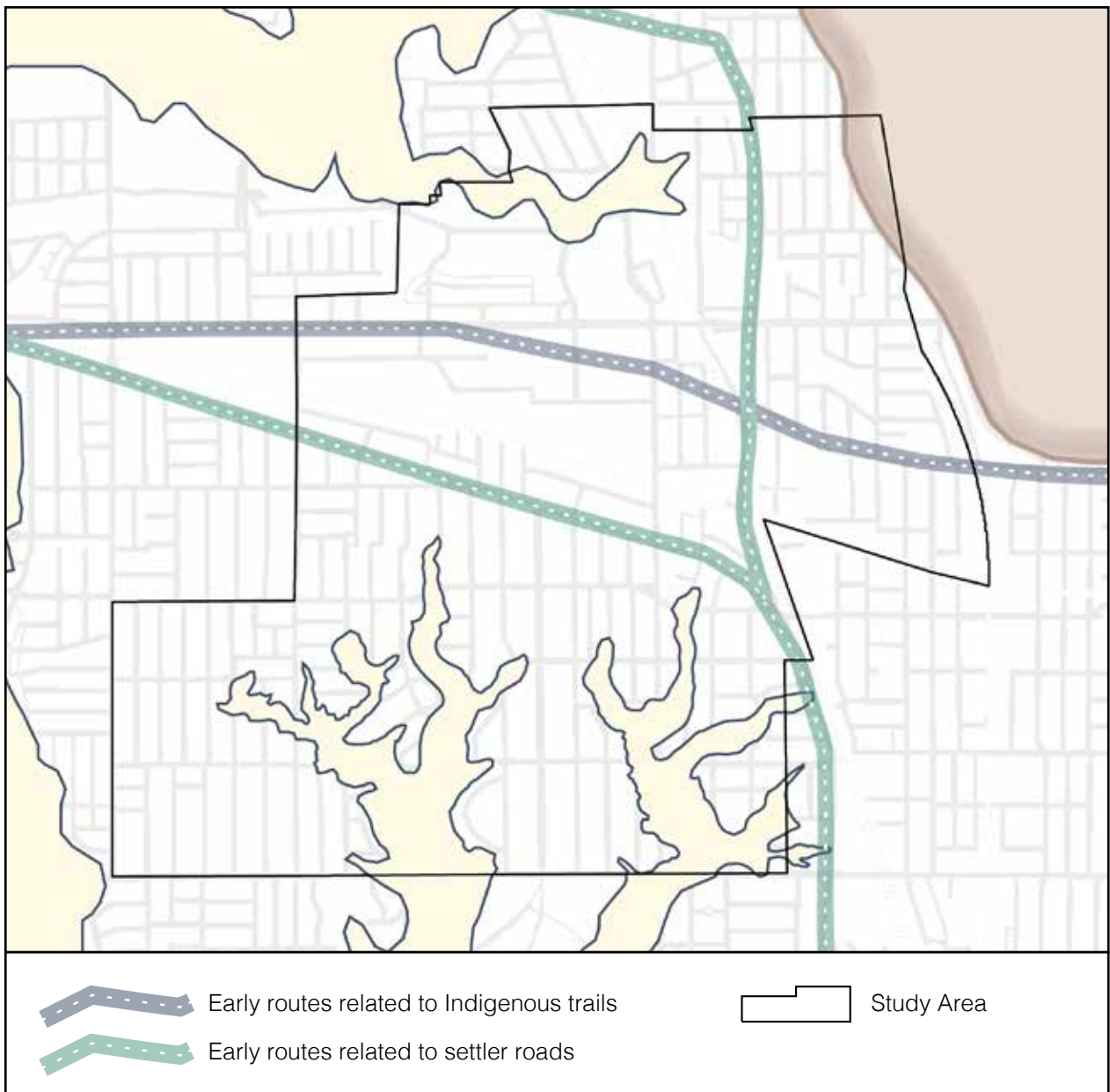
7 J.C. Boylen, *York Township: An Historical Summary 1850-1954* (Toronto: The Municipal Corporation of the Township of York and the Board of Education of the Township of York, 1954), p. 21.

8 Laura Neilson Bonikowsky, "Yonge Street - Governor Simcoe's Military Road," *The Canadian Encyclopedia*. Accessed at <https://www.thecanadianencyclopedia.ca/en/article/yonge-street-governor-simcoes-military-road-feature>

9 The others were Yonge Street, running north from York to Lake Simcoe and Danforth Road, running east from York to Kingston.

10 Esther Heyes, *Etobicoke - From Furrow to Borough* (The Borough of Etobicoke, 1974), p. 12.

11 "East-West Main Roads," Etobicoke Historical Society. Accessed at <http://www.etobicokehistorical.com/east-west-roads.html>



Map 3: Map illustrating the earliest major routes passing through the study area, and their convergence at the east end of the study area clear of topographical constraints (CBCollective, 2020).

3.1.2 THEMES WITH THE NATURAL ENVIRONMENT & EARLY TRAILS AND ROADS

The following are the themes and sub-themes associated with the Natural Environment & Early Trails and Roads period:

Theme: Sub-theme	Description of Significant Activities & Events
Natural Environment: Topography	Glacial Lake Iroquois shoreline and creek valley systems to the south create a natural choke point near the middle of the study area's east side.
Transportation & Infrastructure Networks: Trails & Roads	Indigenous trail develops along the ancient shoreline, eventually being adopted by settlers and becoming Davenport Road. Old Weston Road is cleared between Weston and Davenport / Dundas Streets, bending around Lavender Creek. Dundas Street is re-routed from the Town of York to the Humber River, bending northwest to avoid the creek valleys and connecting York to the western settlements of Dundas and Newark (Niagara on the Lake).

3.1.3 EXISTING BUILT FORM

The following examples of the built form illustrate the themes and sub-themes associated with the Natural Environment & Early Trails and Road period:

Existing Built Form and Related Themes: Up to 1815	
<p>Theme: Natural Environment</p> <p>Sub-theme: Topography</p> <p>Description of Existing Built Form & Examples: The glacial shoreline and creek valleys are defining topographical features of the area and dictate major routes of travel through it.</p>	
 <p>Creek valley topography evident on Glendonwynne Road (CBCollective, 2020).</p>	 <p>Creek valley topography looking east of Clendenan Avenue (CBCollective, 2020).</p>
<p>Theme: Transportation & Infrastructure</p> <p>Sub-theme: Trails & Roads</p> <p>Description of Existing Built Form & Examples: The locations and paths of the area's oldest major roads, including Davenport Road, Old Weston Road, and Dundas Street.</p>	
 <p>Map with blue lines identifying current major roads (Davenport, Old Weston and Dundas) associated with early trails and roads (CBCollective, 2020).</p>	 <p>Dundas Street West looking west from Annette and Dupont streets (CBCollective, 2020).</p>

3.2 SETTLEMENT OF YORK & TOWNSHIP - 1816-1883

3.2.1 HISTORIC OVERVIEW

In the early 19th century the area was a sparsely populated and largely forested area, located northeast of the Town of York between it and the Humber River (**Figure 6**). The area was well-travelled, owing to the number of established trails and roads connected to broader transportation networks. Local topography created a natural choke point in the area, causing the disparate routes to converge and creating important intersections at these points.

The area's situation between the York to the East and the Humber River to the West, with agricultural lands beyond to the north and west ensured a steady flow of traffic as the economy of Upper Canada developed. Mills were established on the Humber at Lambton, Weston and Woodbridge, and land was cleared for agricultural uses to the north and west.¹² The growth of these milling and agricultural enterprises relied on continuous trade with York, and resulted in a steady flow of traffic on the major routes that passed through the study area. These established routes were adapted to topographical conditions, and therefore preferred to the nascent lot and concession roads of the county survey (**Map 4**).

The early development of the area responded to this influx of trade and travel on the early trails of Old Weston Road, Davenport Road and Dundas Street. Travellers required infrastructure for wagons and horses, along with inns and taverns for hospitality. Businesses were established as early as the 1820s to cater to passing travellers, with cross-roads the locations of choice. Private companies improved Dundas Street (crushed



Map 4: Map showing the concession and lot lines (green) overlaid on current street grid. The county survey had less influence on the morphology of the area, than the routes related to regional trails (darkened) (CBCollective, 2020).

stone) and Old Weston Road (planked) in the 1840s, and Davenport Road (planked) in the 1850s, erecting toll booths to charge for use of the roadways.¹³ Away from the major roads, local economic activities included farming, market gardening and extraction of the area's rich clay, gravel and sand deposits.¹⁴ Kilns for brick and lime are observed as early 1846.

Historical maps from 1840-1850 show a clear pattern of development along the early routes, with a notable number of inns and taverns (**Figure 7 & Figure 8**). Large collections of structures are seen around the junction of Dundas Street and Old Weston Road, as well as Old Weston Road and St. Clair Avenue. The latter represents the beginnings of Carlton Village, which boasted a hotel, school, carriage factory, several stores, and houses for workmen by this time. A smaller collection of buildings is noted in the vicinity

¹² City of Toronto Archives, Fonds 91, Series 420, File 123. R. Milburn McLean, "Carlton Village and Davenport Village with their Schools," p. 3.

¹³ Byers, p. 11, 14.

¹⁴ McLean, p. 4.

of Davenport Village, which also had a school.

Being relatively close to Toronto (incorporated as a city in 1834), the area supported a number of prominent houses or estates in the 19th century. Prominent among these were John Scarlett's home 'Runnymede', and Colonel Edward William Thomson's estate with his house 'Aikenshaw'. Both were located on the north side of Dundas Street, between Keele and Runnymede. Scarlett was a prominent landholder in the area with milling interests on the Humber, building

his house Runnymede c.1837 to the east of Runnymede Road (**Figure 9**). A brick regency style dwelling near the southeast corner of Dundas and Keele streets was built later, and possibly associated with the Scarlett family (**Figure 10**).¹⁵ Thomson's estate was centred about Dundas Street and Pacific Avenue, boasting vineyards and an 1846 house purported to be the first brick dwelling on Dundas Street between the Humber River and Toronto (**Figure 11**).¹⁶ Today Vine Street commemorates Aikenshaw and its unique plantings.

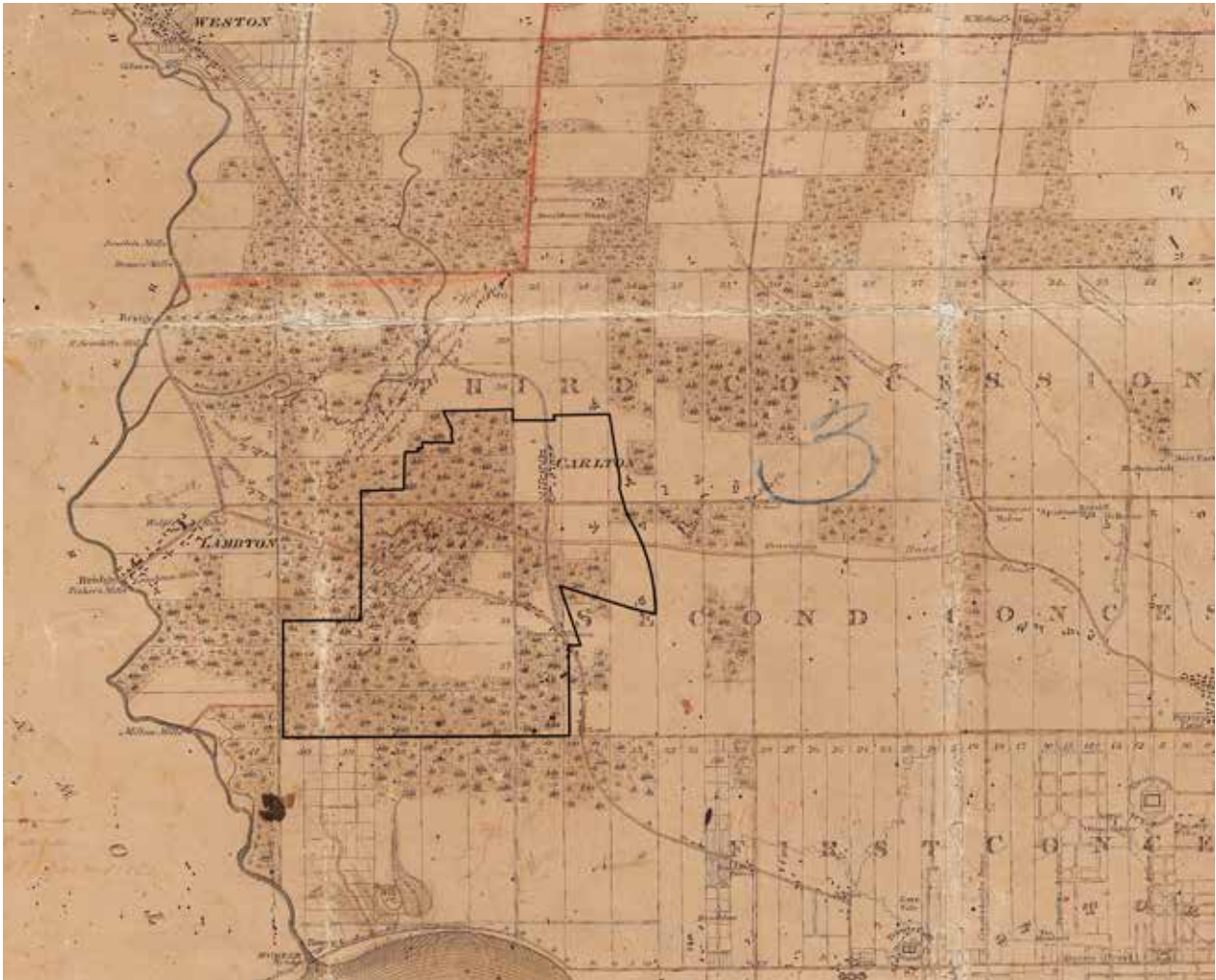


Figure 6: Detail of 1851 map showing study area outlined in black, set between the Town of York and Humber River. The area is still largely wooded, save clearings off the major routes and around Davenport and Carlton villages (City of Toronto Archives: Series 443, File 40).

15 Derek Hayes, *Historical Atlas of Toronto* (Vancouver: Douglas & McIntyre Ltd., 2008), p. 93.

16 'The Junction HCD Nomination Addendum'. Provided by City of Toronto Heritage Planning staff.

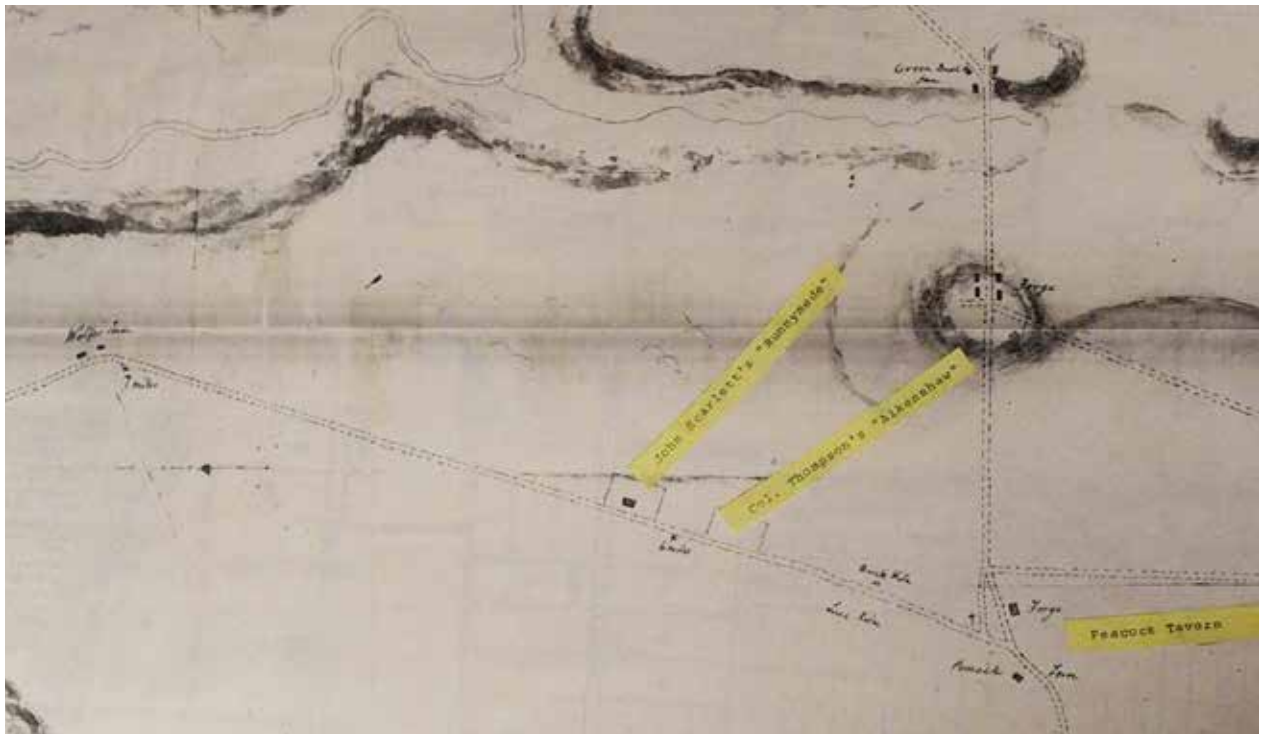


Figure 7: 1846 map showing with Dundas Street and Old Weston Road at bottom right. A number of Inns are noted even at this early period, as are the Runnymede and Aikenshaw houses, with brick and lime kilns and a forge to the east (West Toronto Junction Historical Society based on Library and Archives Canada, H3/440/Toronto/1846.)



Figure 8: A sketch of the Peacock Tavern from J. Ross Robertson's *Landmarks of Toronto*. The tavern is identified on Figure 7 above, at the junction between Old Weston and Dundas roads (*Landmarks of Toronto*, Vol. 2).

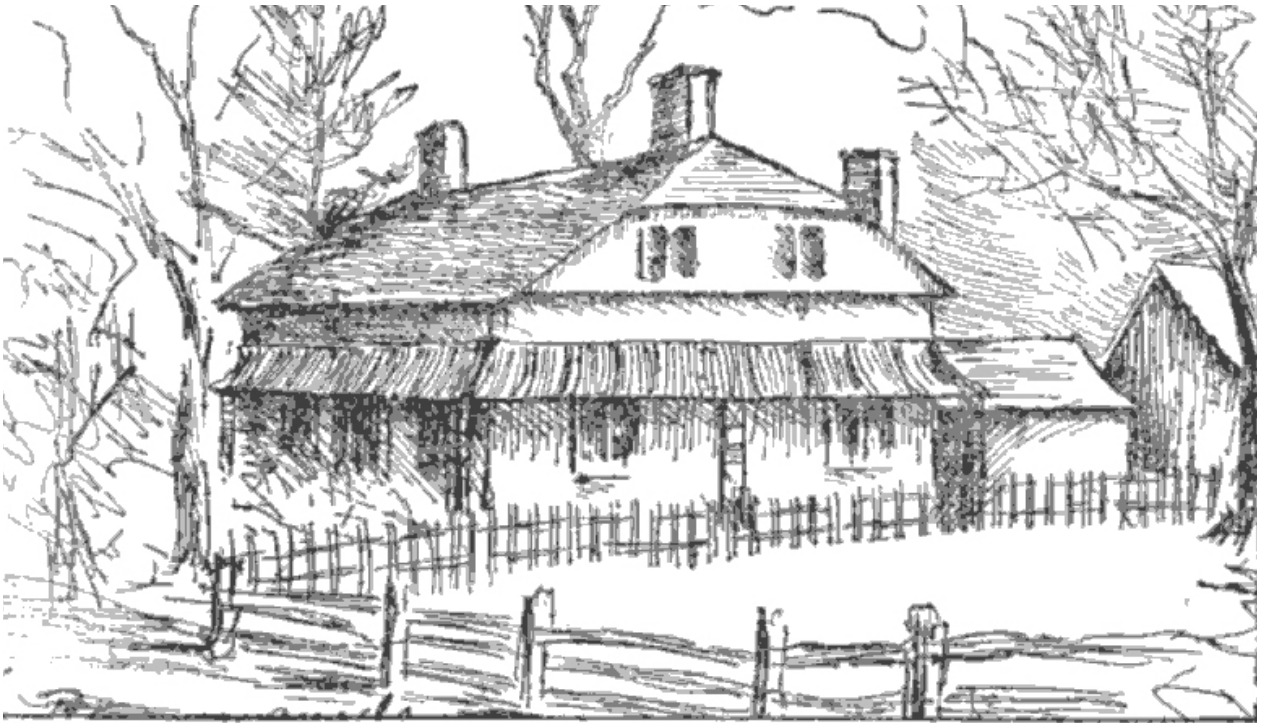


Figure 9: A sketch of the John Scarlett's house Runnymede (demolished) from J. Ross Robertson's *Landmarks of Toronto* (*Landmarks of Toronto Vol. 2*).



Figure 10: 1952 photograph of a brick regency dwelling near the southeast corner of Keele and Dundas streets, possibly associated with the Scarlett family (*Toronto Public Library: r-3522*).



Figure 11: A watercolour of Thompson's Aikenshaw house, showing a brick dwelling with regency veranda (Toronto Public Library: 3953).

William Conway Keele owned several hundred acres south of Dundas Street and west of Keele Street, farming a portion of it in the 1850s before building a racecourse on the site in 1857.¹⁷ In 1874 David Kennedy purchased and retired to a 108 acre estate fronting Bloor Street between Runnymede Road and Clendenan Avenue. He built impressive dwellings set within the dramatic topography, and created several artificial ponds from the local ravines stocked with tens of thousands of brook trout (**Figure 12, Figure 13 & Figure 14**).¹⁸ Plans in the 1870s refer to a 'Willoughby Estate' associated with Capt. James B. Willoughby, directly east of Keele Street, and between Bloor and Annette Streets. The title appears strictly promotional, as no evidence of any formal estate has been found.

The Railway Age and Emergence of Carlton and Davenport Villages

The 1850s marked the beginning of the railway era in the area, which had the good fortune of two lines crossing through, each establishing a local station. The Ontario, Simcoe and Huron Railway (OH&S) opened its line between Toronto and Aurora in 1853, with Davenport Road as the first stop outside Toronto. Davenport Station was constructed in 1857, near the northeast corner of Davenport Road and Caledonia Park Road. In 1856 the Grand Trunk Railway (GTR) line between Toronto and Guelph opened in the area, slightly west of the OH&S track (**Figure 15**).¹⁹ Carlton Station was built on the east side of the line, on the south side of St. Clair Avenue.

¹⁷ Hayes, p. 97.

¹⁸ Charles Pelham Mulvany, *History of Toronto and County of York Ontario* (Toronto: C. Blackett Robinson, 1885), pp. 226-8. Accessed at: <https://archive.org/details/historyyork02unknuoft/>

¹⁹ Christopher Andreae, *Lines of Country: An Atlas of Railway and Waterway History in Canada* (Erin: Boston Mills Press, 1996), p. 18.

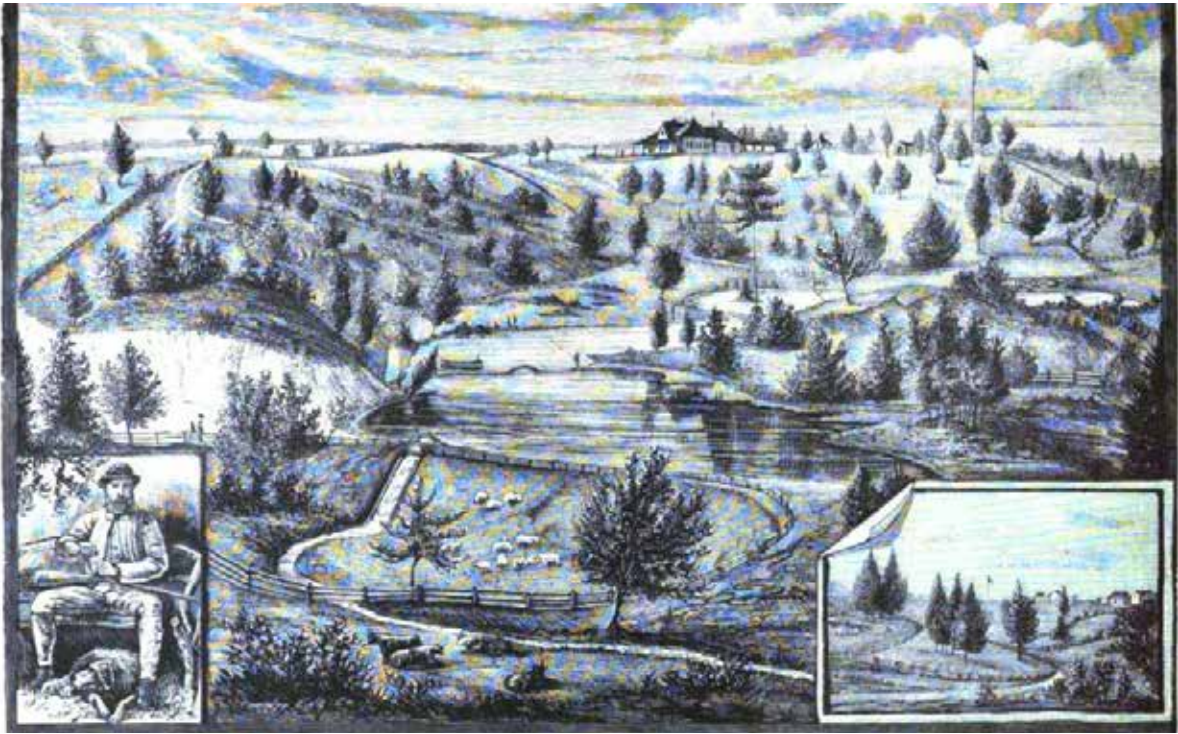


Figure 12: 1885 sketch of David Kennedy's estate, showing trout ponds in foreground. The topography of the creek valley is apparent (*History of Toronto and County of York*, 226).



Figure 13: c.1912 photograph of the Kennedy estate grounds showing the dramatic topography of the property just north of Bloor Street (*City of Toronto Archives: File 1244, Item 2301*).



Figure 14: Frame buildings from the Kennedy estate in a 1919 photograph (*City of Toronto Archives: File 1231, Item 0695*).

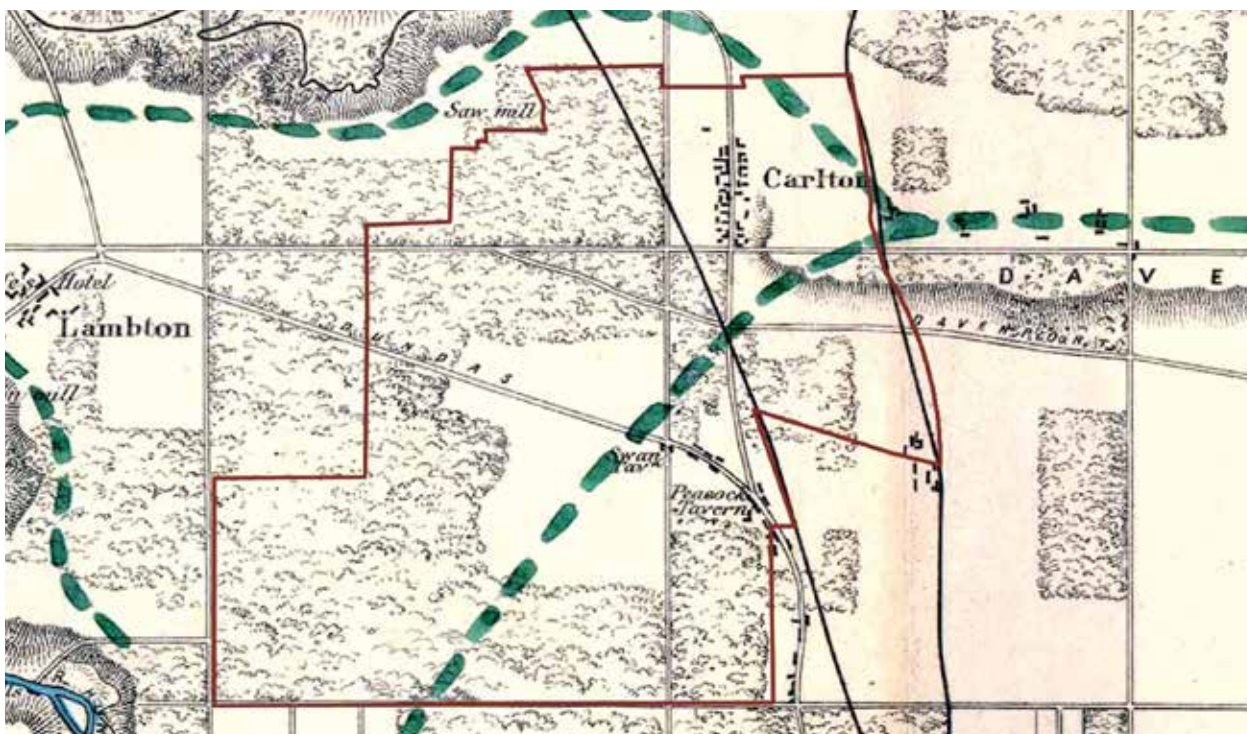


Figure 15: Detail of 1865 military plan showing the first two railway lines (black) passing through the study area (outlined in red). Buildings are concentrated near Davenport, Carlton, and the junction of Dundas and Old Western roads. The green lines are related to possible military works at the time (*Historical Atlas of Toronto map 101, reproducing U.K. National Archives MPH 1/1111/1*).

The railways proved a boon to the Carlton and Davenport communities, precipitating a number of subdivision plans in the area. Samuel Thompson moved to Carlton in 1853 after securing much land locally. His family registered a number of subdivision plans around St. Clair Avenue and Old Weston Road between 1855-1858, establishing typical suburban street and block patterns (**Figure 16**).²⁰ Further west, a large area around John Scarlett's Runnymede house was subdivided in 1856. Dubbed the 'Runnymede Estate' by proprietor Marcus Rossin, advertisements alluded to its prime villa lots along Dundas Street (**Figure 17**).²¹ This scheme was far from the railway stations and failed to produce immediate development, with no building

taking place here until 1878.²² A significant portion of this plan east of Runnymede Road and north of the railway was re-subdivided in 1882.

Post offices were established at Carlton in 1858 and Davenport in 1862.²³ The railways created new markets for the area's gravel, clay and agricultural products. By the 1860s numerous local producers of brick, pipe and other clay products had been established, and a large volume of gravel was being extracted.²⁴ By the mid-1870s St. Clair Avenue was dotted with prosperous farms, gravel pits and brickyards.²⁵ In 1864 Carlton had a population of 150 and Davenport listed 50, the communities boasting houses, shops, hotels,

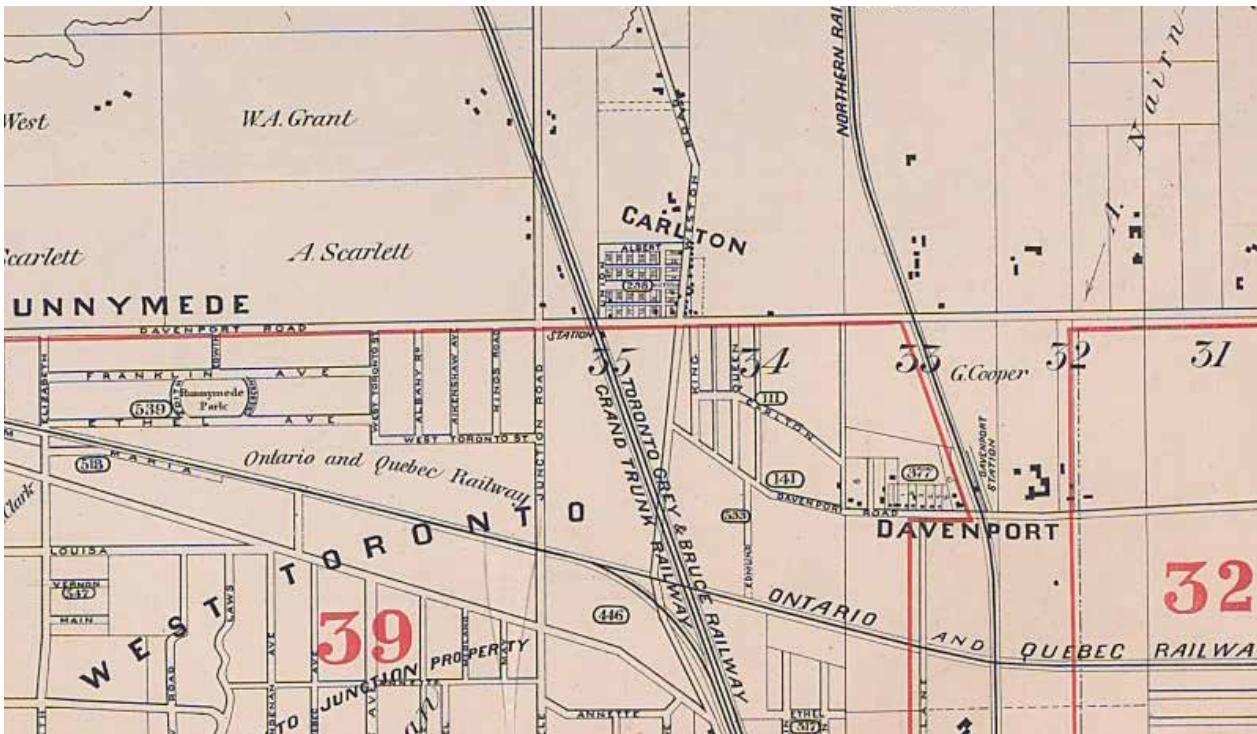


Figure 16: Detail of 1884 fire insurance plan showing the suburban street and block patterns emerging at the Carlton (centre) and Davenport (centre-right) villages (*Toronto Public Library: 912.7135 G57.12 BR fo OSS*).

20 Byers, p. 18.

21 'Park Lots Near Toronto,' *The Globe*, July 22, 1856, p. 3.

22 Hayes, p. 93.

23 Byers, p. 18. Neither post office remains.

24 McLean, pp. 4-5.

25 Byers, p. 21.

churches and a school.²⁶

The 1870s marked the beginning of a second era of railway development, one that would transform the area from a set of station stops to a significant railway centre. In 1871 the Toronto Grey & Bruce Railway (TG&BR) opened from Toronto to Orangeville, running adjacent to the GTR line. In 1879 the Credit Valley Railway (CVR) line from Parkdale to Orangeville opened, branching west of the GTR and TGBR after Old Weston Road and running parallel to Dundas Street.

They also purchased 40 acres of the Runnymede Estate lands, in anticipation of substantial yards north of their line.²⁷ In 1884 The Ontario & Quebec Railway (O&QR) line was completed, running parallel to and south of Davenport Road, and connecting with the CVR line's east end.²⁸ These new lines created a major railway junction in the area, slightly south of Carlton and west of Davenport. The area was now served by at least four railways and connected with Toronto, Montreal, northern Ontario, and the Canadian west (**Map 5**).

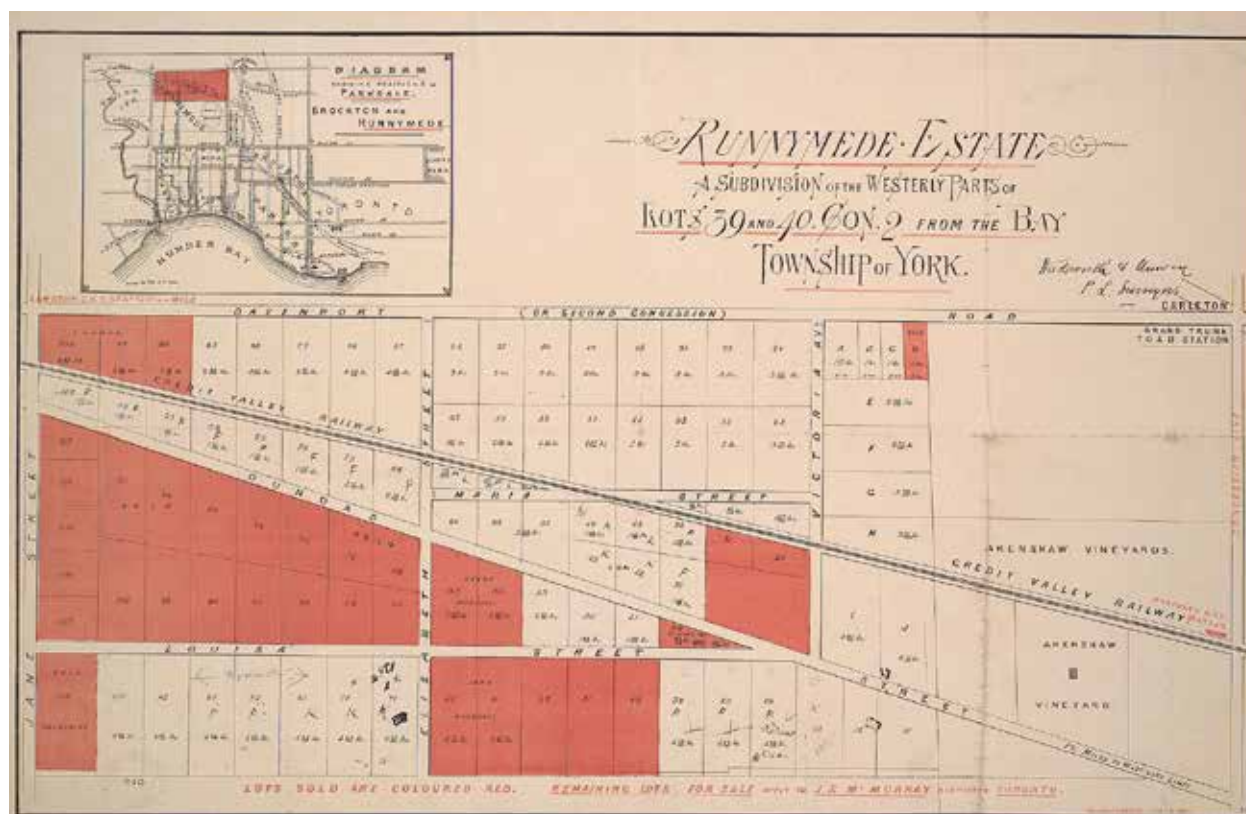
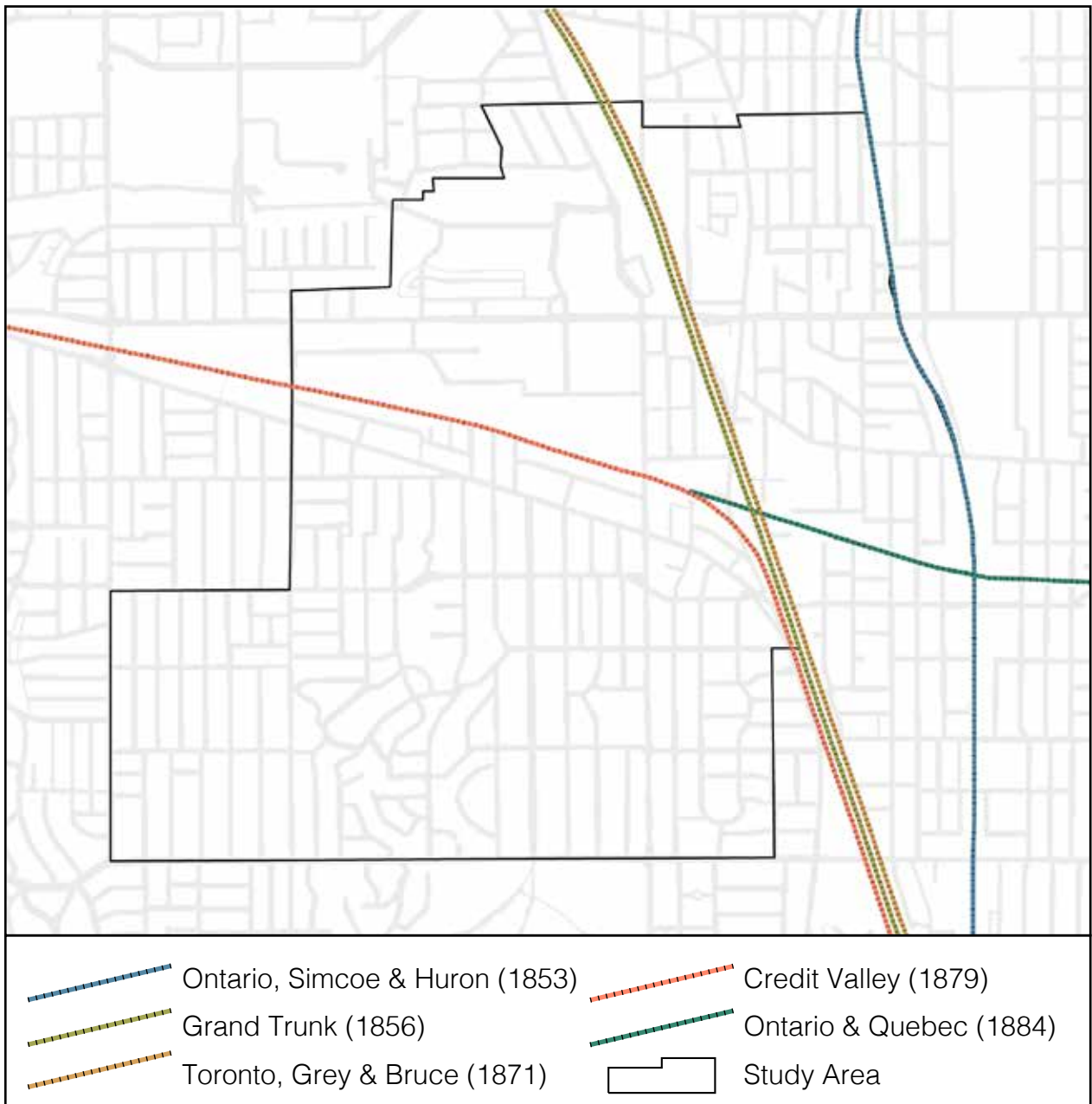


Figure 17: c.1880 promotional plan for the 1856 Runnymede Estate subdivision. St. Clair is still referred to as Davenport, alluding to the earlier east-west trail, and the Aikenshaw Vineyard is seen near the right (*Toronto Public Library: T 1884/5*).

²⁶ Byers, pp. 18-19.

²⁷ *The Globe*, March 10, 1883, p. 11.

²⁸ Andreae, p. 18.



Map 5: Map showing the chronology of major railway lines established in the study area in the 19th-century (CBCollective, 2020).

3.2.2 THEMES ASSOCIATED WITH THE SETTLEMENT OF YORK & TOWNSHIP PERIOD 1816-1883

The following are the major themes and sub-themes associated with the Settlement of York & Township period:

Theme: Sub-theme	Description of Significant Activities & Events
Urban Environment: Early Settlement	Informal settlements at Carlton and Davenport grow into post office villages, buoyed by the integration with the railway network. The settlements contain houses, shops, hotels, churches and a school.
Urban Environment: Land Division and Subdivision	<p>Large and small tracts of land were subdivided into smaller properties in anticipation of urban development. Nearly half the lands south of St. Clair Avenue were affected by subdivision plans registered between 1853 and 1883.</p> <p>Up until 1865 most plans were centred around Carlton Village but also included the Runnymede Estate plan further west. By 1883 subdivision activity had shifted further south, west, and to Davenport Village. Subdivision plans produced lots anticipating either immediate building, or further subdivision.</p>
Transportation & Infrastructure Networks: Trails & Roads	Continued use of early and indigenous trails by settlers on Dundas, Old Weston, and Davenport streets. Private companies emerged around mid-century to maintain and manage the routes, entrenching their importance as regional transportation routes.
Transportation & Infrastructure Networks: Railways	<p>Several railways passed through the area in the 1850s, establishing local stations and stimulating growth in nearby villages. The Ontario, Huron & Simcoe opened in 1853, followed by the Grand Trunk Railway in 1856.</p> <p>A second period of railway development brought three additional lines to the area, thoroughly integrating it into Canada's railway network. The Toronto, Grey & Bruce Railway opened in 1871, followed by the Credit Valley Railway in 1879, and Ontario & Quebec Railway in 1884.</p>

3.2.3 EXISTING BUILT FORM 1816-1883

The following examples of the built form illustrate the themes and sub-themes associated with the Settlement of York & Township period:

Existing Built Form and Related Themes: 1816-1883

Theme: Urban Environment

Sub-theme: Land Division and Subdivision

Description of Existing Built Form & Examples: During this period, numerous subdivision plans determined most of the lot sizes, and street and block patterns constituting the urban fabric of the study area. In some cases these included recreational spaces, such as Runnymede Park as laid out on the 1882 subdivision plan.



Subdivision plan of the Runnymede Estate, 1882 (COTA, Series 343, File 6, Item 7).



Runnymede Park (CBCollective, 2019).

Theme: Urban Environment

Sub-theme: Early Settlement

Description of Existing Built Form & Examples: During this period, residential buildings related to Carlton Village were built before 1884.



A residential building on Osler Street at Davenport Road (CBCollective 2020).



Residential building on Ford Street north of Davenport Road (CBCollective 2020).

Existing Built Form and Related Themes: 1816-1883

Theme: Transportation & Infrastructure Networks

Sub-theme: Trails & Roads

Description of Existing Built Form & Examples: During this period, Dundas Street West, Old Weston Road and Davenport Road continued to be used by early settlers. Railway lines often followed the trajectory of these roads.



Dundas Street West (left) and railway tracks (right) looking north into the study area (CBCollective 2020).

Theme: Transportation & Infrastructure Networks

Sub-theme: Railways

Description of Existing Built Form & Examples: During this period, several major railway lines were constructed/completed. These were: Ontario Huron & Simcoe (1853); Grand Trunk Railway (1856); Toronto, Grey & Bruce Railway (1871); Credit Valley Railway (1879) and Ontario & Quebec Railway (1884).



Former Ontario, Huron & Simcoe line/bridge over Davenport Road (now the Barrie GO Line) (CBCollective, 2019).



Former Ontario & Quebec Railway (now CP) line at Osler Avenue (CBCollective, 2019).

3.3 ESTABLISHMENT & EARLY GROWTH OF WEST TORONTO JUNCTION - 1884-1897

3.3.1 HISTORIC OVERVIEW

By the early 1880s the area was primed for growth, offering cheap land, proximity to the growing city of Toronto and access to major Canadian rail networks. The area could attract both residential and industrial development, and was far enough from Toronto to support its own commercial centre. This potential is seen in the surge of subdivision plans registered in the late 1870s and early 1880s south of St. Clair Avenue (**Map 6, Figure 18 & Figure 19**).

Significant among these were Toronto lawyer Daniel Webster Clendenan's holdings (**Figure 20**). Comprised of the 240 acre Keele estate purchased in 1882, the large area south of Dundas Street was subdivided the following year.²⁹ More than simply dividing rural holdings into developable lots, Clendenan's 1883 subdivision represented a concerted effort to establish a new settlement in its own right. The subdivided area was referred to on plans as 'West Toronto Junction Property', alluding to the railways' significance in the nascent community's future. Marketing plans extolled the area's virtues, which included imminent industrial development, access to High Park, and the 30.5 metre (100 foot) wide High Park Avenue. The plan imposed regularly shaped blocks oriented north-south in a typical suburban pattern. A section along the western edge defies this grid, adhering instead to the ravine valley and featuring larger lots. This grid was characteristic of the time, and other subdivision plans followed similar patterns. Exceptions were created by the irregularly shaped Davenport, Old Weston and Dundas

streets, and by creek valleys in the south (**Figure 21 & Figure 22**).

Clendenan's scheme started well, and by 1884 the Village of West Toronto Junction was informally established with a post office (**Figure 23**).³⁰ Clendenan served as reeve, reporting over \$130,000 of property sales, with 54 shops and dwellings under construction by December of that year.³¹ Railways continued investing in the area, the CPR yard boasting 29 sidings with a round house and substantial shops under construction. The young village was growing rapidly if modestly, and transitioning from a rural locale to suburban settlement. The *Globe* remarked on the speed of change: "In one short season this place has assumed all the proportions of a great railway centre and suburban town."³² Carlton and Davenport also continued to grow in this period, though the emergence of West Toronto Junction meant the gravity of the area was shifting westward, away from these historical centres.

In 1885 several hundred people lived in proximity to the railway junction. Agriculture, gravel extraction and brickmaking still dominated the local economy around the budding urban settlements, with the latter buoyed by construction activity in Toronto and locally (**Map 7**). By 1887 the population had risen modestly to 879,³³ growth ultimately tempered by a lack of major employers and no commuter railway to Toronto. Under the governance of York Township, the village struggled to build the improvements and utilities necessary to attract new industries and businesses that would benefit from access to the railways.

29 Hayes, p. 97.

30 Byers, p. 24.

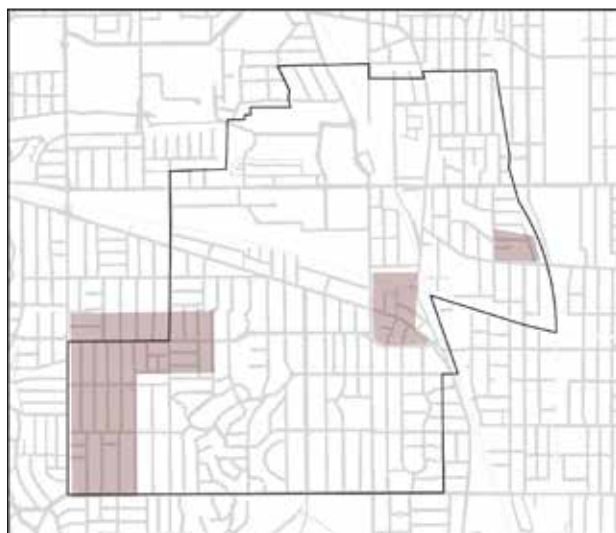
31 'West Toronto Junction,' *The Globe*, December 19, 1884, p. 6.

32 Ibid.

33 Byers, p. 24, 27.



1855 - 1858



1874 - 1878



1882 - 1884



1885 - 1890



1909 - 1912

Map 6: A series of maps showing when 'initial' subdivision plans were registered in the study area. Initial plans are considered the first registered on a given farm lot, establishing the general street and block patterns, but anticipating further sale and subdivision of lots before development would occur (see Figure 19 below for an example). As such, these provide an indication of when landowners perceived values to be rising in anticipation of development, rather than of development itself. Several early subdivision plans were registered near Carlton and Davenport following the first two railways in the 1850s. A large number are then registered further south and west subsequent railway development, corresponding with efforts to establish and develop the a new community at 'West Toronto Junction' in the early 1880s (*CBCollective, 2020*).

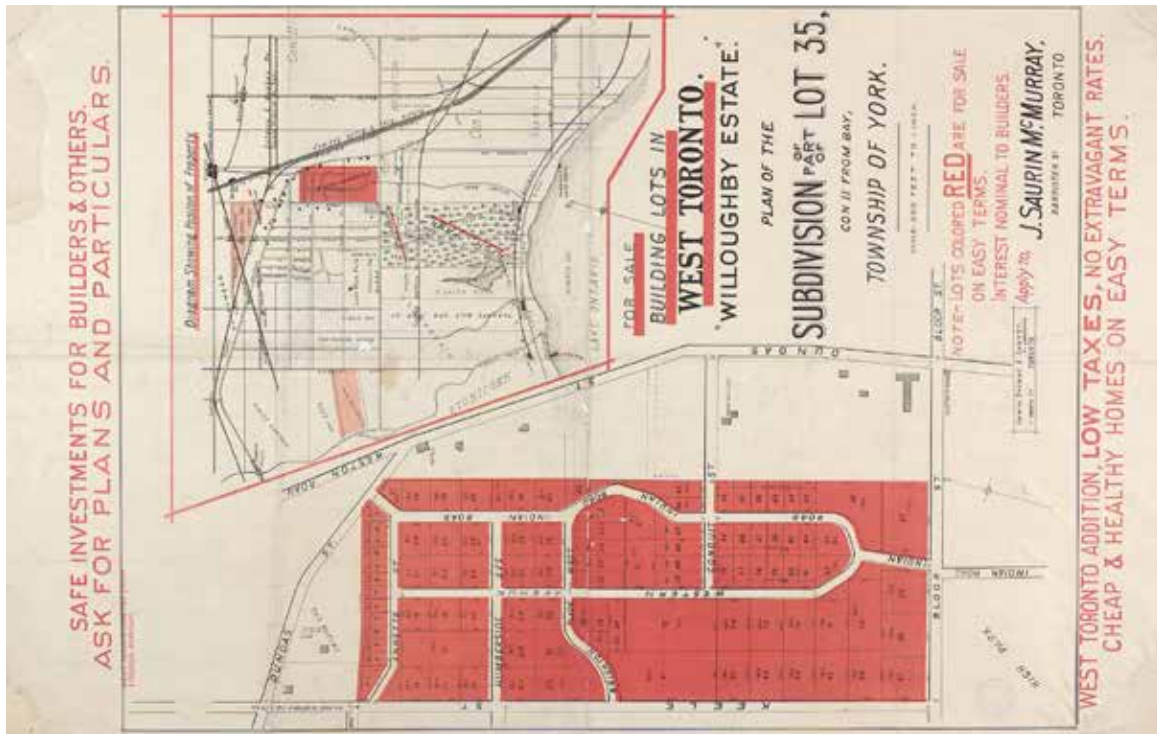


Figure 18: Promotional plan for the Willoughby estate subdivision, roughly between Dundas and Bloor on the west side of Keele Street (Toronto Public Library: T 1880/5).



Figure 19: 1882 promotional plan showing re-subdivision of part of the 1856 Runnymede plan. The red lots of the 'initial' 1856 subdivision plan are contrasted by the finer lots further north, which do not need further subdivision before development can occur (City of Toronto Archives: Series 343, File 6, Item 7).

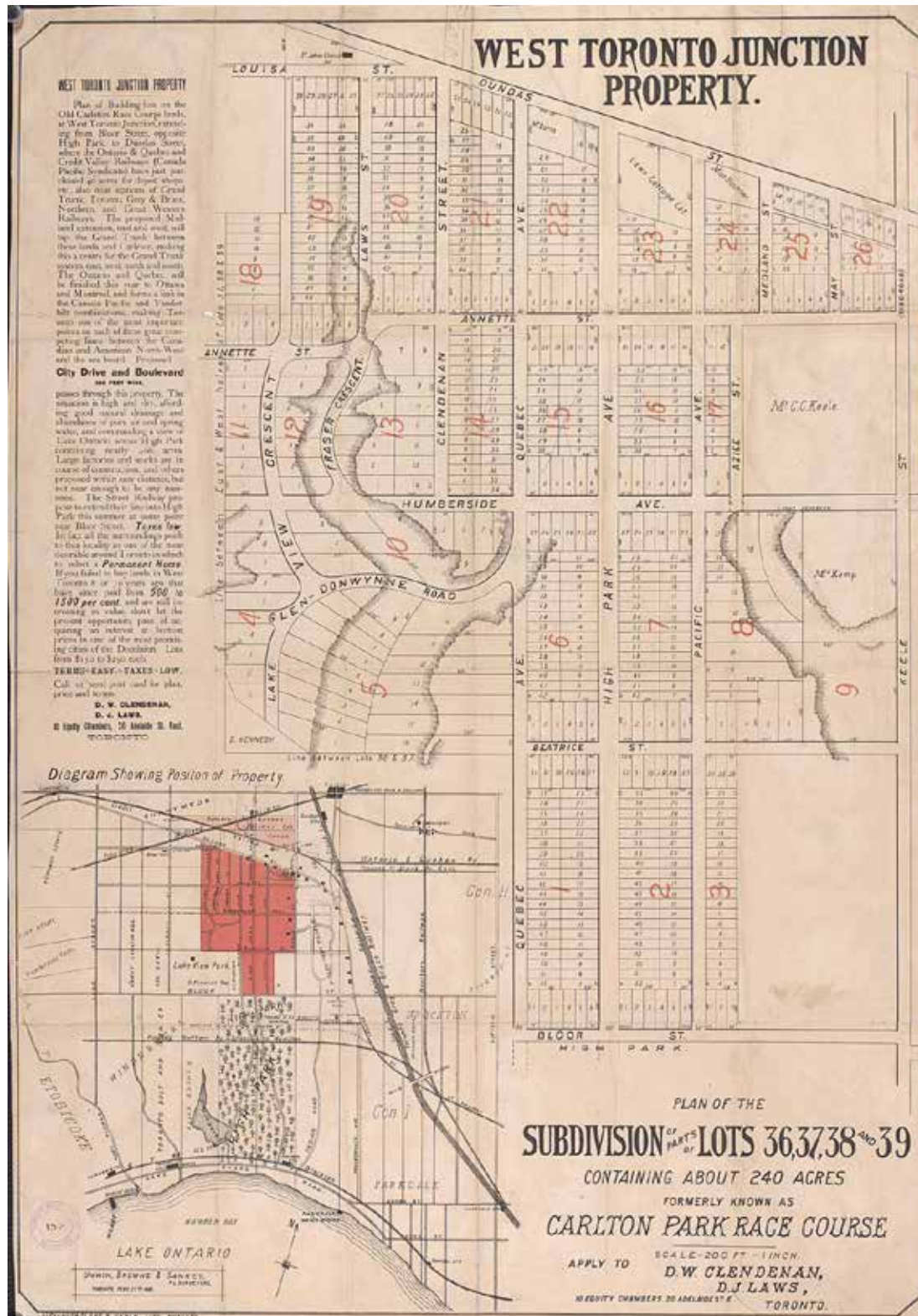


Figure 20: Promotional plan of Clendenan's 'West Toronto Junction Property' subdivision. Despite not being the first plan registered of suburban lots anticipating growth from the railways, it implied some idea of a coherent future community that other plans lacked (*Toronto Public Library: T 1883/5*).

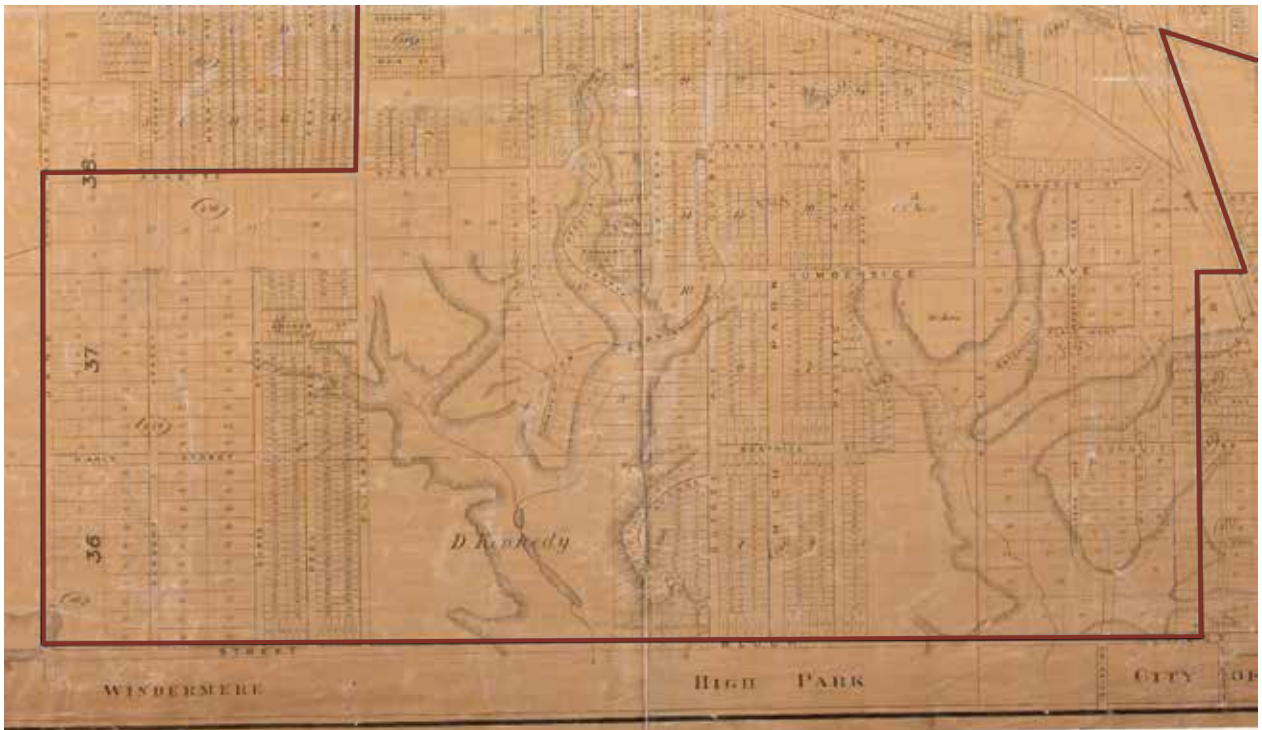


Figure 21: Detail of 1886 plan with study area outlined in black, showing the topography of creek valleys north of Bloor Street (*Toronto Public Library: T 1886-2/5*).



Figure 22: Detail of 1890 plan with study area outlined in black, showing how the creek valley topography has impacted street and block layouts between Glendonwynne and Quebec streets (*Toronto Public Library: T 1890*).

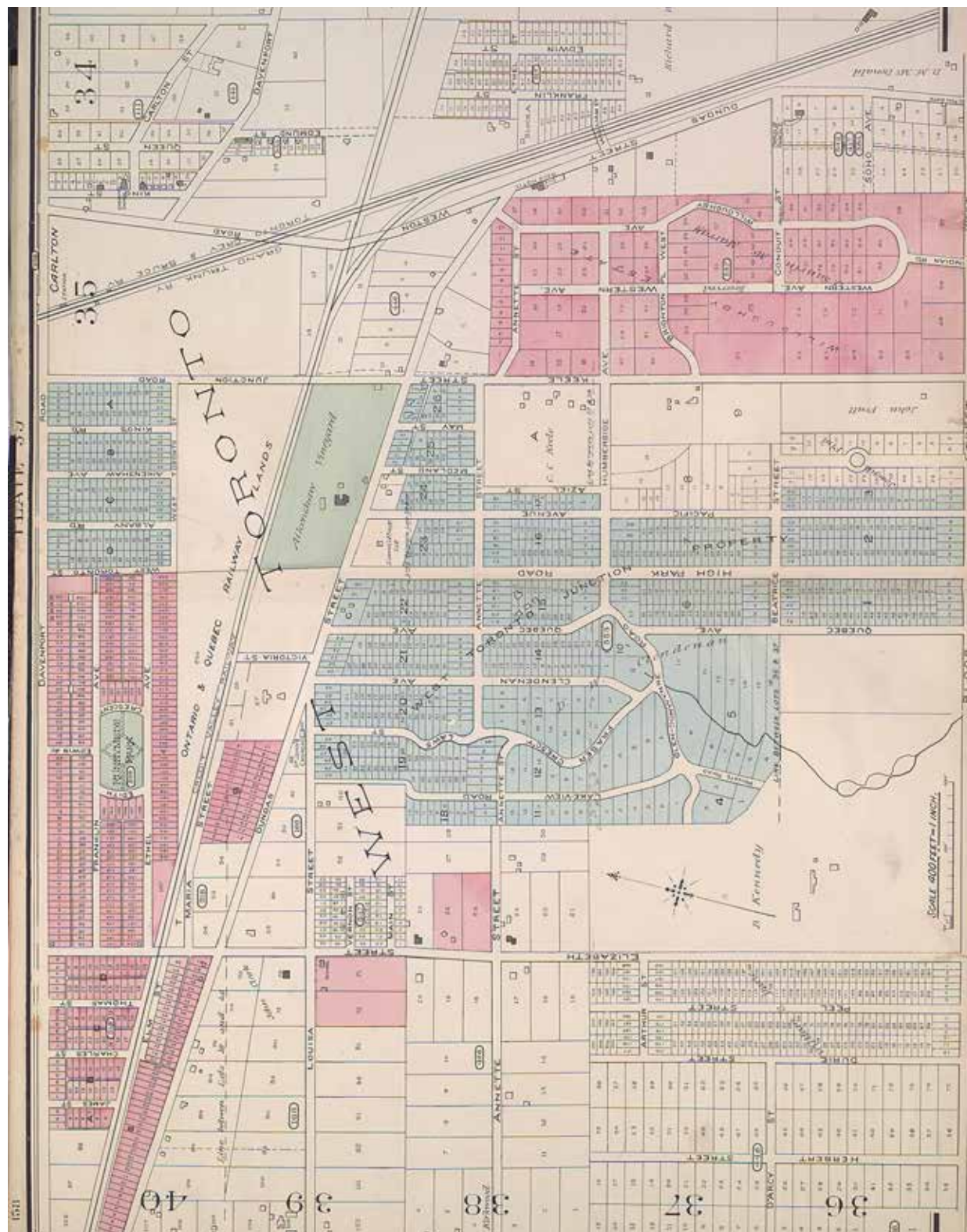
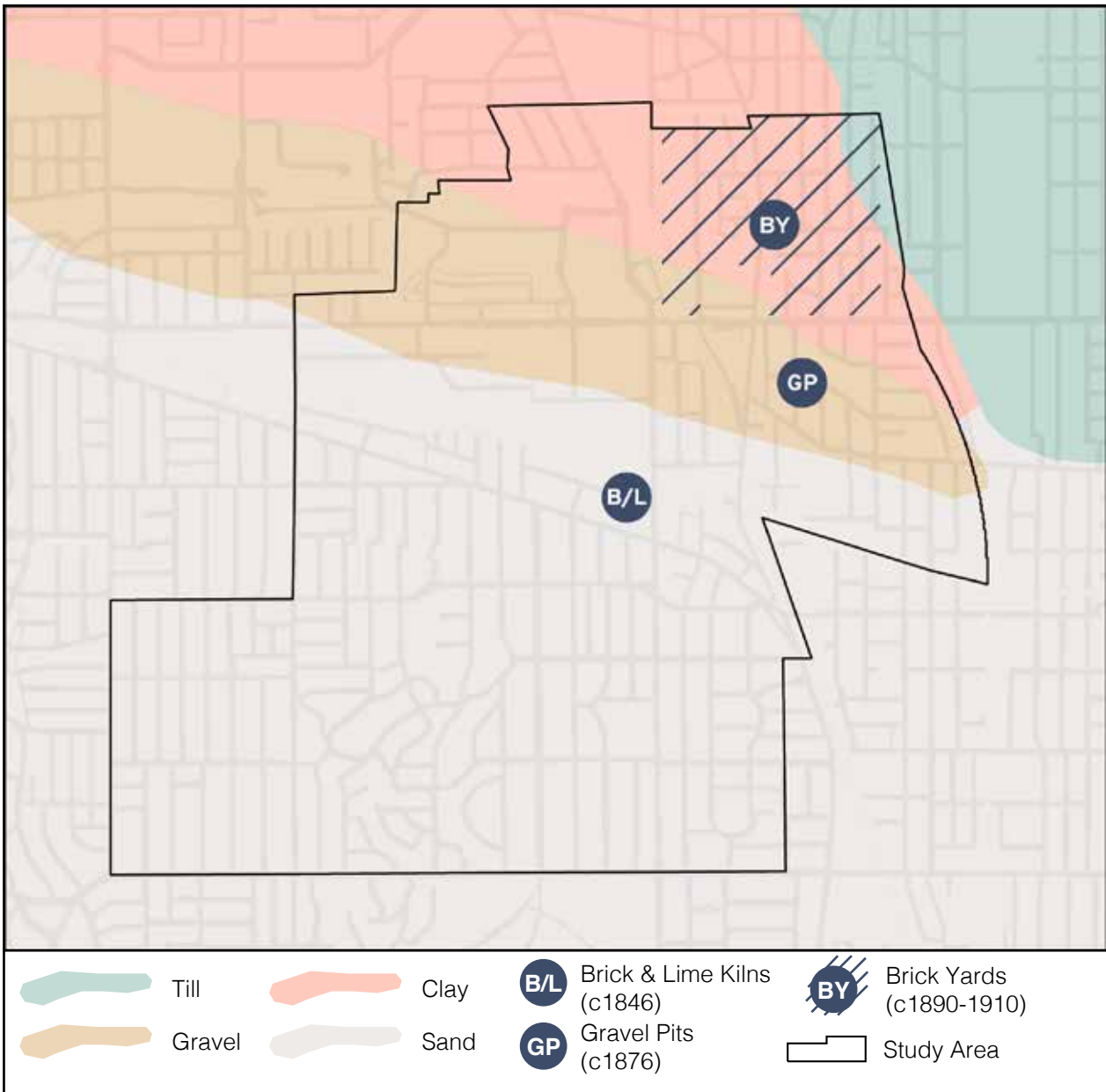


Figure 23: 1884 fire insurance plate for 'West Toronto' illustrates a transitional phase of the area. Large estate grounds are still visible off Dundas, Keele and Bloor streets, contrasting the anticipated subdivision plans, which display an unmistakable suburban morphology (*Toronto Public Library: 912.7135 G57.12 BR fo OSS*).



Map 7: Map showing various resource extraction operations observed on historic maps, overlaid against the geological deposits shown on Figure 3 (CBCollective 2020, after *Map of Toronto And Vicinity in 'Part 1, Report 22, Report of Bureau of Mines, 1913; 1846; 1868; FIPs)*.

Incorporation provided a solution, allowing the municipality to assess taxes (and take on debt) to build the services and improvements demanded by employers and residents alike. The Village of West Toronto Junction formally incorporated in 1887, precipitating a period of significant industrial and residential growth in and around the village. In 1888 Carlton and Davenport agreed to annexation, adding 23 hectares to the north and west along with 1,200 citizens.³⁴

Lacking commuter connections to Toronto, residential growth was dependent on local employment. The village used aggressive incentives to attract companies, offering tax exemption and discounted utilities.³⁵ Almost immediately a number of large factories relocated to the area, already attractive for its access to railways and cheap, available land. Dominion Show Case moved to the village from Toronto in 1887, followed by Heinzman Piano and Dodge Wood Split Pulley in 1889.³⁶ Wilkinson Plough relocated from Aurora that same year. In 1890 several factories were built north of St. Clair Avenue, by Auston Manufacturing on Prescott Avenue and Barnum Wire and Iron on Weston Road. By 1891, The Globe reported at least fifteen factories employing 660, with 200 more working local brickyards (Figure 24, Figure 25, Figure 26, Figure 27 & Figure 28).³⁷

The most significant employer to invest at the time was the CPR, who following special negotiations with the town in 1889 agreed to make West Toronto Junction the base of their Ontario operations. Several hundred men were employed at the new yards by 1890, a number that would exceed 1,000 shortly after.

In exchange the town agreed to a number of incentives, including ten years' tax exemption, free water, and to remove the level crossings at Keele Street and Old Weston Road (Figure 29 & Figure 30).³⁸

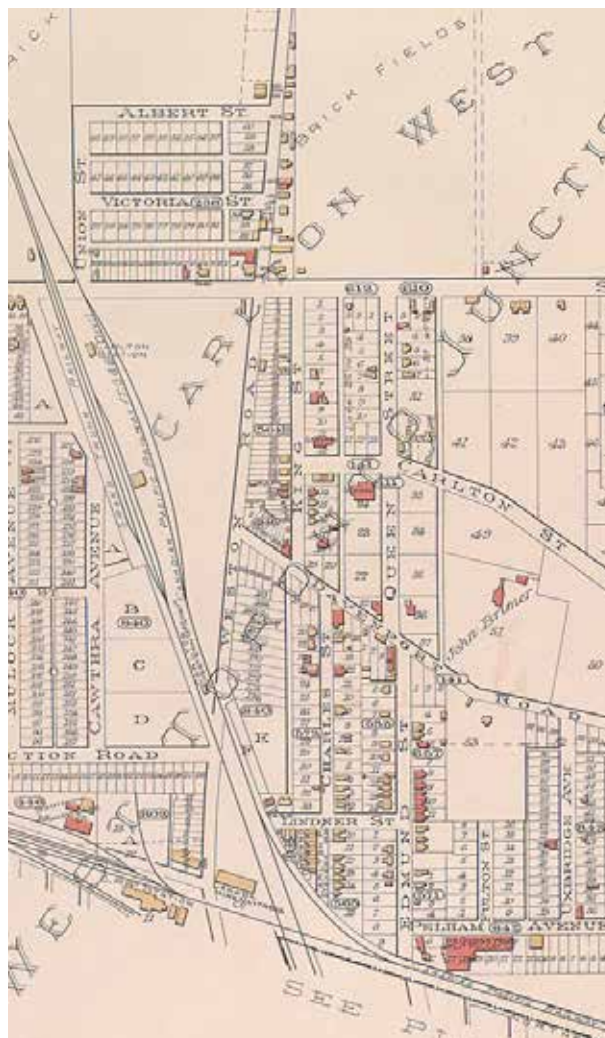


Figure 24: 1890 fire insurance plan pl. 40 shows a number of industrial operations to the north of the railway line where it is crossed by Old Weston Road. Brick fields are seen north of Carlton Village (Toronto Public Library: 912.7135 G57.11 BR fo).

34 Byers, p. 27.

35 The West Toronto Junction Property Owners Association, *The Town of West Toronto Junction - March 1890*, i.

36 Richard Harris, *Unplanned Suburbs: Toronto's American Tragedy 1900 to 1950* (Baltimore: The Johns Hopkins University Press, 1996), p. 57.

37 Byers, p. 34, 36. Of these facilities, only portions of the Wilkinson Plough factory appear to remain.

38 *Statutes of the Province of Ontario* (Toronto: Queen's Printer, 1890). Ch. 110, 289-302. Accessed at: <https://archive.org/details/statutesofprovin1890onta>

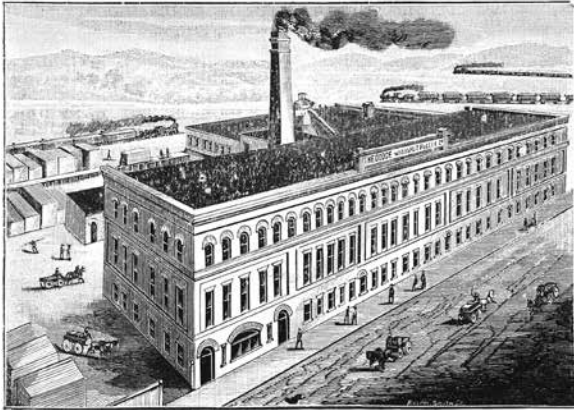


Figure 25: Rendering of the Dodge Split Wood Pulley factory from an 1890 promotional publication for the town (The Town of West Toronto Junction: March 1890).



Figure 26: Rendering of the Heintzman & Company piano factory from an 1890 promotional publication for the town (The Town of West Toronto Junction: March 1890).

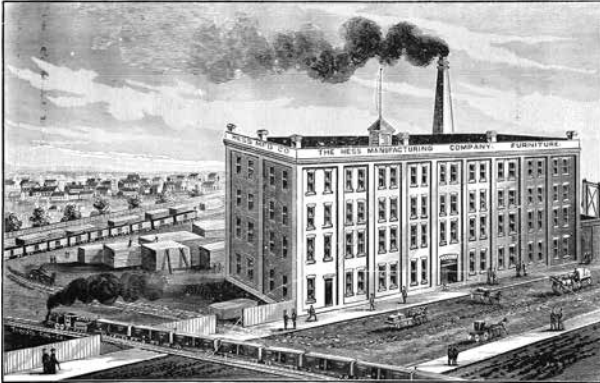


Figure 27: Rendering of the Hess Manufacturing Company's factory from an 1890 promotional publication for the town (The Town of West Toronto Junction: March 1890).

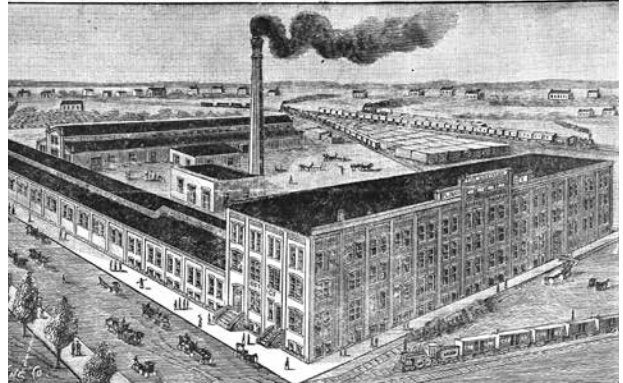


Figure 28: Rendering of the Wilkinson Plough Company's facilities from an 1890 promotional publication for the town (The Town of West Toronto Junction: March 1890).



Figure 29: 1923 photograph showing the subway built by the town at Keele Street (built 1891-1892) as per their agreement with the Canadian Pacific Railway. The massive limestone blocks remain prominent today (City of Toronto Archives: File 1231, Item 1675).

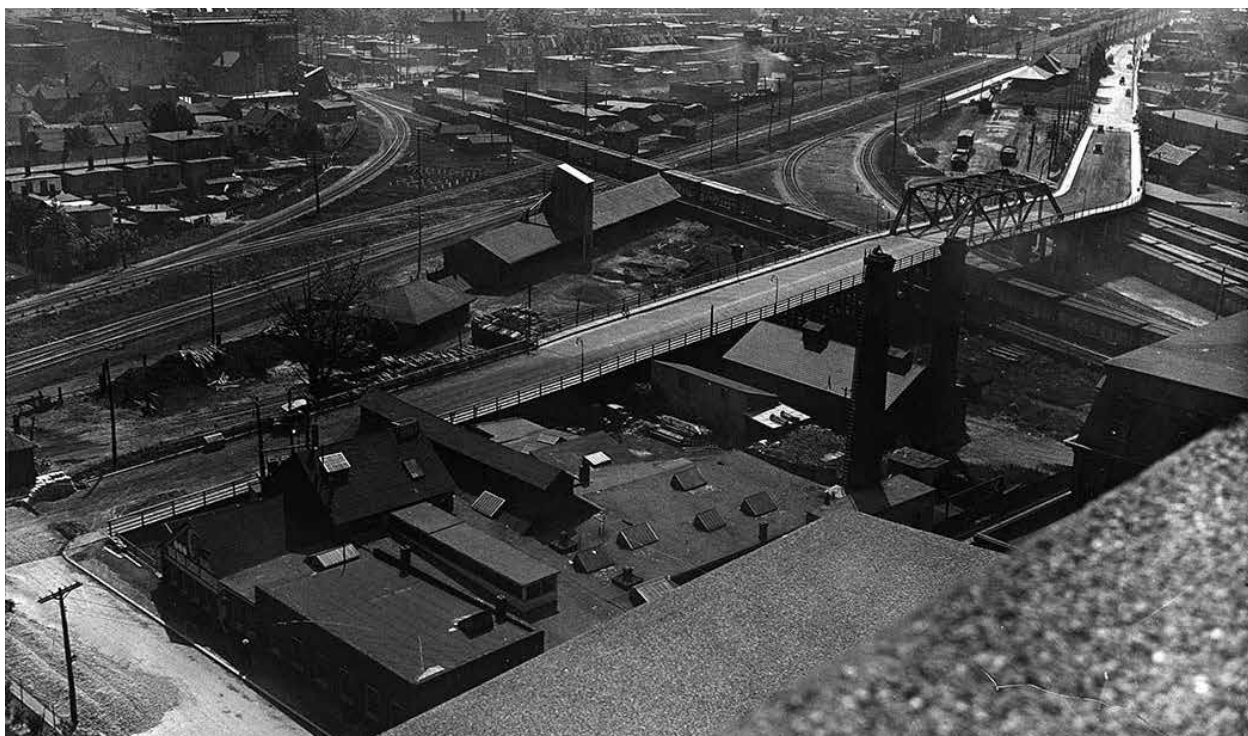


Figure 30: 1920 view southeast over the railway junction, with the Old Weston Road bridge shown on the right (City of Toronto Archives: File 1231, Item 1619).

Development Trends

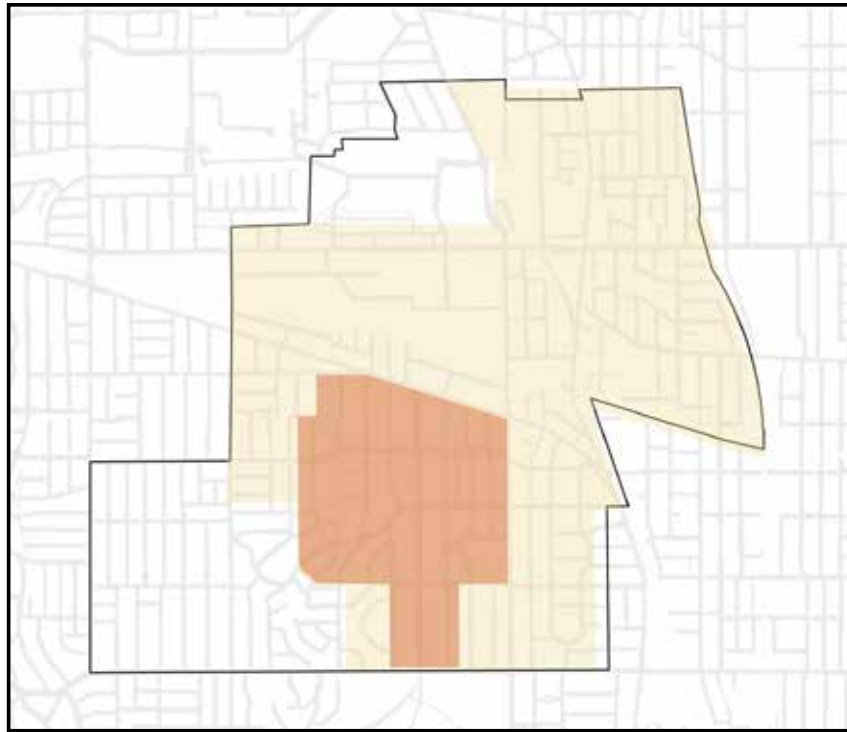
Through the 1880s and early 1890s West Toronto Junction's land use patterns began establishing themselves, largely against the existing framework of rails and major roads. Industrial operations were built adjacent to the railway lines, with commercial building focused on Dundas Street West around Keele Street. Some commercial or mixed-used operations developed at corner locations on other major routes (Davenport, Old Weston and Annette streets). Residential development filled in the spaces between, with the area south of Dundas Street West acquiring the strictest residential character, complemented by institutional and recreational uses. Residential areas north of Dundas were often in close proximity to other industrial or infrastructural uses, whereas south of Dundas growth generally radiated from its intersection with Keele Street.

Residential growth was exploding alongside industrial development, with around 4,000 living in the expanded village in 1888. In 1889 the Town of West Toronto Junction was officially proclaimed.³⁹ Civic boundaries were extended east and west, with 5,000 living in the expanded area.⁴⁰ The town was divided into five wards, which used the CPR line as a major east-west boundary (**Map 8 & Map 9**). The name was shortened to the Town of Toronto Junction in 1891.

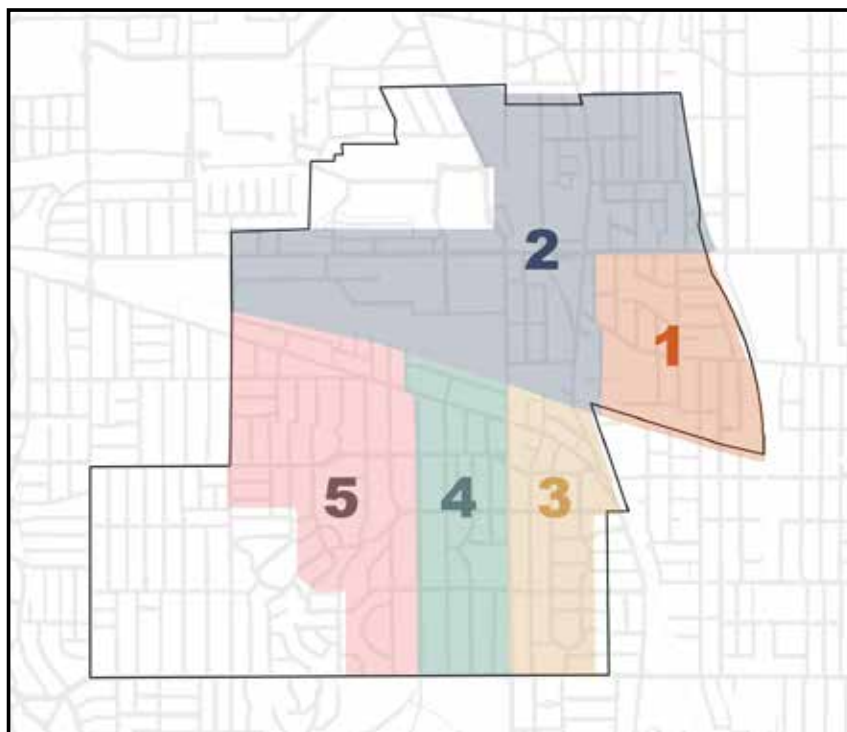
Residential development of this period was piecemeal in nature, with variations in building types, sizes and setbacks common. Housing developments were concentrated near factories, the historic villages, and the intersection of Keele and Dundas streets, though they could be found throughout

³⁹ *Statutes of the Province of Ontario* (Toronto: Queen's Printer, 1889). Ch. 75, 253. Accessed at: <https://archive.org/details/statutesofprovin1889onta>

⁴⁰ Byers, p. 24.



Map 8: Map comparing the boundary of the town 1889 in yellow with the original 1883 limits of the 'West Toronto Junction Property' in orange (*CBCollective, 2020*).



Map 9: Map showing the town's 5 wards in 1889. The CPR tracks served as the dividing line between 1 & 2 and the rest (*CBCollective, 2020*).

and even beyond the original 'West Toronto Junction Property' subdivision (**Figure 31 & Figure 32**). Modest developments (often of multiple units) tended to be built near industrial operations and railway lines, though a number of row-house developments were built south of Dundas Street West. Larger and more distinguished houses were generally built further south (**Figure 33 & Figure 34**).

Despite impressive growth the area remained sporadically developed, with relatively few blocks completely built out (**Figure 35**). Examples of well-developed residential blocks dating from this first building period can be found on sections of Pacific Avenue, Laws Street, Clendenan Street, Annette Street, Medland Street, Mavety Street, Heintzman Street and Indian Grove Road. The east side of Pacific Avenue between Humberside Avenue and Annette Street demonstrates the variations in building types, sizes and setbacks typical of the time (**Figure 36**). Housing types reflected the typical urban models common in Toronto at the time, with bay-and-gable variations the prominent form (**Figure 37**).

In this first building period a commercial centre supporting banks, retail, offices, and other professional services emerged around the intersection of Keele and Dundas streets (**Figure 38**). These included modest main street row buildings and several substantial commercial blocks whose size attested to the optimism and potential of the burgeoning town (**Figure 39**). Still Dundas Street remained sporadically built out, with the commercial core concentrated within three blocks of Keele Street, and no commercial development

west of Clendenan Avenue (see **Figures 34 & 35**). Hotels and inns remained important businesses, tending to be located on Dundas Street and Old Weston Road (**Figure 40**).⁴¹ Off the major routes, a mixed-use building was built at 238 Annette Street (northwest corner of Quebec Avenue), demonstrating the pattern of commercial uses at corner locations of mid-size streets (see **Figure 34**).

A cluster of institutional buildings emerged nearby on Annette Street including methodist, presbyterian and baptist churches, a salvation army barracks to the east, and school to the west (**Figure 41**).⁴² These constituted the origins of an institutional node on Annette Street that would continue to grow in subsequent years. The Victoria Presbyterian Church remains a prominent structure today, a romanesque brick building on a bold corner site. A number of schools were built for different communities in the study area between the late 1880s and 1890s. These include Annette Street Public School (c1886), Carlton Public School (c1889), St. Clair School (1890) and Humberside Collegiate (1893).⁴³

The town attempted to use fire limit by-laws to mandate specific construction materials in certain areas, essentially acting as targeted building codes. They served practical considerations but were also a way for speculators and developers to increase the value of their holdings. The town's first fire limit in 1889 was extensive, covering most lands south of Dundas Street and key areas around the Carlton and Davenport neighbourhoods.⁴⁴ Perhaps overly restrictive, this area was cut back significantly within two weeks,⁴⁵ and modified again in four months to

41 According to Byers, p. 42-43, hotels and inns dating from this period include the Peacock Tavern; Heydon House (extant) (and predecessor Carlton Hotel); William O. Brown's Inn; Stanley House; and the Avenue Hotel (extant). Additionally, Ray's Hotel is shown on the 1884 Fire Insurance Plan.

42 Of these structures only the churches remain, with the baptist church subsequently enlarged.

43 None of the structures constructed during this period are extant.

44 City of Toronto Archives, Fonds 205, Series 1006, File 1: By-law 65 - March 12, 1889.

45 City of Toronto Archives, Fonds 205, Series 1006, File 1: By-law 69 - March 26, 1889.

target specific streets.⁴⁶ A further amendment was passed in 1892,⁴⁷ the last before an economic crash (discussed below) (**Map 10**).

Fire limits' direct impacts on the built fabric are challenging to measure due to the frequent changes and apparent enforcement challenges. However the consistent inclusion of Dundas Street and Davenport Road (often with the most stringent regulations) indicates both streets were considered important thoroughfares from an early point. The frequent and substantial changes to these by-laws also suggest efforts to influence property values within the town were an ongoing concern.

Land outside town limits was also developed during this period, offering the prospect of home ownership to those of modest means. Cheap land, low taxation and no building regulations meant that simple homes could be built relatively cheaply in neighbouring York Township. The arrival of industry to West Toronto Junction meant such homes could be built within reasonable distance of employers.⁴⁸

In 1891 the town granted franchises to two street railways. The Davenport Street Railway Company (DSR) was given rights along Davenport Road, St. Clair Avenue West, Keele Street, running between Keele - Dundas and Davenport - Bathurst intersections. The City and Suburban Electric Railway Company (C&SER) initially ran from the intersection of Keele and Dundas streets to Evelyn Crescent (**Map 11**).⁴⁹ These commuter lines marked the end of the town's relative isolation, making it easier for locals to work in Toronto and

vise-versa.

The town's rapid growth and success created a very hot real estate market in the early 1890s. At one point twenty six real estate offices were operating on Dundas Street West, and frenzied speculators drove land upwards of \$200 per foot in the central business area, and to \$40 in residential areas.⁵⁰ The town's strategy to draw employers had been enormously successful, but the concessions and inducements offered generated a very large municipal debt. In 1892 the overheated real estate market crashed, conspiring with a broader economic depression to put a swift end to local growth. The heavily indebted municipality found itself with a shrinking tax base and a financial crisis that according to *The Globe* was, '...probably unprecedented in the history of Ontario towns'.⁵¹ 1893 thus marks the end of West Toronto Junction's first period of growth. Nonetheless the vision of Clendenan and others had been realized, with West Toronto Junction growing to become Toronto's most important industrial suburb in the span of a single decade.⁵²

46 City of Toronto Archives, Fonds 205, Series 1006, File 1: By-law 91 - July 16, 1889.

47 City of Toronto Archives, Fonds 205, Series 1006, File 2: By-law 167 - January 11, 1892.

48 Harris, p. 70-74.

49 Byers, p. 37.

50 'Toronto Junction - Western Suburb Recovering From the Boom,' *The Globe*, September 20, 1898, p. 9.

51 'Junction Notes,' *The Globe*, February 4, 1896, p. 8.

52 Harris, p. 70.

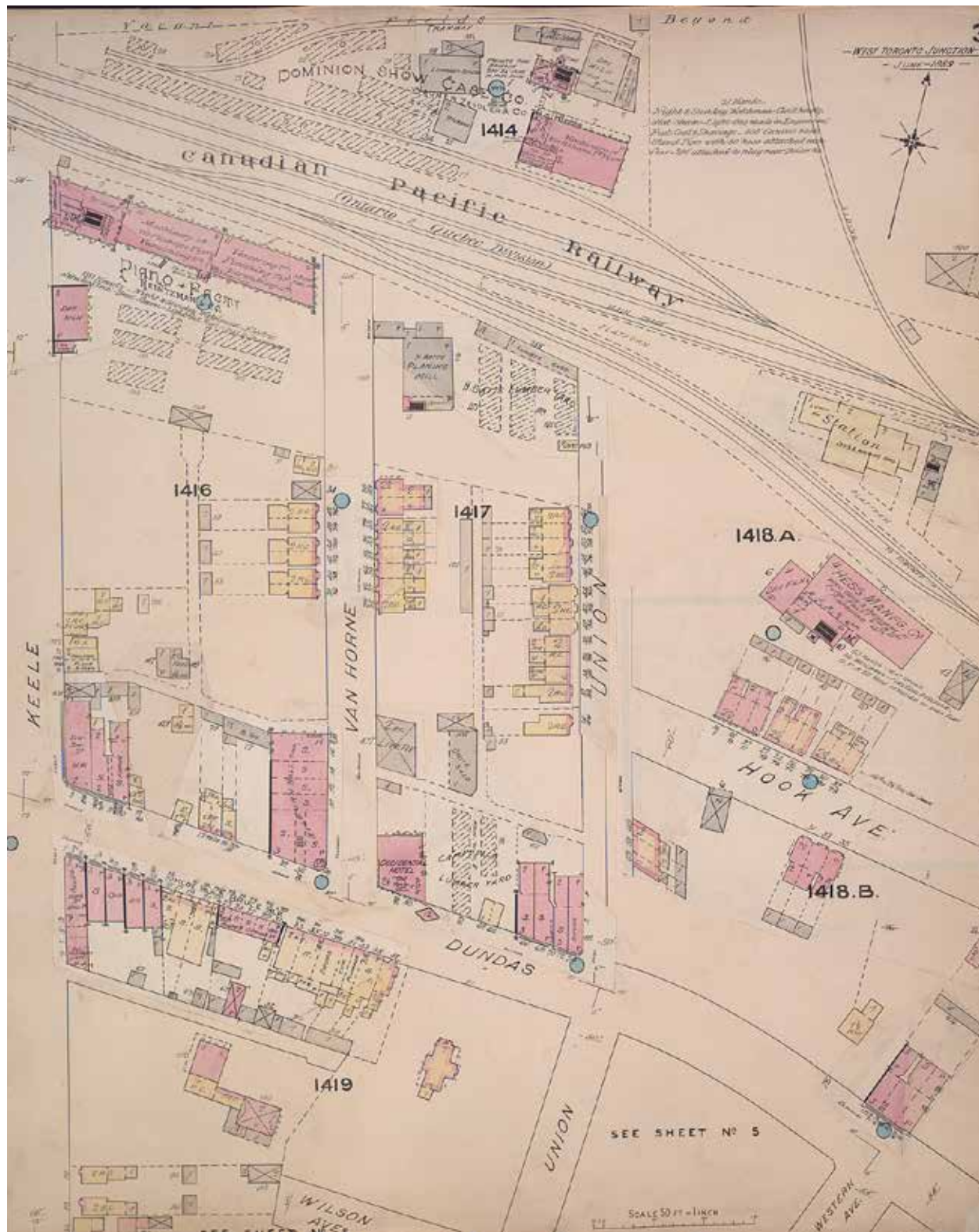


Figure 31: Plate 3 of the 1892 fire insurance plan, showing tightly built housing near factories east of Keele and Dundas. Row and semi-detached configurations were common for worker housing and remain evident in the current built form (Toronto Public Library: 912.7135 G57.2 BR fo OSS).

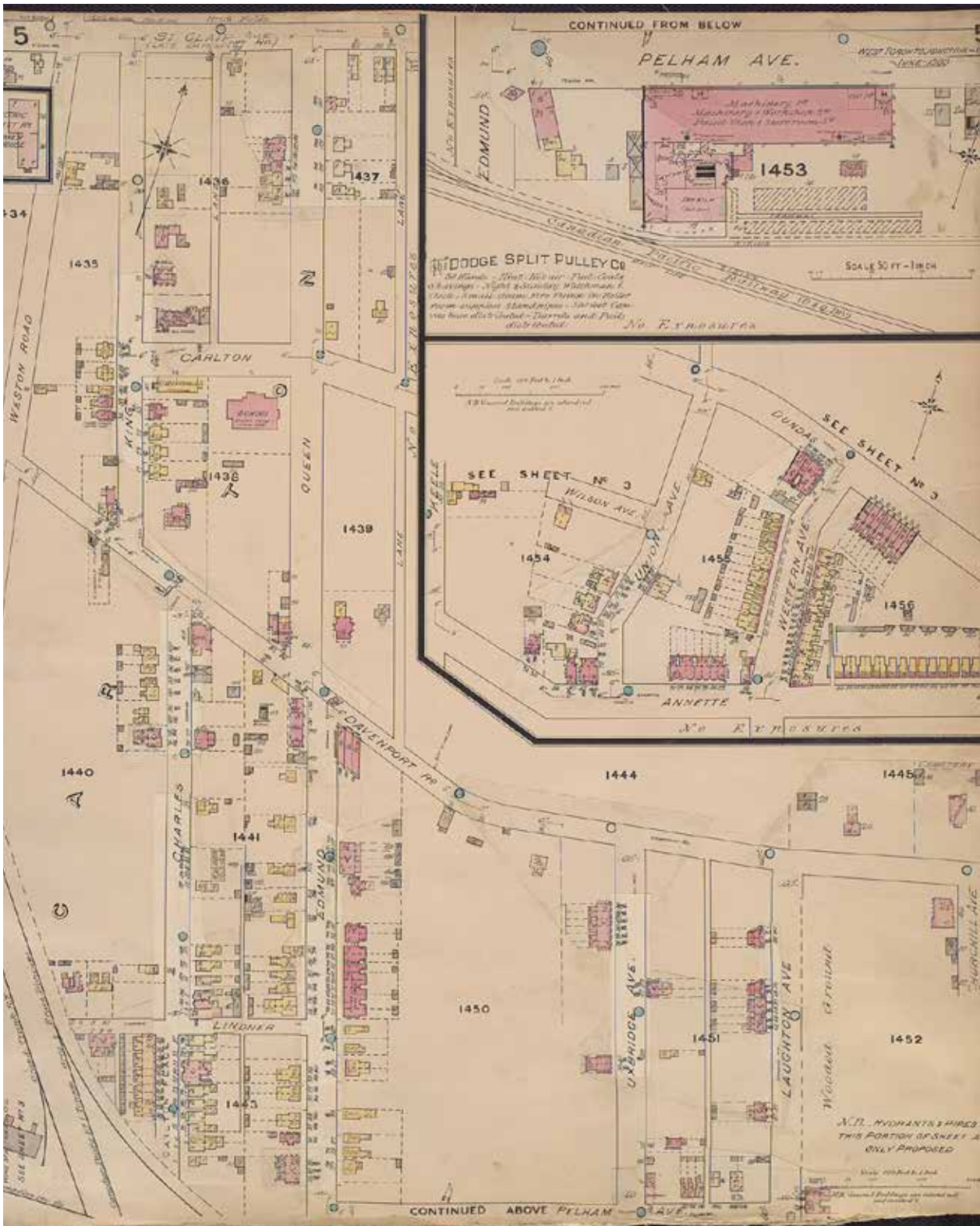


Figure 32: Plate 5 of the 1892 fire insurance plan, showing fairly dense housing development near the former villages of Carlton and Davneport, a character that remains evident in the current built form (Toronto Public Library: 912.7135 G57.2 BR fo OSS).

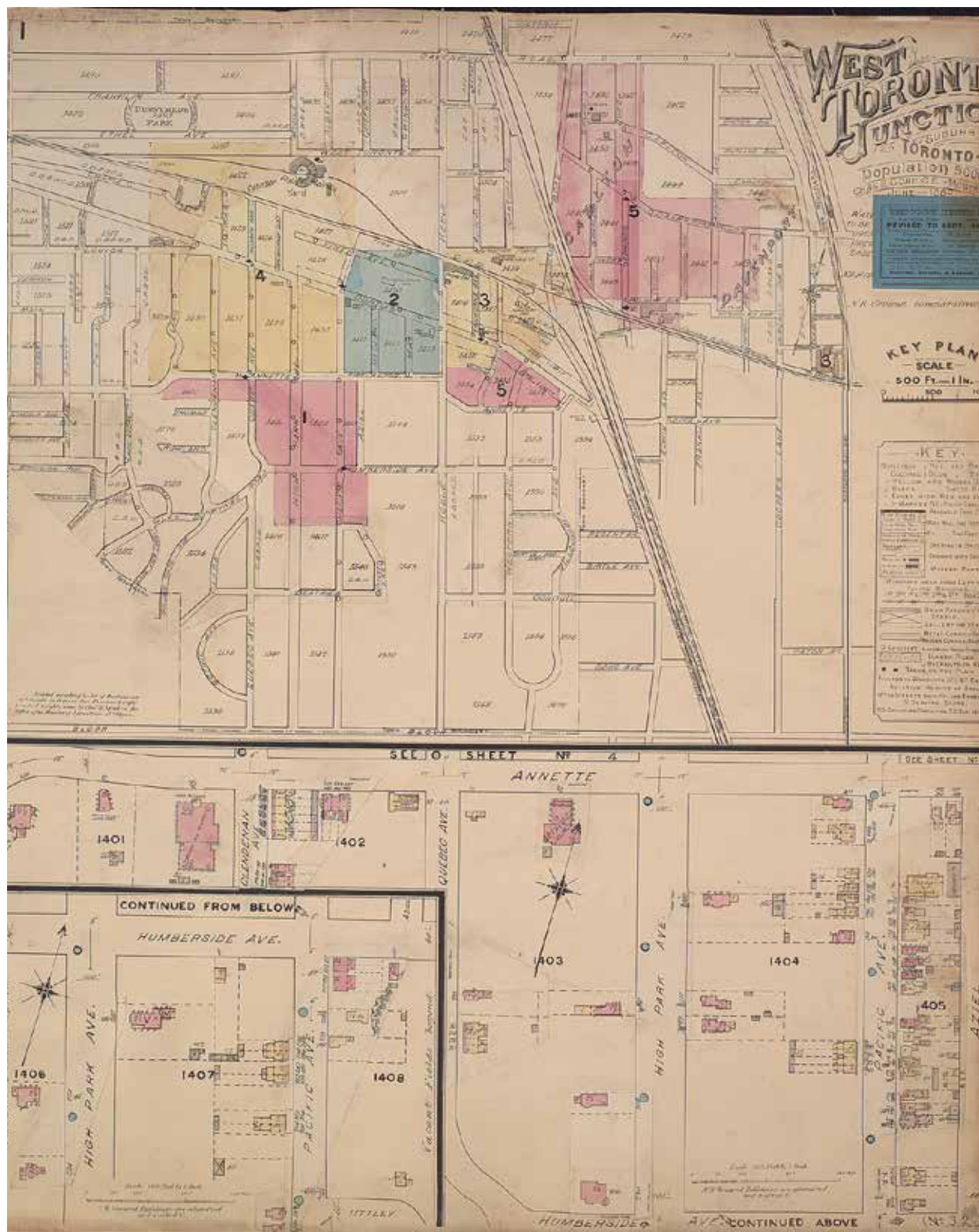


Figure 33: Plate 1 of the 1892 fire insurance plan, showing institutional buildings along Annette Street. Further south of the factories larger detached houses were more common, though row housing was still common during this initial period of growth (*Toronto Public Library: 912.7135 G57.2 BR fo OSS*).

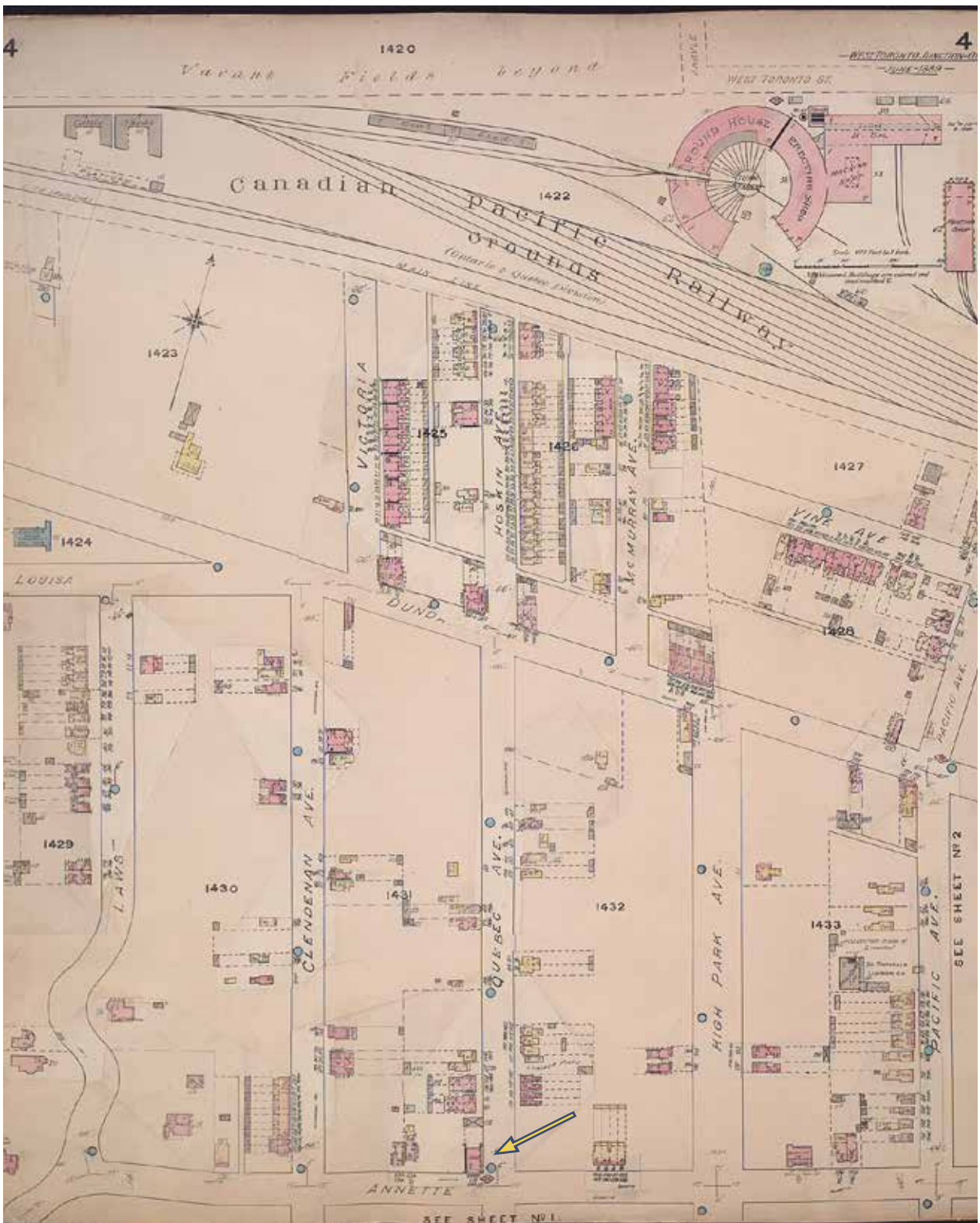


Figure 34: Plate 4 of the 1892 fire insurance plan, showing different development densities north and south of Dundas Street. An arrow identifies the mixed-use building at 238 Annette Street (*Toronto Public Library: 912.7135 G57.2 BR fo OSS*).

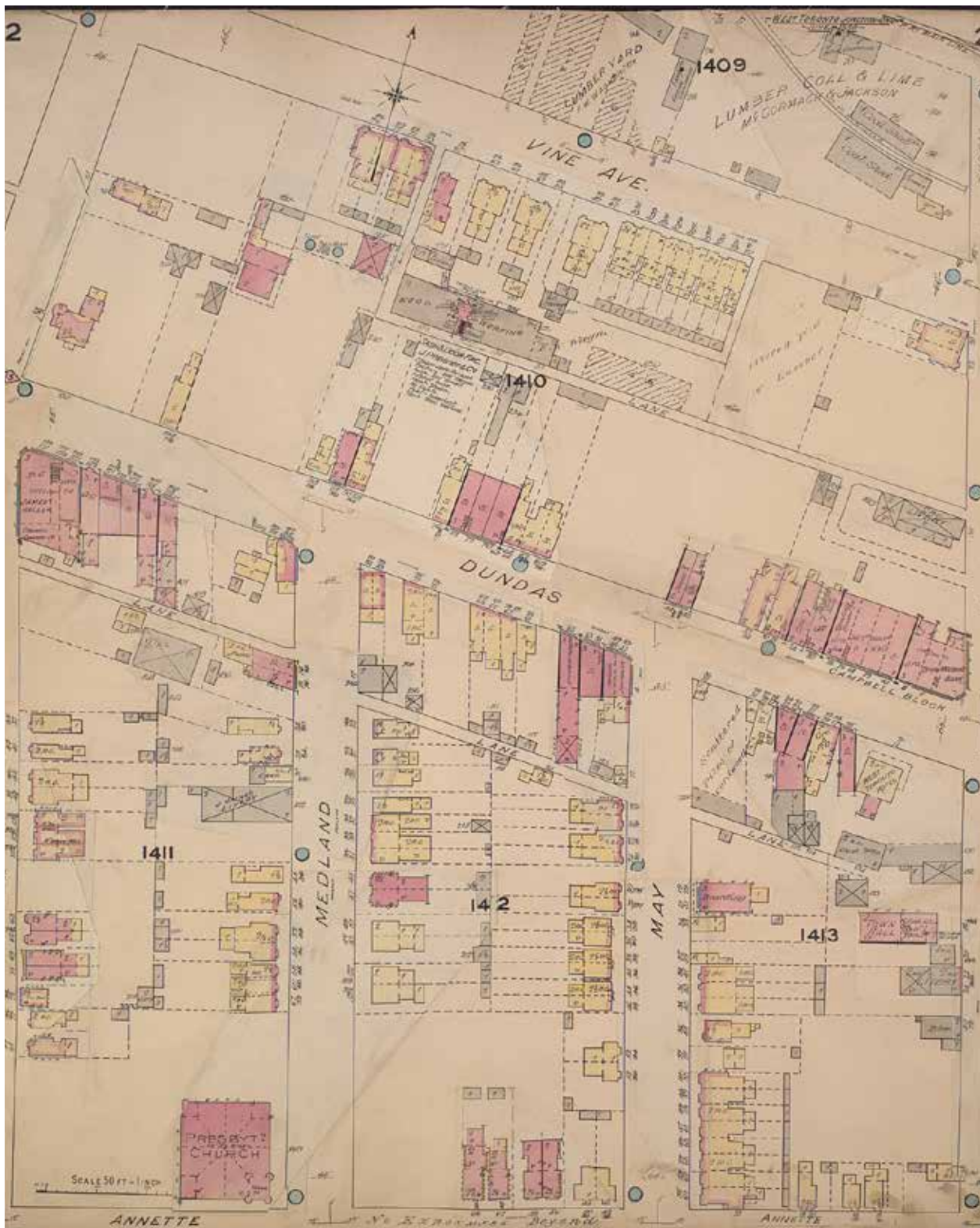


Figure 35: Plate 2 of the 1892 fire insurance plan, showing the dense area west of Dundas and Keele streets. This plate shows a cross section of industrial buildings at the north, commercial buildings along Dundas Street, and residential throughout (*Toronto Public Library: 912.7135 G57.2 BR fo OSS*).

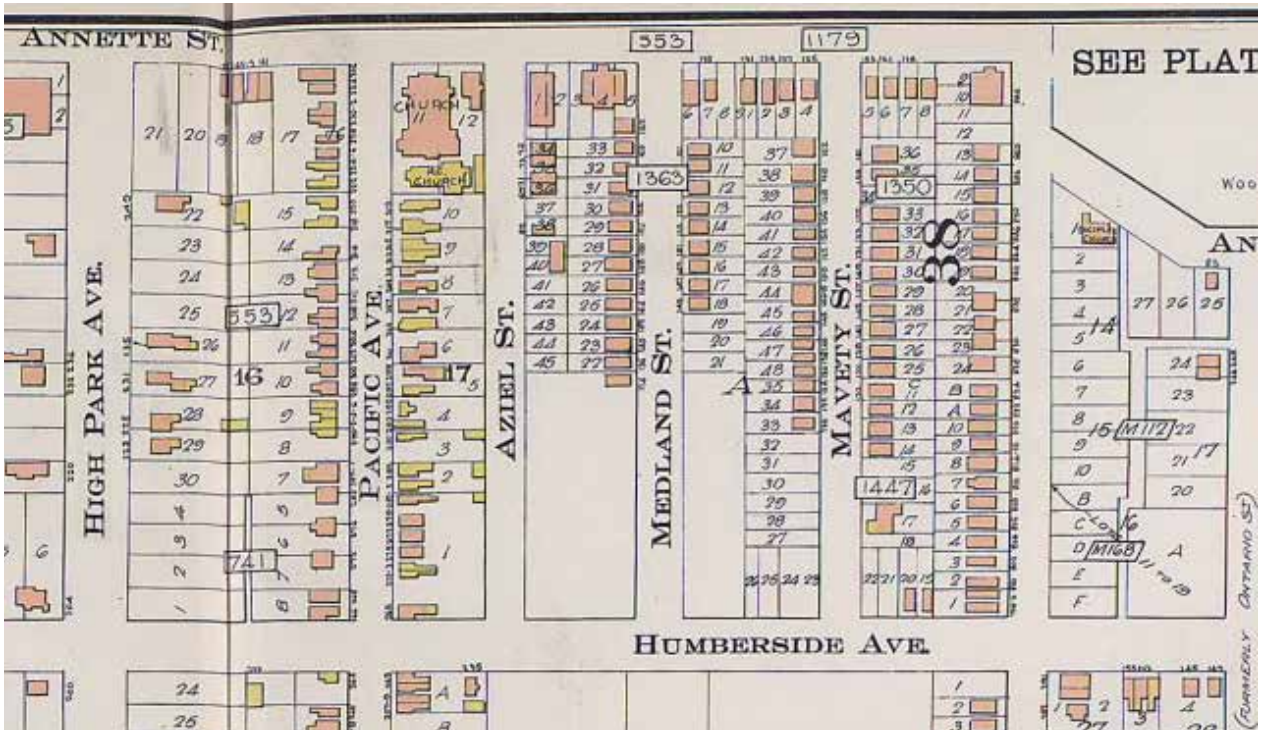


Figure 36: Detail of 1910 fire insurance plan. Pacific Avenue shows the variety of house types, setbacks and forms typical of development in the 1880s in contrast to the regularity of early 20th century development observed on Medland, Mavety and Keele streets directly east (Toronto Public Library: M912.7135 G57 BR fo).

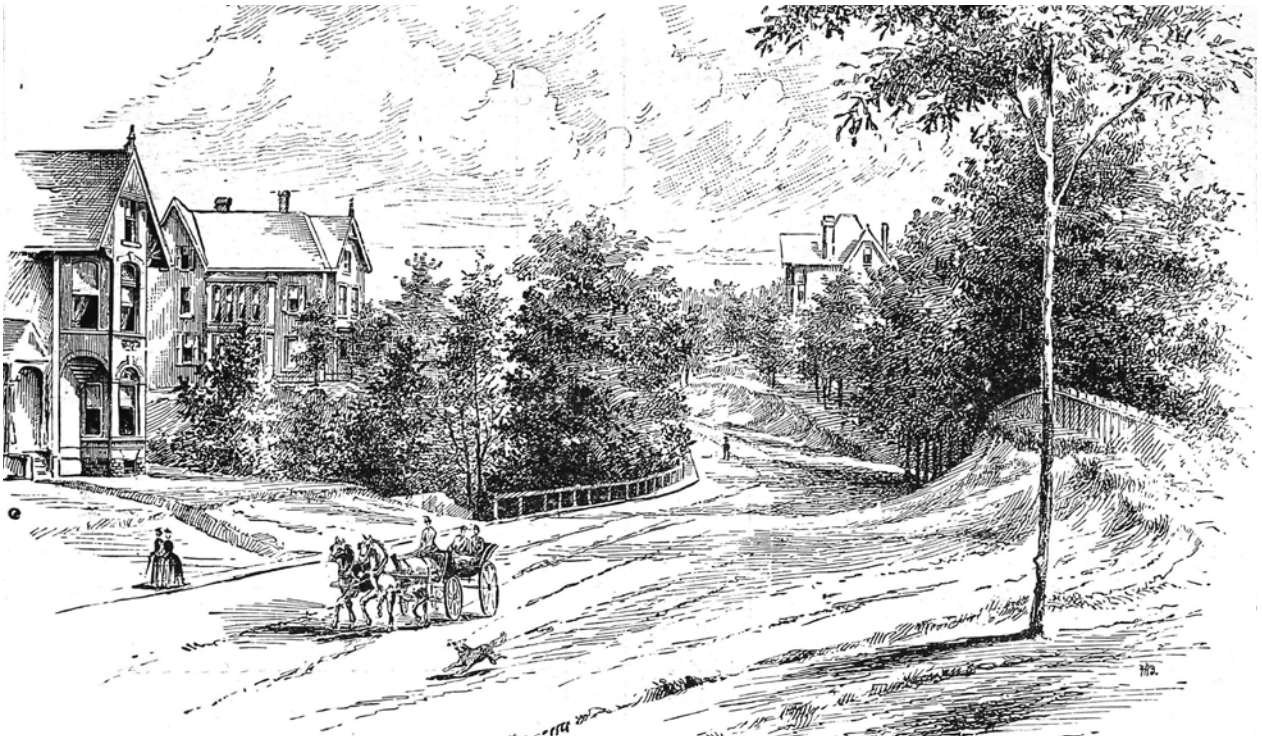


Figure 37: 1890 illustration of Annette Street, showing typical Victorian architectural styles (The Town of West Toronto Junction: March 1890 *Toronto Public Library*: 917.1354 T5975).



Figure 38: 1890 sketch of Dundas Street looking east past the considerable commercial centre emerging at Keele Street (The Town of West Toronto Junction: March 1890).



Figure 39: Circa 1890 photograph of James Hall, southeast corner Dundas and Pacific streets. The size and opulence of the building contrasts the residential development seen in the background (*Toronto Public Library: LOCHIST-AN-002*).

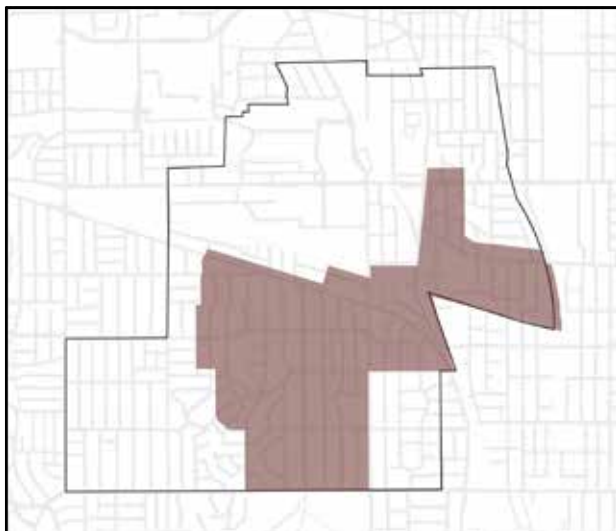


City of Toronto Archives, Fonds 1231, f1231_it1110

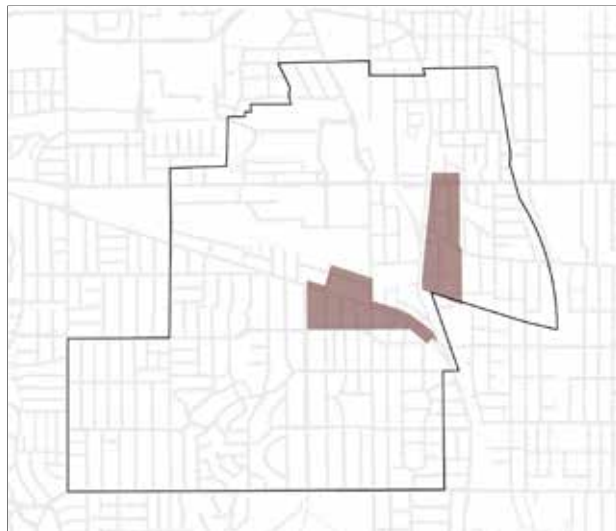
Figure 40: The Richardson Romanesque Heydon House hotel at St. Clair and Old Weston roads, as seen in 1927 (*City of Toronto Archives: File 1231, Item 1110*).



Figure 41: Circa 1890 photograph of the Annette Street Baptist Church. The left tower was removed when the building was significantly enlarged in the 1900s (*Toronto Public Library: B 6-45b*).



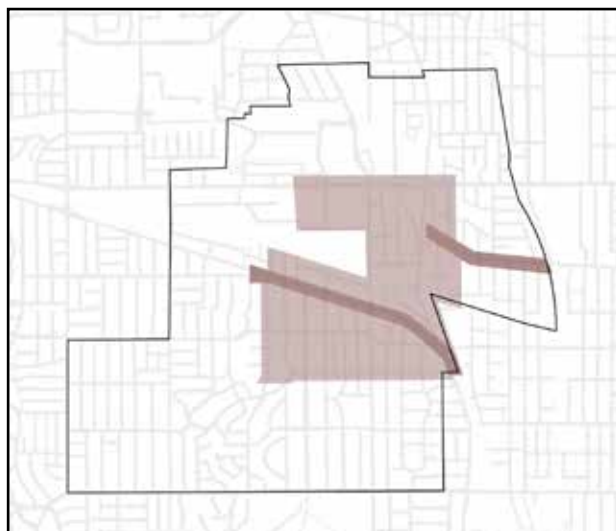
By-law 65: March 12, 1889



By-law 69: March 26, 1889

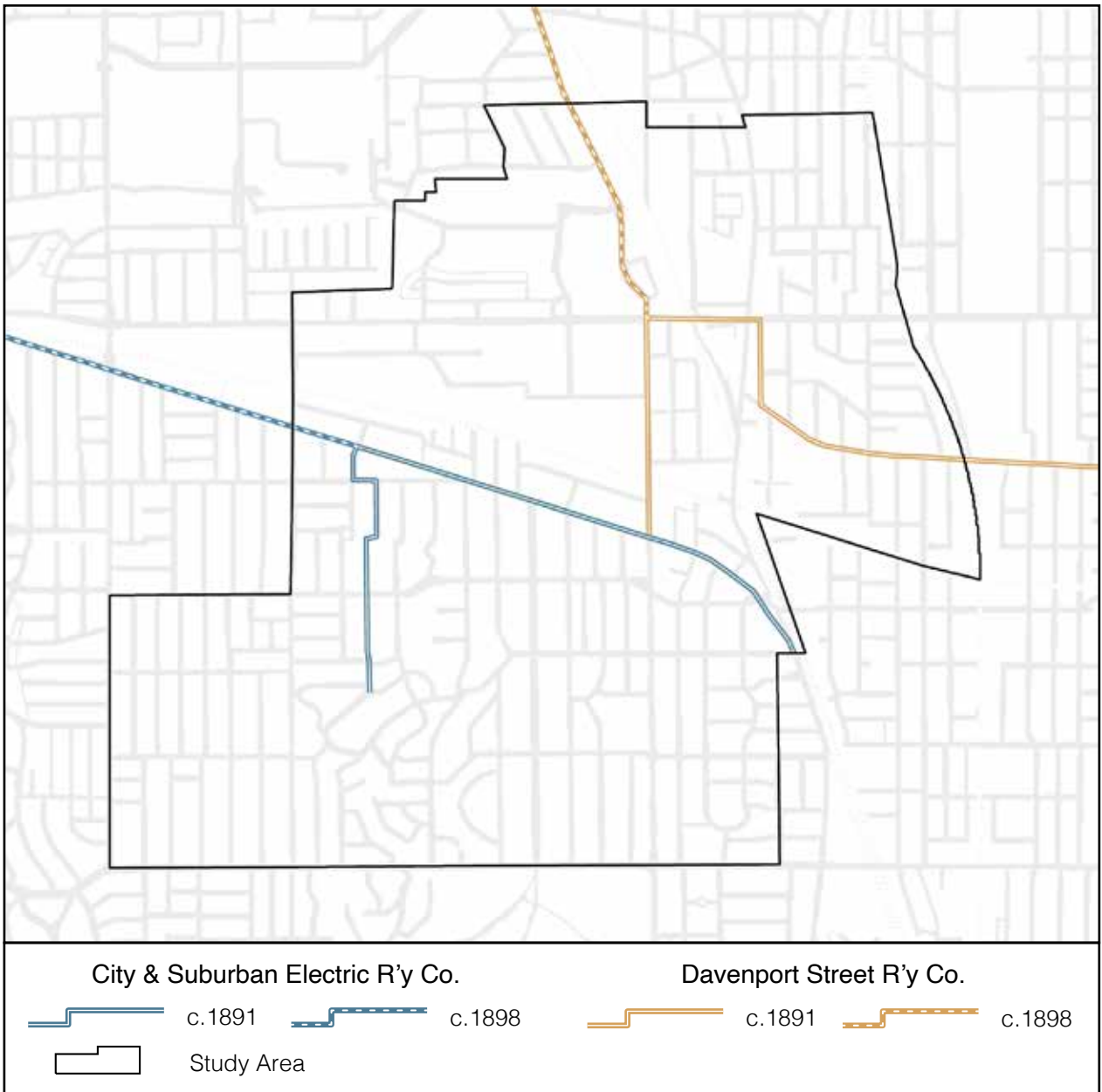


By-law 91: July 16, 1889



By-law 167: January 11, 1892

Map 10: Series of maps showing the various fire limits enforced by the municipality in four short years. The use of two shades indicates A and B zones were included in the by-law, with the darker areas having stricter requirements. The frequent changes suggest efforts to influence about property values within the town were an ongoing concern. Despite the variations, Dundas and Davenport road are consistently under the highest protection (CBCollective, 2020).



Map 11: Map showing local street railway services in the 1890s (CBCollective, 2020).

3.3.2 THEMES ASSOCIATED WITH THE ESTABLISHMENT AND EARLY GROWTH OF WEST TORONTO JUNCTION - 1884-1897

The following are the major themes and sub-themes associated with the Establishment and early Growth of West Toronto Junction period:

Theme: Sub-theme	Description of Activities & Events
Governance & Civic Administration: West Toronto Junction	Successive legal entities responsible for administration and provision of municipal services including fire and police as well as running council meetings. These were: Village of West Toronto Junction (1884-1886) (established); Village of West Toronto Junction (1887-1889) (incorporated); Town of West Toronto Junction (1889-1891); Town of Toronto Junction (1891-1907). Municipal fire limits dictate specific building codes for areas within municipal boundaries.
Urban Environment: Municipal Growth and Evolution	The establishment and promotion of West Toronto Junction led to the community's rapid growth into an upstart town, formally incorporated as a municipality in 1887 before becoming a town in 1889. Residential growth exploded as new employers attracted workers to the area, with schools and places of worship emerging to serve the growing communities. The intersection of Dundas and Keele streets became the commercial centre of the burgeoning town, providing employment opportunities for professional classes. Commercial growth focused on this area as well as corner locations of other major streets. This growth led to the emergence of land use patterns for industrial, residential, commercial neighbourhoods within the study area.
Transportation & Infrastructure: Railways	Already boasting five different railway lines and a busy junction, relocation of the CPR shops from Parkdale to West Toronto Junction in 1890 solidifies the locality as an important railway centre in the province.
Transportation & Infrastructure: Commuter Transit	In 1891 two commuter railway lines were established by private entities, providing better mobility throughout the growing settlement and improved connectivity with Toronto.

Theme: Sub-theme	Description of Activities & Events
Industry & Manufacturing: Consumer & Industrial Manufacturing	Numerous large manufacturing operations are established at or relocated to railway lines in the municipality, creating an important industrial area outside Toronto. Industrial and manufacturing operations included Canada Wire Mattress Company (1887), Wilkinson Plough Company (1889), Canadian Pacific shops (1890), Auston Manufacturing Company (1890) and Hess Manufacturing Company (c1890).
Civic Institutions: Education - Schools	A number of schools were built between the late 1880s to the 1890s to serve nearby communities, including Annette Street Public School (c1886), Carlton Public School (c1889), St. Clair School (1890) and Humberside Collegiate (1893). ⁵³
Community & Culture: Places of Worship	A number of churches were built in the early 1890s to serve the growing communities nearby. Several are built on a stretch of Annette Street, establishing its institutional character.

⁵³ None of the structures constructed during this period are extant.

3.3.3 EXISTING BUILT FORM 1884-1897

The following examples of the built form illustrate the themes and sub-themes associated with the Establishment & Early Growth of West Toronto Junction period:

Existing Built Form and Related Themes: 1884-1897	
<p>Theme: Governance & Civic Administration</p> <p>Sub-theme: West Toronto Junction</p> <p>Description of Existing Built Form & Examples: James Hall, a mixed-use building on Dundas Street West was constructed in 1888. It was one of the first mixed-use buildings in West Toronto Junction. The Town Council, Fire and Police departments were among the occupiers.</p>	
	<p>James Hall at Dundas Street West and Pacific Avenue (CBCollective 2020).</p>
<p>Theme: Urban Environment</p> <p>Sub-theme: Municipal Growth and Evolution</p> <p>Description of Existing Built Form & Examples: During this period, residential developments related to West Toronto Junction were built near former industrial operations, the historic villages of Carlton and Davenport, and around the intersection of Keele and Dundas streets. Smaller developments could be found throughout and even beyond the original ‘West Toronto Junction Property’ subdivision.</p>	
	<p>A detached house on Quebec Avenue south of Dundas Street West (CBCollective, 2020).</p>
	<p>A row of bay-and-gable style residential buildings at Indian Road Crescent at Annette Street (CBCollective, 2020).</p>

Existing Built Form and Related Themes: 1884-1897

Theme: Urban Environment

Sub-theme: Municipal Growth and Evolution

Description of Existing Built Form & Examples: During this period, commercial buildings related to West Toronto Junction tended to be two- and three-storey, mixed-use buildings constructed primarily along Dundas, Annette and Dupont streets.



Commercial hotel building (the former Heydon Hall) at St. Clair Avenue West and Weston Road (CBCollective, 2019).



Commercial block at Dundas Street West and Keele Street (CBCollective, 2020).



Mixed-use row on Dundas Street West at Pacific Avenue (CBCollective, 2019).



A mixed-use building at Annette Street and Quebec Avenue (CBCollective, 2020).

Existing Built Form and Related Themes: 1884-1897

Theme: Transportation & Infrastructure Networks

Sub-theme: Railways

Description of Existing Built Form & Examples: The relocation of CPR shops to West Toronto Junction in 1890 was a major factor contributing to commercial, industrial and residential growth in the area.

Although the shops themselves are no longer evident, a condition of the CPR relocating to West Toronto Junction was the town's construction of a bridge over Keele Street. The Keele Street subway and railway bridge was constructed in 1891-2.⁵⁴



Keele Street subway and railway bridge looking north (CBCollective, 2019).

Theme: Industry & Manufacturing

Sub-theme: Consumer & Industrial Manufacturing

Description of Existing Built Form & Examples: During this period Industrial and manufacturing operations located themselves next to railway lines.



Industrial building at Wiltshire and Adrian avenues on the former Ontario & Quebec (now CP) railway line. Building appears to be part of the former Wilkinson Plough factory built 1889 (CBCollective, 2019).

54 Library and Archives Canada, Privy Council Minute 223 C, May 29, 1891.

Existing Built Form and Related Themes: 1884-1897

Theme: Community & Culture

Sub-theme: Places of Worship

Description of Existing Built Form & Examples: During this period, several church buildings were constructed, including the former Victoria Presbyterian Church (1890-2), and the east section of the Annette Street Baptist Church (c1890). These helped to establish the institutional character of Annette Street, which would see continued institutional development. Both are now condominiums.



Victoria/Royce Presbyterian Church at Annette and Medland streets (CBCollective, 2019).



Annette Street Baptist Church on Annette Street East of High Park Avenue (CBCollective, 2020).

Theme: Transportation & Infrastructure

Sub-theme: Commuter Transit

Description of Existing Built Form: In 1891 two commuter railway lines were established by private entities. These provided the infrastructure to live and work throughout the growing settlement, and created commuter connections to Toronto. This contributed to the growth of the Town of West Toronto Junction.

Related built forms are expressed in the *Urban Environment: Municipal Growth and Evolution* section above.

3.4 RENEWED GROWTH - 1898-1908

3.4.1 HISTORIC OVERVIEW

The Town of Toronto Junction was stagnant in the mid-1890s, stifled by the larger depression and weighed down by its own municipal debt. Scores of landholders had either defaulted on their taxes or abandoned their land, with 2,000 properties offered by the city at tax sales.⁵⁵ In 1896 a settlement was obtained with the aid of the premier, permitting the town five years' favourable interest on its debt of \$1,000,000.⁵⁶ The relief led to a modest reversal of fortunes, with new houses and businesses under construction by 1898.

This recovery was hastened by a Canadian industrial boom of Ontario and Quebec firms fueled by expansion and settlement in the western provinces. The resulting corporate growth contributed in part to a period of industrial decentralization, in which many factories relocated from established urban cores in favour of suburban locales.⁵⁷ Once again, Toronto Junction was an attractive destination for companies wanting to build new large, modern facilities with railway access.⁵⁸ The town's second period of growth emerged from this context, when a number of large companies were relocated or established in the coming years. Gurney Foundry was established northeast of the railway junction at this time, as was Art Goods Manufacturing (**Figure 42**). Nordheimer Piano took over the old Hess Manufacturing facilities, and Canadian Cycle Manufacturers consolidated manufacturing to their H. A. Lozier facility on Weston Road.⁵⁹

Hydro-electric power reached the area in November 1906, following a 1903 agreement permitting the Toronto Electric Light Company to generate electric power from Niagara Falls. The transmission line (built by the Toronto and Niagara Power Company) cut through the northern part of the area, crossing St. Clair Avenue and travelling along Davenport Road.⁶⁰

In 1903 the Union Stock Yards opened a \$250,000 complex at Keele and St Clair streets to replace the smaller city-owned facilities downtown. The first meat packing plant in the stockyards area was completed in 1905 and acquired by Swift Canadian in 1911. Gunns Limited constructed a second plant nearby which went into operation in 1907. In 1913 Harris Abattoir expanded and built a brand new integrated packing plant across the street from the stockyards and adjacent to Gunns. In exchange for agreeing to purchase all their livestock at the new stockyards for a period of 25 years, these firms received land at low cost. Meat packing quickly established itself as an important anchor industry of the area, based northwest of Keele Street and St. Clair Avenue West (**Figure 43 & 44**).⁶¹

Residential growth followed industrial development, fuelling the continuing build out of the town. The area about Dundas and Keele continued to intensify, while further afield developments proceeded in the outer areas of the 1889 boundary (see **Figure 42**). The areas south of Dundas Street retained a purer residential character, excepting the institutional section of Annette Street established earlier (**Figure 45**).

55 'Toronto Junction - Trouble Between the Town and its Bondholders,' *The Globe*, March 12, 1897, p. 3.

56 'Toronto Junction - Western Suburb Recovering From the Boom,' p. 9.

57 Harris, p. 54.

58 Ibid, pp. 54-57.

59 Ibid, p. 58.

60 City of Toronto, *Turning On Toronto: A History of Toronto Hydro*. Accessed at <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/web-exhibits/turning-on-toronto-a-history-of-toronto-hydro/>

61 Ian MacLachlan, *Kill and Chill: Restructuring Canada's Beef Commodity Chain* (Toronto: University of Toronto Press, 2001), p. 114.

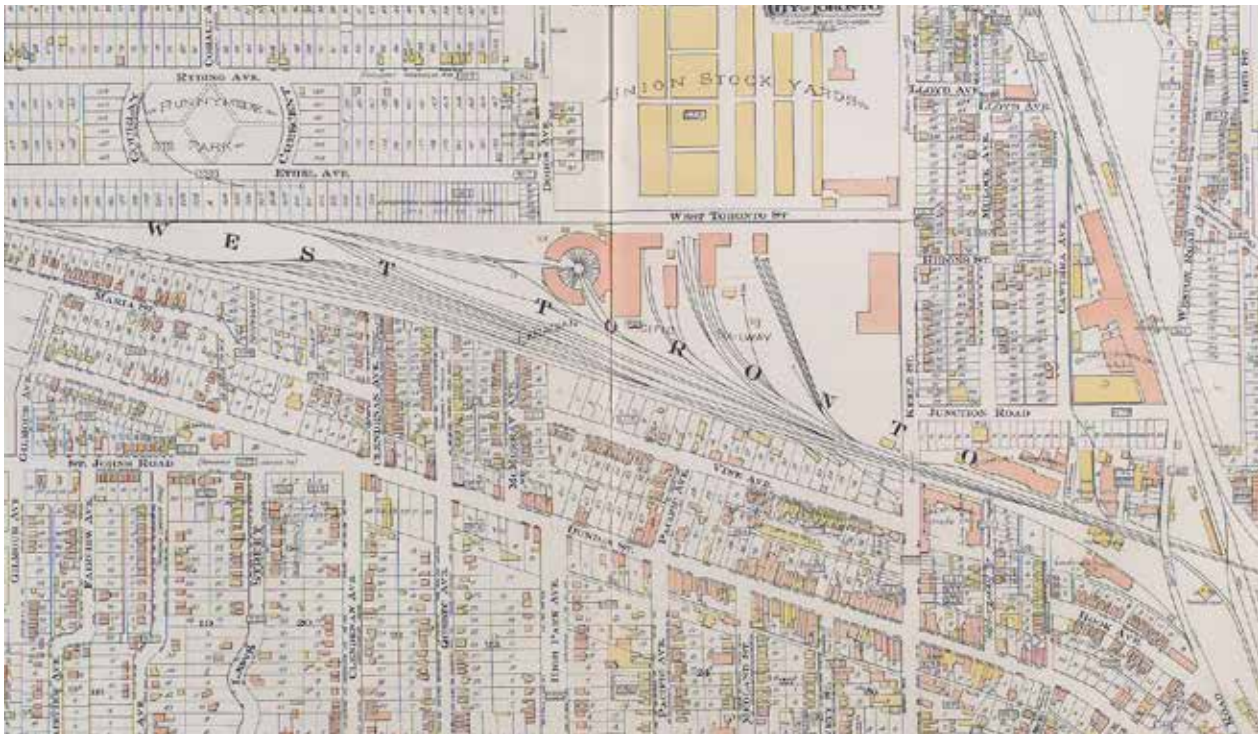


Figure 42: 1910 fire insurance plan, plate 64, showing new industrial / stockyard operations and the density of worker housing between Dundas Street and the CPR tracks. The extent of Dundas Street's commercial buildout is seen, contrasted by a residential section toward the west (*Toronto Public Library: M912.7135 G57 BR fo*).

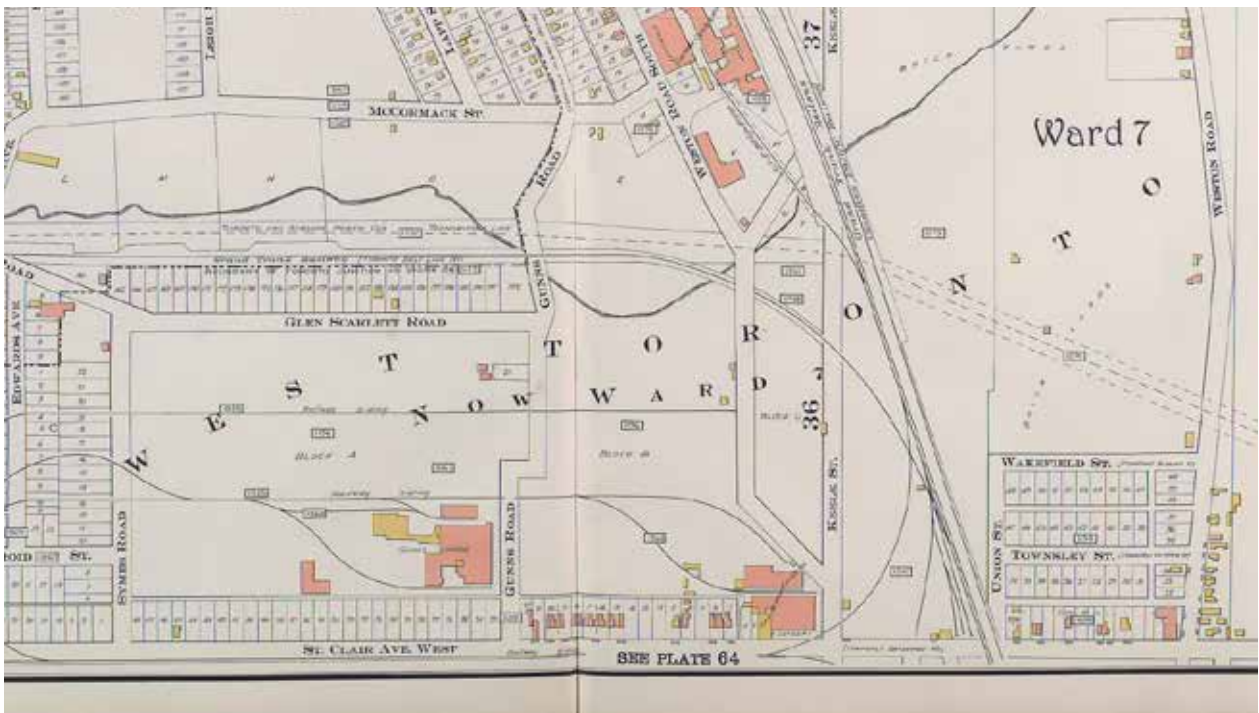


Figure 43: 1910 fire insurance plan, plate 67, showing new meatpacking facilities on St. Clair Avenue north of the Union Stockyards as seen on Figure 42 and 44 (*Toronto Public Library: M912.7135 G57 BR fo*).

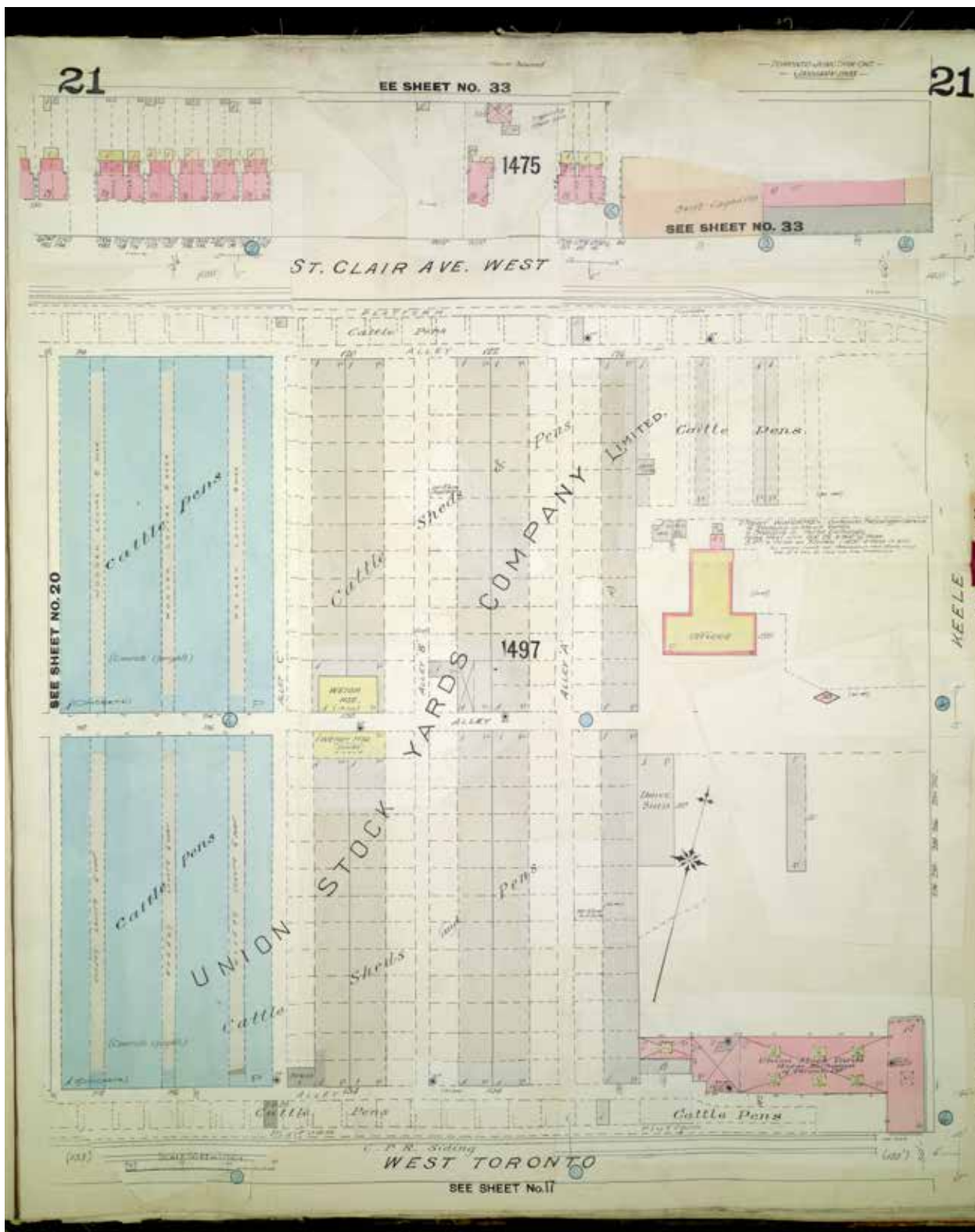


Figure 44: 1914 fire insurance plan, plate 21, showing a portion of the Union Stock Yards facility at the Keele and St. Clair intersection. The facilities Swifts meatpackers are seen at the top (*University of Toronto Map and Data Library*).

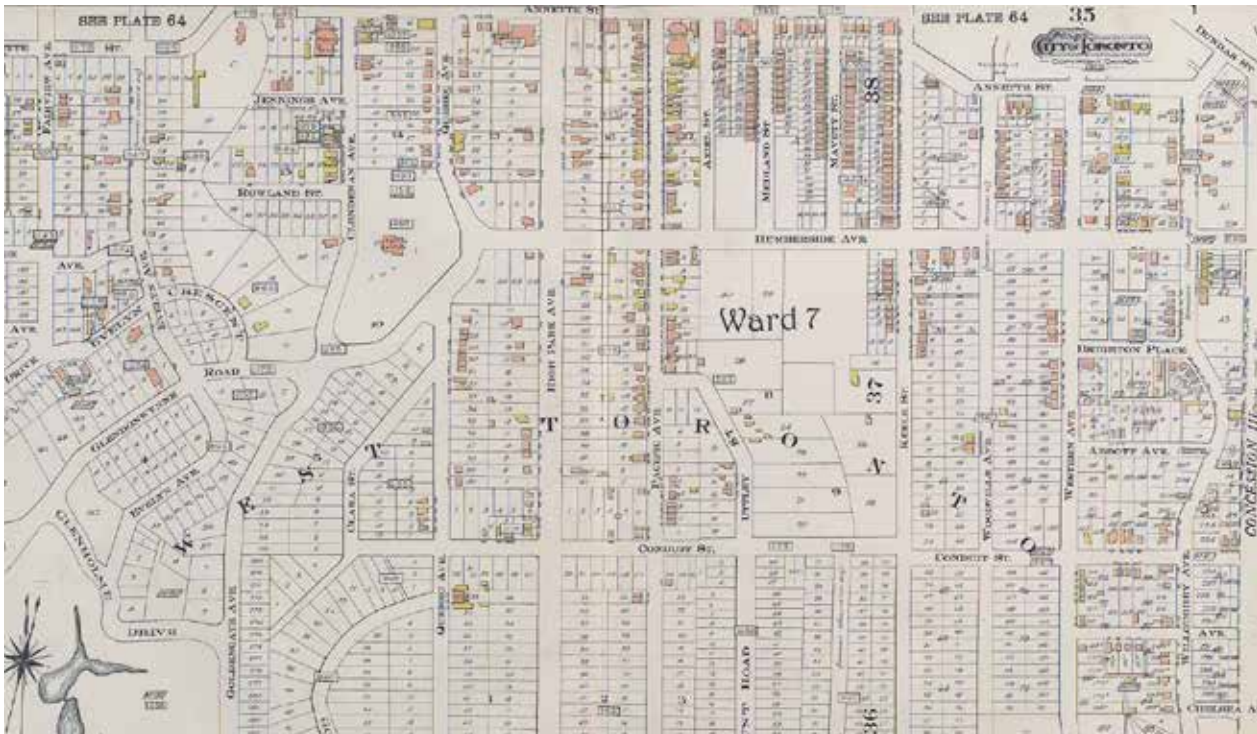


Figure 45: 1910 fire insurance plan, plate 61, showing the homogenous residential character of the area south of Dundas Street, generally larger than those further north. The institutional section of Annette Street is seen on its south side (*Toronto Public Library: M912.7135 G57 BR fo*).



Figure 46: Typical early 20th century housing types as seen on Annette Street in 1952 (*City of Toronto Archives: Series 372, Sub-series 1, Item 1792*).

This institutional character was strengthened during this period by the addition of the Annette Street Public Library at Medland Street, and two new churches built at High Park and Quebec avenues. Nearby Humberside Collegiate was expanded with a substantial addition in 1907 (not extant).

The southern residential enclaves now tended toward larger dwellings and a higher proportion of detached and semi-detached types than previously, whereas modest worker and row housing was now focused north of Dundas Street closer to industrial employers (see **Figure 42 & Figure 45**). Housing styles from this period reflect a transition from Victorian and eclectic forms to the more sober classical influences of Edwardian and four-square types (**Figure 46**). Despite this residential growth, by 1907 the town faced a significant housing shortage, with industrial development outpacing that of housing. A significant proportion of workers were commuting from Toronto as a result.⁶²

The commercial core at Dundas and Keele streets continued to grow with mixed-use row buildings. Incomplete blocks remained common outside the centre though, and west of St. John's Place a residential section was developing (see **Figure 42**). Mixed-use buildings continued to be built on corner lots on Davenport Road and Annette Street. No development pressure existed yet along Bloor and Jane streets or in the area's southern and western limits. At the time of annexation to the City of Toronto in 1909 the study area was roughly 40% built out (**Map 12**).

Ongoing debates on the town's fire limits reveal a distinction in perceived property values

between those north and south of Dundas Street West. New proposals involved removing all fire limits in the wards north of Dundas Street West, which included the former villages of Carlton and Davenport. The exception was Davenport Road, which would be reduced from Limit A to the less stringent Limit B.⁶³ Inversely, expanded and more stringent fire limits were increasingly proposed for the areas south of Dundas Street West.⁶⁴

Economic recovery meant a steady trade for the town's hotels.⁶⁵ However as the community grew, the unsavoury activities the hotels fostered came under increasing scrutiny. High amounts of public drunkenness, fighting, as well as gambling and prostitution contributed to a strong prohibitionist sentiment locally. Citizens voted in favour of an alcohol ban in the 1904 municipal elections, which extended to liquor stores as well as licensed establishments. Most of the town's hotels closed following the implementation of the law on May 1, 1904.⁶⁶

Ultimately the 1900s were a period of sustained growth for the Town of Toronto Junction and surrounding areas. Between 1905 and 1906 the population rose from 7,071 to 8,563. Sustained industrial and residential growth created the impetus for a substantial commercial centre at the intersection of Keele and Dundas streets, which drove commercial property to prices not seen since the early 1890s.⁶⁷ In 1907 town council ran a surplus for the first time since the crash fifteen years earlier.⁶⁸ The population was 10,200 in that year, growing to 12,000 by 1909. By this point the vast majority of the area had been subdivided in preparation for development, with the exception of the

62 'House Scarcity at Junction Compels Numerous Workment to Travel Long Distances,' *Toronto Daily News*, May 7, 1907, p. 4.

63 'Toronto Junction - Changes for Fire Limit By-law,' *The Toronto Daily Star*, April 11, 1905, p. 7.

64 'Junction Progressing - The Fire Limits Revised,' *The Toronto Daily Star*, March 23, 1906, p. 3.

65 In 1904, there were six hotels in the area: the Subway Hotel; Heydon House; the Avenue Hotel, The Peacock Tavern; Brown's Hotel; and the Occidental Hotel.

66 Byers, p. 57.

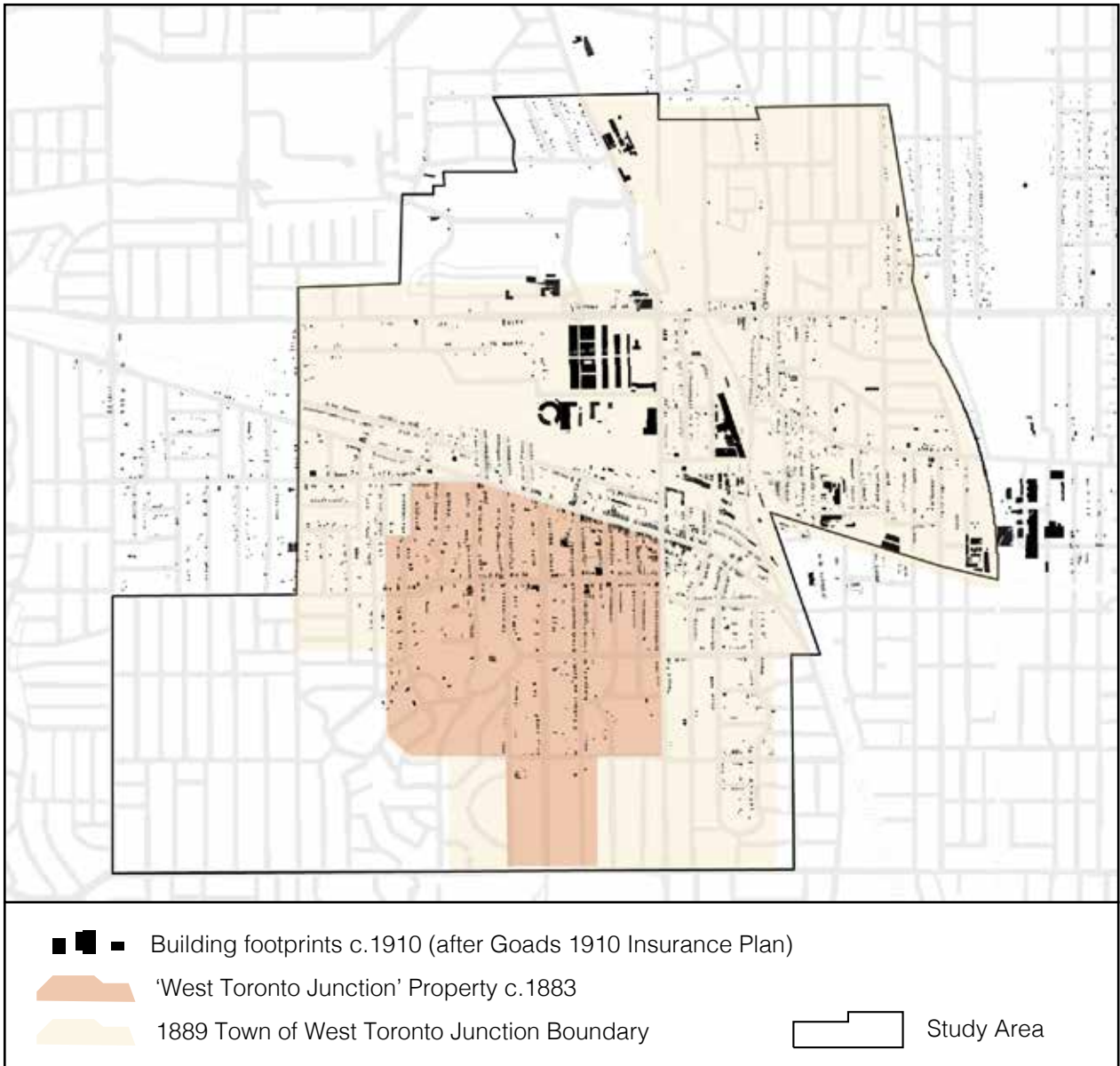
67 'Land Reaches Boom Prices,' *The Globe*, April 7, 1906, p. 9.

68 'Junction Starts Well,' *The Globe*, January 15, 1907, p. 13.

open areas northeast of Keele and St. Clair. These continued to be used as brick yards, the last vestige of the area's resource extraction economy. Three years prior thirteen brickyards still listed Carlton as their post office.

In 1908 the town incorporated as the City of West Toronto, with expanded western boundaries south of Annette Street and north of St. Clair Avenue West. The status was short-lived however, as the city was annexed

by Toronto in 1909. Despite a stable financial footing, the municipality still carried a large debt. Annexation offered debt relief, as well as improved standards for services and utilities, and better integration with Toronto.⁶⁹ Toronto's interest came from consolidating the industrial potential within its own boundaries, and eliminating a successful competitor.



Map 12: Map showing built extents of the study area as of annexation to City of Toronto (CBCollective, 2020).

69 Harris, p. 40.

3.4.2 THEMES ASSOCIATED WITH THE RENEWED GROWTH PERIOD 1898-1908

The following are the major themes and sub-themes associated with the Renewed Growth period:

Theme: Sub-theme	Description of Activities & Events
Governance & Civic Administration: West Toronto Junction	Successive legal entities responsible for administration and provision of municipal services including fire and police as well as running council meetings. These were: Town of Toronto Junction (1891-1907); City of West Toronto (1908-1909). Municipal fire limits dictate specific building codes for areas within municipal boundaries. An alcohol ban has a major impact on local businesses, signalling the demise of most hotels.
Civic Institutions: Education	Growth of the community in the early 1900s was met by an expansion in local services, including libraries and expanded schools.
Urban Environment: Municipal Growth and Evolution	Growth through the 1900s led to the continued development of residential and industrial neighbourhoods and an expanding commercial centre. Residential growth occurred throughout the study area, radiating from the intersection of Dundas and Keele streets, as well as around the Davenport and Carlton areas and industrial operations. Areas south of Dundas Street West tended toward larger and detached homes. Commercial growth continued along Dundas Street West, as well as corner locations of other larger thoroughfares.
Transportation & Infrastructure Networks: Power Generation & Distribution	A hydro transmission line was constructed across the northern part of the area, bringing hydro-electric power to Toronto for the first time on November 19, 1906.
Community & Culture: Places of Worship	A number of churches were built and expanded during this period in response to the continued growth of local communities. Churches tended toward residential areas, with an institutional stretch of Annette Street supporting several.

Theme: Sub-theme	Description of Activities & Events
Industry & Manufacturing: Consumer & Industrial Manufacturing	Buoyed by a strong economy and trends favouring suburban industrial development, the municipality continued to attract significant industrial operations during this period, becoming Toronto's most significant industrial satellite. Companies included Gurney Foundry Company, Art Goods Manufacturing Company, the Heintzman and Nordheimer Piano Companies, Dominion Show Case, Comfort Soap Works, Campbell Flour Mill, Standard Foundry & Company, Dominion Carriage Company and Canadian Cycle Manufacturers.
Industry & Manufacturing: Food Industries	Construction of the Union Stock Yards in 1903 attracted a number of meat packing plants, establishing the area as a major meat packing centre in Ontario.

3.4.3 EXISTING BUILT FORM 1898-1908

The following examples of the built form illustrate the themes and sub-themes associated with the Renewed Growth period:

Existing Built Form and Related Themes: 1898-1908

Theme: Civic Institutions

Sub-theme: Education

Description of Existing Built Form & Examples: In 1908, the City of West Toronto Junction received a Carnegie grant to construct a new library. It opened in September 1909 just after annexation to the City of Toronto.



The beaux-arts Annette Street Public Library, located on a section of Annette Street characterized by a high number of institutional buildings (CBCollective, 2020).

Theme: Urban Environment

Sub-theme: Municipal Growth and Evolution

Description of Existing Built Form & Examples: During this period, residential buildings continued to be located north of Dundas Street West but were increasingly located in the area to the south of Annette Street.



Detached four-square houses on Quebec Avenue (CBCollective 2020).



A row of bay-and-gable type houses on Vine Avenue north of Dundas Street West (CBCollective 2020).

Existing Built Form and Related Themes: 1898-1908



A row of simple worker houses on Maria Avenue north of Dundas Street West (CBCollective 2020).

Theme: Urban Environment

Sub-theme: Municipal Growth and Evolution

Description of Existing Built Form & Examples: During this period, commercial buildings were concentrated along Dundas Street West.



Commercial bank building at Dundas and Keele streets (CBCollective 2020).

Existing Built Form and Related Themes: 1898-1908

Theme: Urban Environment

Sub-theme: Municipal Growth and Evolution

Description of Existing Built Form & Examples: During this period, two- and three-storey, mixed-use buildings were located primarily along Dundas Street West, Davenport Road, Annette Street and St. Clair Avenue West.



Mixed-use buildings at Davenport Road and Symington Avenue (CBCollective, 2020).



Mixed-use buildings on Dundas Street West at Indian Grove Road (CBCollective, 2020).

Theme: Transportation & Infrastructure

Sub-theme: Power Generation & Distribution

Description of Existing Built Form & Examples: The hydro transmission corridor was established in 1906.



Hydro corridor on St. Clair Avenue West at Prescott Avenue (CBCollective, 2019).

Existing Built Form and Related Themes: 1898-1908

Theme: Industry & Manufacturing

Sub-theme: Consumer & Industrial Manufacturing

Description of Existing Built Form & Examples: Factories and manufacturing facilities constructed during this period included the Gurney Foundry Company (c1890), Art Goods Manufacturing Company, Nordheimer Piano Company and Canadian Cycle Manufacturers. Typically, they were constructed adjacent to railway lines.



Former Gurney Foundry building, now KN Rubber at Cawthra Avenue and Junction Road (CBCollective, 2020).

Theme: Community & Culture

Sub-theme: Places of Worship

Description of Existing Built Form & Examples: Churches constructed during this period continued to be located along Annette Street. This includes High Park Avenue Methodist Church (1908).



High Park Avenue Methodist Church located on a stretch of Annette Street with a concentration of institutional buildings (CBCollective 2020).

Theme: Industry & Manufacturing

Sub-theme: Food Industries

Description of Existing Built Form: Construction of the Union Stock Yards in 1903 attracted a significant number of meat packing plants, establishing the area as a major meat packing centre in Ontario.

Although the construction of the Union Stock Yards was an important historic event as discussed in the Historic Overview section, it is no longer evident in the current built form.

3.5 ANNEXATION & MATURATION - 1909-1944

3.5.1 HISTORIC OVERVIEW

By the turn of the century, West Toronto Junction found itself carrying a high level of debt and its citizens wanting improvements such as paved streets, an upgraded sewer system and water supply, and better streetcar service. The City of Toronto, wanting to increase its competitiveness with Montreal and Hamilton, regarded West Toronto Junction as an ideal area to annex as a result of its extensive network of railway lines which could continue to attract manufacturing and industry.

The benefits of annexation were soon evident in the areas of electricity distribution and streetcar service. The municipally owned Toronto Hydro Electric System (THES) was established in 1908 as a distribution network for power provided by the Hydro-Electric Power Commission of Ontario (HEPCO). For the next decade, the THES and the privately owned Toronto Electric Light Company (TELC) competed for customers across the city. Then in 1911, the City of Toronto created the Toronto Civic Railway (TCR) to build streetcar lines in areas where the privately-owned Toronto Street Railway Company (TSRC) refused to serve. Between 1912 and 1917, the TCR built five lines including one along Bloor Street West between Dundas Street West and Quebec Avenue and later to Runnymede Road. Bloor Street's grade was raised substantially east of Glendonwynne Road during this period, smoothing over the previously drastic topography created by the creek valleys (**Figure 47 & Figure 48**).

In the early 1920s, the battle between private and public ownership of utilities and commuter transit service came to an end when the charters the TELC and the TSRC expired, paving the way for the city to assume both services. The THES became the sole distributor of power in Toronto and began

to construct hydro electric stations and substations across the city.

In 1921, the Toronto Transportation Commission (TTC) was established and assumed all the existing lines in the city. Immediately following, the TTC initiated an ambitious expansion programme. Within the study area, this included a streetcar line along Dundas Street West from Bloor Street to Humberside in 1922-3 and then along Davenport Avenue in 1923. The TTC also initiated a double decker bus along Humberside (**Figure 49**).

Industry and manufacturing continued to be drawn to the area, due largely to the Union Stock Yards which had a profound and long lasting effect on the area. Until the 1930s, Harris Abattoir and Swift Canadian held ownership interest in the Union Stock Yards. When they sold those interests, the stockyards came under U.S. control. In 1944, Ontario's Conservative government made good on a campaign promise to take over the United Stock Yards Corporation and establish a provincial board to oversee its operations.

The employment opportunities offered by West Toronto attracted immigrants who favoured urban areas such as Toronto and Montreal over rural destinations. In West Toronto, new immigrants often performed hard, back breaking work for large infrastructure projects such as laying streetcar tracks, grading and infilling along Bloor Street West and digging the sewer systems (**Figure 50**). They also found employment in the meat processing and packing factories. Immigrant groups to the area included Italian, German, Ukrainian, Jewish and Maltese populations. The Jewish and Maltese communities were notable for their concentration along Maria Street.

Jewish immigrants from eastern Europe,

primarily Russia and Poland, began locating in West Toronto Junction around the turn of the century. By 1909, there were enough members to establish the Congregation Knesseth Israel. Construction of the Knesseth Israel synagogue at Maria and Shipman streets followed in 1912. Its construction led to increased Jewish settlement in West Toronto Junction. Although there were established Jewish neighbourhoods around Spadina Avenue and Dundas Street, West Toronto Junction offered more affordable lots in a less crowded environment. The Jewish population in West Toronto Junction peaked in the 1920s at 200 families.⁷⁰ It decreased after the Second World War as second-generation Jewish residents moved to north Toronto.

Similarly, West Toronto Junction was one of two locations in the city where Maltese immigrants located, the other being the area around Dundas and McCaul streets. Predominantly Roman Catholic, the Maltese living in West Toronto Junction attended St. Cecilia Church on Annette Street before building St. Paul the Apostle Church on Dundas Street West in 1930. Unlike the Jewish community however, Maltese immigration increased after the Second World War with many choosing to settle in the established West Toronto neighbourhood. The community was concentrated in the area between Dundas Street and the railway line on Maria, Gilmour, Vernon and Dundas streets.

Land subdivisions continued after annexation. The old brickyard properties north of St. Clair Avenue West and east of Old Weston Road were subdivided in 1911 and 1912 creating Rockwell, Blackthorn, Silverthorn, Rowntree, Prescott, Howick, Rosethorn, Pryor, Cloverdale, Turnberry, and Chambers avenues (**Figure 51**). By 1924 the study area had been substantially built out, save for

portions northeast of St. Clair Avenue West and Old Weston Road and the remaining Kennedy Estate lands. The new transit service along Bloor Street coincided with main street commercial development further west on Bloor Street, accompanied by residential development to the north (**Figure 52 & Figure 53**). The last Kennedy Estate lands were subdivided between 1924 and 1939 (**Figure 54 & Figure 55**). These areas maintained their strict residential quality, with two-storey brick houses the predominant house type.

New municipal rules and regulations, however, made life difficult for the owner-builder as it was no longer possible to build a small dwelling and add a little at a time as means allowed.⁷¹ Owner-builders now faced municipal requirements for building permits, a ban on tar paper shacks and building inspectors who enforced the regulations.

The residential neighbourhoods contained a number of civic and social institutions which supported the local population. These included buildings constructed by government and social organizations such as the General Mercer School, Lakeview Lodge Mechanics Hall and Masonic Temple.

By the end of the 1909-1944 period, the City of Toronto was essentially built out with the built form and land use patterns established. West Toronto Junction was characterized by dual industrial/residential land uses, with the northern part of the area dominated by industrial use and the southern part characterized by residential neighbourhoods (**Figure 56**).

⁷⁰ Ontario Jewish Archives, *Toronto's First Synagogues - Knesseth Israel*. Accessed at <http://ontariojewisharchives.org/exhibits/synagogues/synagogues/Israel/history.html>

⁷¹ Byers, p. 70.



Figure 47: The height of the sewer grate shows how significantly Bloor Street's grade was raised in 1914. (*City of Toronto Archives: Series 1231, Item 1201*).



Figure 48: The dramatic topography of Spring Creek posed challenges for development as seen in this 1914 photograph at Keele and Bloor (*City of Toronto Archives: Series 372, Sub-series 58, Item 294*).



Figure 49: Humberside Avenue looking east towards Dundas Street in May 1923. The results of the TTC's expansion project in the study area are evidenced by the streetcar in the background and a double-decker bus in the foreground (City of Toronto Archives: Fonds 16, Series 71, Item 2116).



Figure 50: Laying streetcar tracks at the corner of Dundas Street West and Keele Street, November 1923 (City of Toronto Archives: Fonds 16, Series 71, Item 2815).



Figure 51: 1931 oblique aerial view northeast over CCM factory on Weston Road at McCormack Street, with subdivisions from the early 1910s seen at background right. The factory has been demolished save the structure south of McCormack Street (City of Toronto Archives: File 1244, Item 2429).

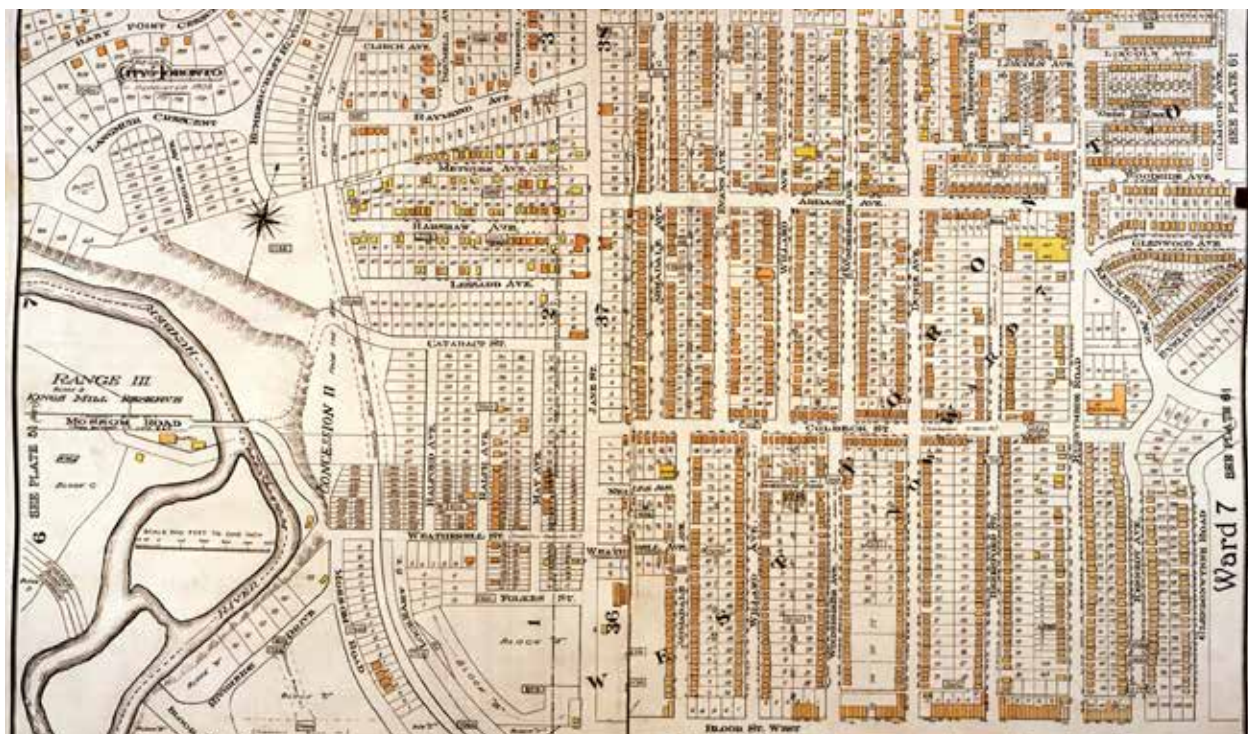


Figure 52: 1924 fire insurance plan plate 60 showing heavily built out neighbourhoods northeast of Bloor and Jane street (Accessed at: <http://goadstoronto.blogspot.com/2013/01/1924-toronto-fire-insurance-map.html>).



Figure 53: 1924 fire insurance plan plate 61 showing areas north of Bloor Street built out substantially (<http://goadstoronto.blogspot.com/2013/01/1924-toronto-fire-insurance-map.html>).



Figure 54: Typical detached house forms on Kennedy Park Road in 1929 (*City of Toronto Archives: File 1266, Item 16219*).

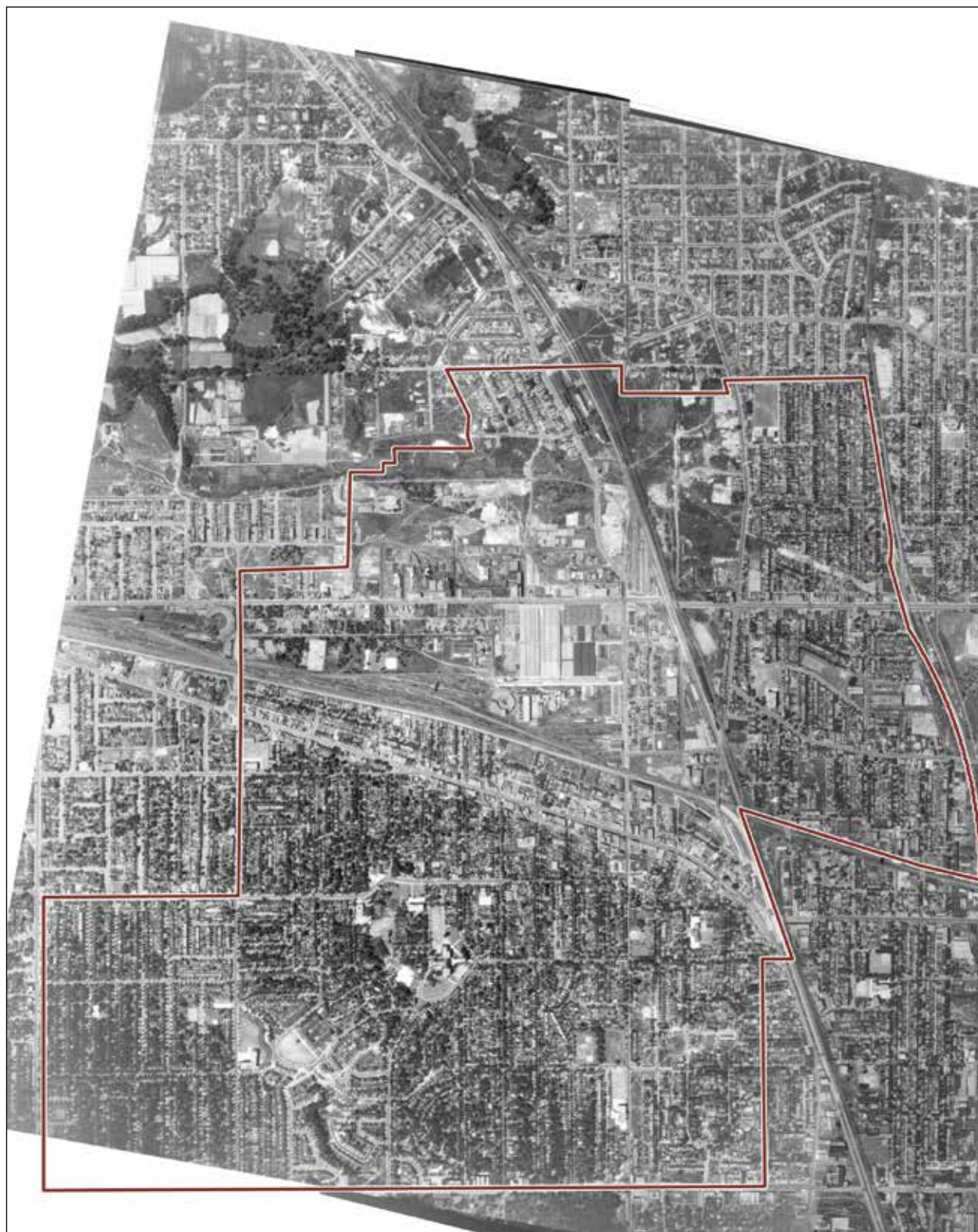


Figure 55: 1939 aerial photograph of the study area (*National Air Photo Library: A6590_080, A6590_08; Composited by CBCollective, 2020.*).

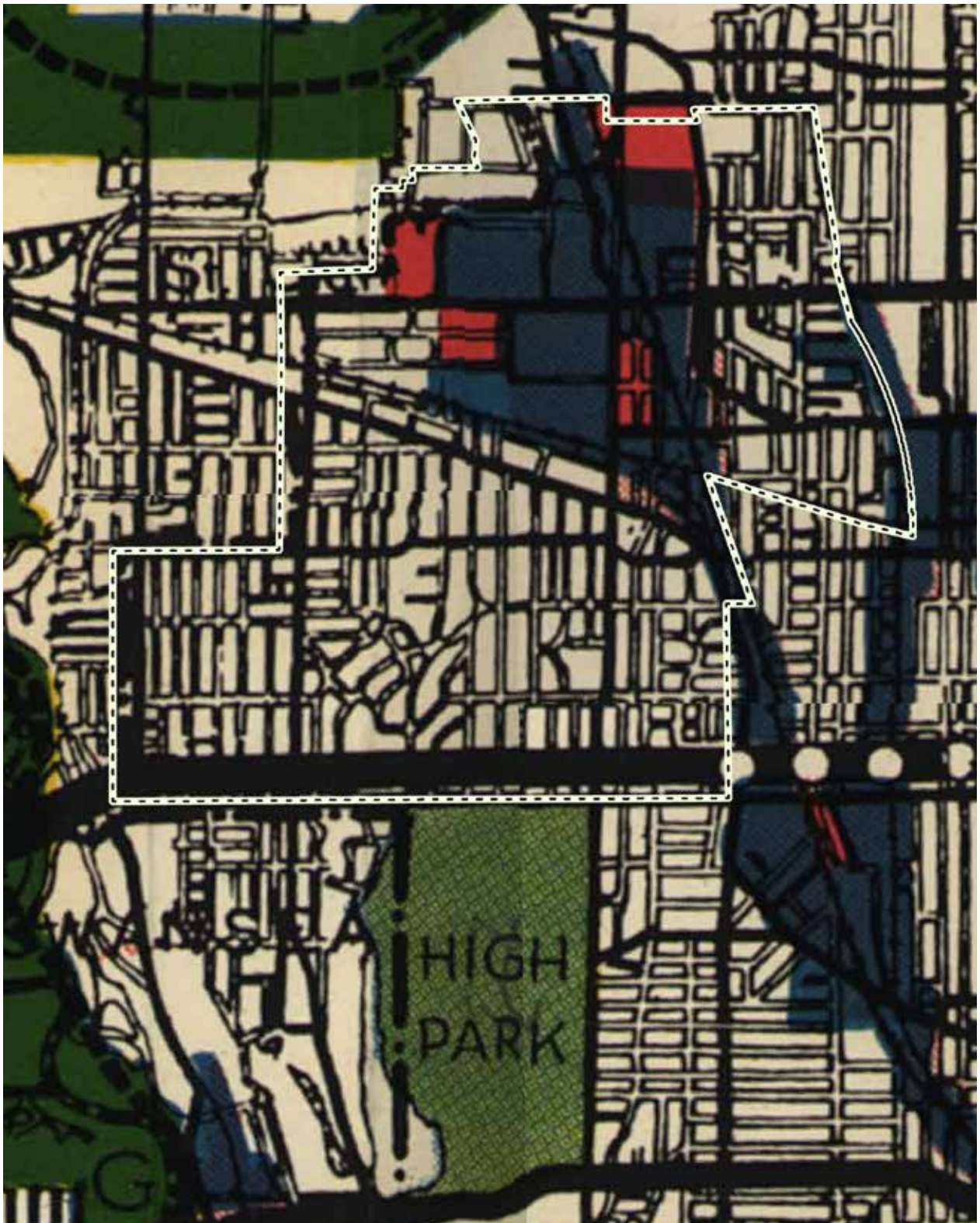


Figure 56: Detail from the City of Toronto's 1943 Master Plan. The blue shading indicates existing industrial areas while the red indicated new industrial areas. The remaining unshaded areas were residential (Richard White, *Planning Toronto*, Map 1.8, p. 31).

3.5.2 THEMES ASSOCIATED WITH THE ANNEXATION & MATURATION 1909-1944

The following are the major themes and sub-themes associated with the Annexation & Maturation period:




Theme: Sub-theme	Description of Activities & Events
Urban Environment: Land Division and Subdivision Municipal Growth and Evolution	<p>The regular street and block network created 1911-2 in the northeast portion of the area bounded by Howick (south), Prescott (east), Rowntree (north) and Old Weston (west) and the detached two storey, brick houses constructed c1920 in that area.</p> <p>Annexation to the City of Toronto in 1909 improved access to services and utilities. New regulations made life difficult for the owner-builder as it was no longer possible to build a small dwelling and add a little at a time as means allowed. The two-storey brick home replaced the detached frame bungalow as the predominant residential type in the area.</p>
Governance & Civic Administration: City of Toronto	Annexation to the City of Toronto on May 1, 1909.
Civic Institutions: Recreation Education Public Works	Following annexation, the City of Toronto provided several services and amenities in the area including libraries, parks, schools as well as public works. In West Toronto this included Baird Park (c1913), Oakmount Park (c1924; now Lithuania Park), General Mercer School (c1923), the Runnymede Public Library (1929-30) and the Symes Road Destructor (1932-4).
Transportation & Infrastructure Networks: Commuter Transit Power Generation & Distribution	<p>Creation of the publicly owned Toronto Civic Railways (TCR) in 1911 to construct streetcar lines in areas not served by private streetcar lines.</p> <p>Creation of the Toronto Transportation Commission (TTC) in 1921 and expansion of streetcar service in the area in 1922-3.</p> <p>Creation of the Toronto Hydro-Electric System (THES) in 1908 and then sole distributor of electricity in the City of Toronto in the 1920s.</p>
Industry & Manufacturing: Food Industries	The Union Stock Yards and the meat packing and processing industries dominated the area north of the CP railway line and west of Keele.

Theme: Sub-theme	Description of Activities & Events
Community & Culture: Places of Worship Lodges & Halls	After World War One, European communities established themselves in West Toronto Junction. The and Maltese and Jewish communities located themselves in the area between Dundas Street West and the railway line along Maria, Gilmour and Vernon streets. The Knesseth Israel synagogue was built in 1912 at Shipman and Maria streets. It is the oldest original synagogue in Toronto that is still in use today. ⁷²
	Social organizations constructed the Masonic Temple (1909) and the Lakeview Lodge Mechanic's Hall (1923).

⁷² Ontario Jewish Archives, Toronto's First Synagogues - Knesseth Israel. Accessed at <http://ontariojewisharchives.org/exhibits/synagogues/synogogues/Israel/history.html>

3.5.3 EXISTING BUILT FORM 1909-1944

The following examples of the built form illustrate the themes and sub-themes associated with the Annexation & Maturation period:

Existing Built Form and Related Themes: 1909-1944	
<p>Theme: Urban Environment</p> <p>Sub-theme: Land Division and Subdivision</p> <p>Description of Existing Built Form & Examples: The regular street and block network created 1911-2 in the northeast portion of the area bounded by Howick (south), Prescott (east), Rowntree (north) and Old Weston (west) and the detached two storey, brick houses constructed c1920 in that area.</p>	
	<p>1913 Fire Insurance plan showing at left the street and block patterns described between Old Weston Road (west), St. Clair (south), the GO Barrie Line (east) and Rowntree Ave (north). The more built out portion on the east side of the railway it outside the study area (1913 Goads Insurance Plan).</p>
<p>Theme: Urban Environment</p> <p>Sub-theme: Municipal Growth and Evolution</p> <p>Description of Existing Built Form & Examples: In the northeast portion of the study area, the two-storey semi-detached brick homes replace the detached frame house as the predominant residential type in the area.</p> <p>This is seen throughout the study area. In the northeast, it is evident on Rockwell, Blackthorn, Silverthorn, Rowntree, Prescott, Howick, Rosethorn, Pryor, Cloverdale, Turnberry, and Chambers avenues.</p> <p>In the southern portion, it is most evident on streets south of Humberside Avenue such as Quebec, High Park, Pacific avenues and Oakmount Road.</p>	
	
<p>Rosethorn Avenue north of Rowntree Avenue (CBCollective, 2019).</p>	<p>High Park Avenue north of Glenlake Avenue (CBCollective, 2019).</p>

Existing Built Form and Related Themes: 1909-1944

Theme: Civic Institutions

Sub-themes: Recreation; Education; Public Works

Description of Existing Built Form & Examples: The City of Toronto provided services and amenities in the study area include those dedicated to: Recreation (Baird Park c1913 and Oakmount Park, c1924, now Lithuania Park), Education (Runnymede Public Library, 1929-30), Public works (Symes Road Destructor, 1932-4).



Baird Park Lawn Bowling Club (CBCollective, 2019).



Former Oakmount Park, now Lithuania Park, (CBCollective, 2019).



Former Symes Road Destructor, now Junction Craft Brewery, (CBCollective, 2019).

Existing Built Form and Related Themes: 1909-1944

Theme: Transportation & Infrastructure Networks

Sub-theme: Power Generation & Distribution

Description of Existing Built Form & Examples: During this period, the Toronto Hydro-Electric System (THES) was created and became the sole distributor of electricity in Toronto in the 1920s. Within the study area, the City of Toronto designed and constructed the Hydro Electric Substation on Wiltshire in 1924.



Wiltshire Avenue Hydro Electric Substation (CBCollective, 2019).

Theme: Community & Culture

Sub-themes: Places of Worship; Lodges & Halls

Description of Existing Built Form & Examples: Buildings constructed by community, religious and social organizations which functioned as:

Places of Worship (Congregation Knesseth Israel Synagogue, 1912 and St. Cecilia's Roman Catholic Church, 1914).

Lodges & Halls (Masonic Temple, 1909 and Lakeview Lodge Mechanic's Hall, 1923).



Congregation Knesseth Israel Synagogue at Maria and Shipman streets (CBCollective, 2020).



St. Cecilia's Roman Catholic Church located on a stretch of Annette Street with a concentration of institutional buildings (CBCollective, 2020).

Existing Built Form and Related Themes: 1909-1944



West Toronto Masonic Temple at Annette and Aziel streets (CBCollective, 2020).



Lakeview Lodge Mechanics Hall on Keele Street south of Dundas Street West (CBCollective, 2019).

Theme: Transportation & Infrastructure Networks

Sub-theme: Commuter Transit

Description of Existing Built Form & Examples: The Toronto Civic Railways (TCR) constructed streetcar lines in areas not served by private streetcar lines. Subsequently, the Toronto Transportation Commission (TTC) expanded streetcar service in the study area in 1922-3. While neither the TCR or TTC streetcar lines are evident in the study area, this theme is evident in the residential construction that occurred during this period. While neither the TCR or TTC streetcar lines are evident in the study area, this theme is evident in the residential construction that occurred during this period. See Urban Environment: Municipal Growth and Evolution above for more.

Theme: Industry & Manufacturing

Sub-theme: Food Industries

Description of Existing Built Form: The Union Stock Yards and the meat packing and processing industries dominated the area north of the CP railway line and west of Keele.

Although the Union Stock Yards and associated industries were important historical activities as discussed in the Historic Overview, they are no longer evident in the current built form.

3.6 POST-WAR INDUSTRIAL RISE & DECLINE - 1945-1990

3.6.1 HISTORIC OVERVIEW

The rapid suburban expansion that occurred after the Second World War required a new form of upper tier government. Metropolitan Toronto was created by the Province of Ontario in 1953 as a regional level of government formed through the federation of 13 municipalities. It was responsible for public transportation, major road networks, water supply and purification, as well as major storm and sanitary sewers. The need for a rapid transit line along Bloor Street and Danforth Avenue had been identified by the TTC even before completion of the Yonge Street subway line in 1954. The Metropolitan Toronto Council authorized the TTC to prepare functional plans for an east-west rapid transit system parallel to Bloor Street and Danforth Avenue to replace the existing streetcar route. Using the Yonge Street subway line as a precedent, the functional plan placed stations on the Bloor-Danforth line about 600m apart and at transfer points with existing surface routes. The project was approved in 1958 and undertaken jointly by the TTC and Metropolitan Toronto. On the Bloor Street section, stations at Spadina, Bathurst, Christie, Ossington, Dufferin, Lansdowne, Dundas West and Keele opened in February 1966. Stations at High Park, Runnymede, Jane, Old Mill, Royal York and Islington opened in May 1968.

Introduction of commuter transit led directly to the apartment tower development on Bloor Street West between Mountview and Gothic avenues. Following approval of the subway

line, the area was identified in city planning reports as having high potential for high rise residential development.⁷³ Constructed between the mid-1960s and 1980s, the new neighbourhood consisted of three towers in the block between Mountview and Oakmount and then Park Place and High Park Green which were developed by Cadillac Fairview.⁷⁴ Park Place consisted of ten high-rise towers and four 'executive town houses' (**Figure 57**). Spread over three blocks, these developments also included amenities such as swimming pools, a recreation centre, fountain and tuck shops. The original plan for High Park Green which included four towers with almost 2000 units and the demolition of many houses was met with fierce opposition from local residents. The compromise plan, approved in 1975, included three towers (25, 21 and 10 storeys) with 500 units and eight townhouses. It maintained many houses on the west side of Gothic Avenue which were slated for demolition under the original plan.

In the 1960s, the decline of downtown Toronto as an industrial district prompted the City to investigate the state of industry and warehousing in Toronto. Industry was moving from downtown Toronto to suburban locations due, in part, to the rise of assembly line operations which necessitated large, one-storey structures. Businesses were attracted to suburban locations since more land was available for expansion. A city-wide survey of industry and warehousing conducted in 1960 determined that the Junction area was one of the largest and most stable industrial areas in the City.⁷⁵ Of the

73 City of Toronto Planning Board, "Report on the future development of the area bounded by Bloor and Keele streets, Glenlake Avenue and the rear lot lines of the properties on the west side of High Park Avenue," October 7, 1963. Provided by City of Toronto Heritage Planning staff.

74 Park Place was bounded by Quebec, High Park and Pacific avenues between Bloor Street West and Glenlake Avenue. High Park Green was bounded by Gothic Avenue and High Park between Bloor Street and Glenlake Avenue. There was also a development of three towers between Oakmount and Mountview but it was not constructed by Cadillac Fairview.

75 The Junction area was bounded by the CNR tracks (east), Humberside Avenue (south) and the city limits (west and north).

169 Junction firms that took part in the 1960 survey, most indicated they planned to stay in the area.

The survey also identified trucking as gaining importance and a general trend away from companies using rail transport in favour of truck transport.⁷⁶ As a result, the Keele Centre was built by Marathon Developments in 1968-9 on the west side of Keele Street north of the railway line. It was considered an innovative design as a two level facility with truck access to both levels and rail access to the lower level. The building was used as a warehousing facility and also for light and heavy manufacturing.

The 1969 Official Plan outlined the city's industrial policy which favoured retaining Toronto as a centre of industry. The plan assumed that substandard housing and obsolete buildings would be removed and vacant land would serve the needs of industry. An example of this was the north side of Vine Avenue where houses were demolished to provide areas of new manufacturing and warehousing facilities.

In terms of residential development, the OP confirmed the high density residential area on the north side of Bloor Street across from High Park. The development was intended to take advantage of the extension of subway service between Keele Street west and Islington Avenue. In addition, two 'District Commerce Areas' were identified within the study area, one on Bloor Street between Jane Street and Runnymede Road and the other on Dundas Street West between St. John's Place and Indian Grove Road. These commercial areas were intended to encourage a variety of community activities including entertainment and recreation for local residents.



Figure 57: 1967 promotional brochure for The Tower at Park Place. Proximity to the subway was one selling point of the 27-storey rental apartment (City of Toronto Archives: Fonds 281, File 40).

⁷⁶ The survey culminated in a 1965 City report entitled *Industrial Prospects in the City of Toronto* which recommended a new zoning category for industrial zoning (I) because there was only a category for commercial zoning (C). The new I-zoning classification was formally introduced in 1978.

Dundas Street West had long served as the commercial centre of West Toronto Junction both prior to and after annexation. Between 1951 and 1961 there was a slight decline in the number of businesses from 266 to 247 and very little new commercial redevelopment in the study area.⁷⁷ Local businesses were competing with west end plazas containing large department stores which local residents could access by car or public transit.

Dundas Street West was also a dividing line between the industrial area to the north and the residential neighbourhoods to the south. Between Dundas Street West and the railway line were smaller houses that attracted immigrant communities particularly the Maltese community which was centred along Maria, Gilmour, Vernon and Dundas streets. Maltese and Italian residents tended to have multi-family homes. Eastern European immigrants from Germany, Austria, Poland, Hungary and Ukraine tended to live further west along Bloor Street West and around Roncesvalles Avenue and Dundas Street West (outside the area), and generally favoured larger, more substantial homes that provided income from rented rooms and flats.⁷⁸

In the early 1970s, the Greater Junction area employed 20,000.⁷⁹ Half of these employees lived within six kilometres of the Stockyards District. Sales at the Ontario Stock Yards peaked in 1977 when it handled 1.1 million head of livestock including 580,000 cattle. In fact, cattle crossing St. Clair Avenue West from the stockyards to the slaughterhouse was a common sight into the 1980s.

Toronto's land use plans for the area were based on maintaining the area as the centre of the meat processing industry of Ontario. The Stockyards District was characterized by

centrally located meat processing and heavy industrial areas with industrial/commercial areas serving as a buffer to several residential pockets. The 'buffer' businesses ranged from light warehousing and workshops to automobile repair shops and manufacturing facilities. Residential pockets were located at Weston-Maybank, Ryding Avenue, Hager/Britannia, Mulock-Hurons, Old Weston Road south of St. Clair Avenue and Old Weston Road north of St. Clair Avenue (**Figure 58 & Figure 59**).

However, by the late 1980s, meat packers were buying directly from producers and thus reduced the competitive position of the Ontario Stock Yards. There followed a reduction of meat processing industries in the area including the closure of Maple Leaf Foods.

⁷⁷ Wekerle, Gerda et.al. *Neighbourhood Change in the Southwest Junction*, 1976, p. 104.

⁷⁸ Ibid., p. 78.

⁷⁹ The Greater Junction area included the Stockyards District; Junction Triangle; Dundas Street West and Davenport west. City of Toronto Planning and Development Department, *Stockyards Industrial District Part II Official Plan Proposal*, April 1984, p. 23.

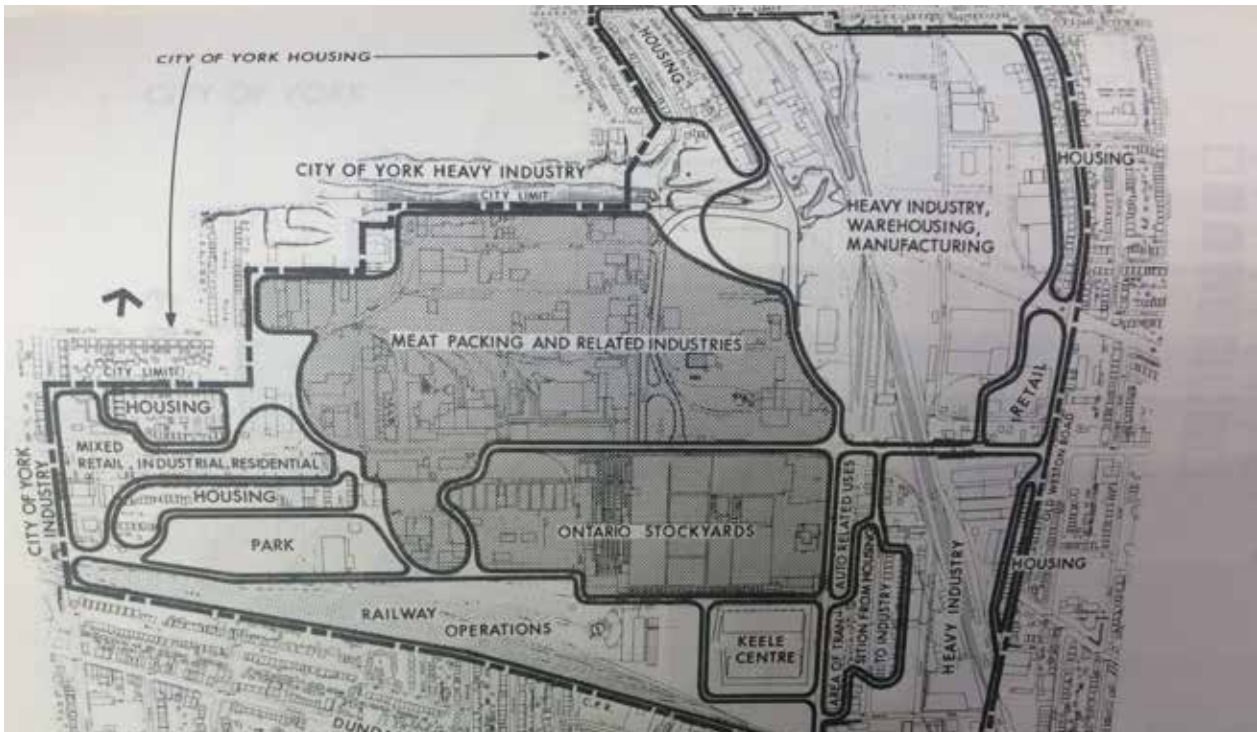


Figure 58: Map of the northern part of the study area showing major land uses in the 1980s. Residential neighbourhoods, indicated as ‘housing’, are located on the periphery of the area (City of Toronto Planning and Development Department, *Stockyards Industrial District: Part II Official Plan Proposal*, April 1984, Map 3).

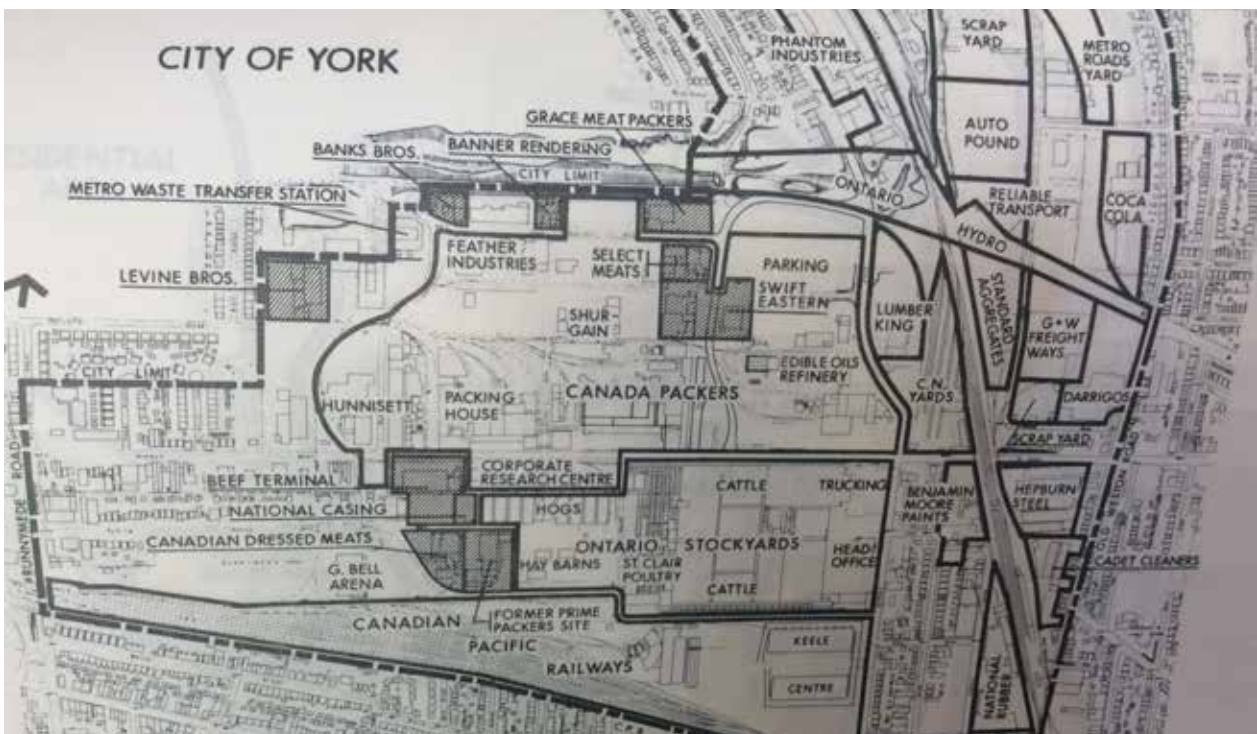


Figure 59: Map of the northern part of the study area showing industrial and manufacturing businesses in the 1980s (City of Toronto Planning and Development Department, Stockyards Industrial District: Part II Official Plan Proposal, April 1984, Map 8).




3.6.2 THEMES ASSOCIATED WITH THE POST WAR & METROPOLITAN TORONTO 1945-1990

The following are the major themes and sub-themes associated with the Post War & Metropolitan Toronto period:

Theme: Sub-theme	Description of Activities and Events
Urban Environment: Formal Land Use Planning	Beginning in the 1960s, city wide surveys and land use planning studies addressed residential, industrial and manufacturing uses in the study area and how they related to the larger city context.
Transportation & Infrastructure Networks: Commuter Transit	Between 1958 and 1968 planning and construction of the TTC Bloor-Danforth Subway line between Spadina Avenue and Keele Street occurred. The first stations opened in February 1966 followed by the westward extension with stations between Keele Street and Islington Avenue opening in May 1968.
Civic Institutions: Public Safety	Toronto Fire Station 423, built 1959 replacing an earlier fire station on the site.
Industry & Manufacturing: Food Industries	The meat processing and packing industries continued to dominate the area north of the CP railway line into the 1980s. However, its decline in the mid-1980s led to the closure of the Ontario Stockyards and Maple Leaf Foods in the early 1990s.
Communities & Culture: Places of Worship	St. Paul the Apostle Church constructed in 1956 on Dundas Street West, replacing the first Maltese church built on the site in 1930.

3.6.3 EXISTING BUILT FORM 1945-1990

The following examples of the built form illustrate the themes and sub-themes associated with the Post-war Industrial Rise & Decline period:

Existing Built Form and Related Themes: 1945-1990	
<p>Theme: Urban Environment</p> <p>Sub-theme: Formal Land Use Planning</p> <p>Description of Existing Built Form & Examples: During this period, Tower in the Park developments were constructed between Mountview and Gothic avenues. Constructed between the 1960s and 1980s, these developments included rental apartment towers, green space and amenities such as swimming pools and tuck shops.</p>	
	<p>Towers at Glenlake Avenue at Pacific Avenue (CBCollective, 2020).</p>
<p>Theme: Transportation & Infrastructure Networks</p> <p>Sub-theme: Commuter Transit</p> <p>Description of Existing Built Form & Examples: During this period, the planning and construction of the Bloor-Danforth Subway occurred. Stations at Keele, High Park, Runnymede and Jane opened in May 1968. In addition to the above ground stations, the TTC line was elevated over Keele Street and then again between Parkview Gardens and Kennedy Park Road resulting in rail bridges over Keele Street and Clendenan Avenue.</p>	
	
<p>TTC bridge over Clendenan Avenue (CBCollective, 2019).</p>	<p>TTC bridge over Keele Street (CBCollective, 2019).</p>

Existing Built Form and Related Themes: 1945-1990

Theme: Civic Institutions

Sub-themes: Public Safety

Description of Existing Built Form & Examples: During this period, the City of Toronto constructed specialized buildings to deliver public safety services such as police and firefighting.



Fire station 423 on Keele Street (CBCollective, 2020).

Theme: Community & Culture

Sub-theme: Places of Worship

Description of Existing Built Form & Examples: During this period, multicultural communities constructed or replaced Places of Worship.



St. Paul the Apostle Church, built 1956 by the Maltese community to replace their earlier church on the site (CBCollective, 2020).

Theme: Industry & Manufacturing

Sub-theme: Food Industries

Description of Existing Built Form: Effects of the closure of the Stockyards in the early 1990s are not evident until the mid-1990s.

See Section 3.7 Post Industrial Renewal 1990-present.

3.7 POST-INDUSTRIAL RENEWAL - 1990-PRESENT

3.7.1 HISTORIC OVERVIEW

After years of running a deficit, the Ontario Stockyards was closed in 1993 by the provincial government.⁸⁰ In response, the City created a new Land Use Plan to guide transformation of the Stockyards District from heavy industrial use based around the meat processing industry, to a mixed-use area with lighter industry, large-scale commercial development and a new residential neighbourhood.⁸¹ The decrease in heavy industrial use in the Stockyards District was replaced to a certain extent with large retail chains such as Home Depot, Canadian Tire and Business Depot (now Staples). The City did consider the impact of large-scale commercial development on existing commercial areas particularly along St. Clair Avenue West and recommended that new retail stores in the Stockyards District should not compete directly with existing stores on local strips.

During this period, the Stockyards District contained 150 businesses employing over 5000 people. Food and food processing employed almost 2000 people in the sectors of baked goods (Central Bakery), fresh and smoked fish, cheese (International Cheese), processed meats, fresh beef and lamb, soft drinks (Coca Cola), poultry, soup, soya sauce and cooking oil. Another 3,000 people were employed in other industries including paint (Benjamin Moore), rubber production (National Rubber), hosiery (Phantom Hosiery), cleaning (Cadet Cleaners), and manufacturing and distribution (Consolidated Bottle and Terrazzo/Tile Mosaic).⁸²

More recently, former industrial buildings have been adaptively reused to accommodate food industries such as craft breweries. These include the former Symes Road Destructor and the former Levine Brothers facilities, both on Symes Road.

Currently, the area is home to approximately 47,600 people in the neighbourhoods of High Park, Junction and Weston-Pelham Park.⁸³ Just over 50% of the local population is between the ages of 25 and 55, making it the largest segment. They are followed by ages 15-24 (10%), ages 0-14 (13.8%), and ages 55-65+ (24%). These percentages are very similar to those for Toronto as a whole. The immigrant population of the area is 35% in High Park, 32% in the Junction, and 48% in Weston-Pelham Park. These percentages are lower than Toronto as a whole which has an immigrant population of 51%.

In terms of residential built form, the area is characterized by low rise buildings (less than 5 storeys) which make up 88% of the buildings in the Junction and Weston-Pelham neighbourhoods, but only 40% of buildings in the High Park neighbourhood. This is due to the low percentage of 5+ storey buildings in the Junction and Weston-Pelham (both 12%) and the high percentage in High Park (60%).

80 MacLachlan, p. 114.

81 The Stockyards District was bounded by the city limit to the west and north; Old Weston Road (east) and CP tracks (south).

82 *Old Stockyards District, New Directions for the Official Plan Part II*, 1996, p. 26, 27.

83 These numbers are based on the 2016 City of Toronto Neighbourhood Profiles for High Park (88), Junction (90) and Weston-Pelham Park (91) available at <https://www.toronto.ca/city-government/data-research-maps/neighbourhoods-communities/neighbourhood-profiles/>



3.7.2 THEMES ASSOCIATED WITH POST INDUSTRIAL RENEWAL 1990-PRESENT

The following are the major themes and sub-themes associated with the Post Industrial Renewal period:

Theme	Description of Activities and Events
Urban Environment: Formal Land Use Planning	Closure of the Ontario Stockyards, Maple Leaf Foods plant and demolition of the CP roundhouse, left large areas of vacant land in the northern part of the area. The area was redeveloped through a new Land Use Plan. The ensuing large-scale redevelopments included big box stores such Home Depot and Canadian Tire.
Industry & Manufacturing: Food Industries	While food industries, including meat packing operations, still operated in the northern part of the area there was generally a decline of large, national firms and heavy industry. Current food related industries are smaller, specialized businesses utilizing existing buildings. This includes craft breweries in the Symes Road area that have adaptively reused industrial buildings.

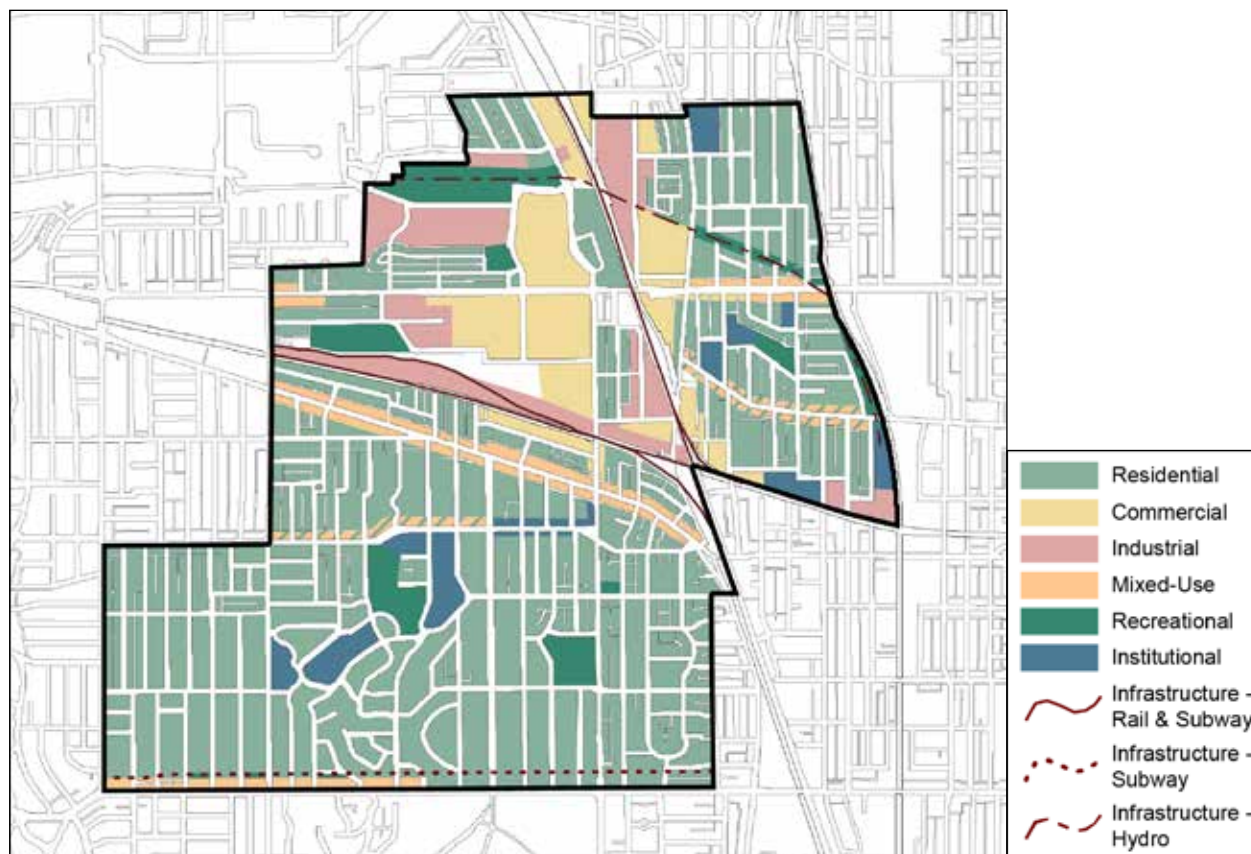
EXISTING BUILT FORM 1990-PRESENT

The following examples of the built form illustrate the themes and sub-themes associated with the Post-industrial Renewal period:

Existing Built Form and Related Themes: 1990-Present	
<p>Theme: Urban Environment</p> <p>Sub-theme: Formal Land Use Planning</p> <p>Description of Existing Built Form & Examples: During this period, several large-scale retail developments were built on the lands left vacant by the closure of the Stockyards and associated industries. These developments are concentrated along St. Clair Avenue West and Weston Road.</p>	
	<p>Commercial redevelopment at St. Clair Avenue West and Weston Road (CBCollective, November 2019).</p>
<p>Theme: Industry & Manufacturing</p> <p>Sub-theme: Food Industries</p> <p>Description of Existing Built Form & Examples: During this period, food industries persisted in the study area and included several independent businesses, sometimes occupying existing industrial buildings.</p>	
	<p>Rainhard Brewery on Symes Avenue is an adaptively reused property in the former Levine Brothers facility (CBCollective, November 2019).</p>

4.0 EXISTING BUILT FORM

The description of the existing built form is based on the reconnaissance survey of the study area. It includes buildings, structures and open spaces. Seven categories were identified to reflect the built form of the study area: 1) Residential; 2) Commercial; 3) Mixed-use 4) Institutional; 5) Recreational; 6) Transportation & Infrastructure; 7) Industrial & Manufacturing. Each of the categories is generally described in this section and representative examples provided.

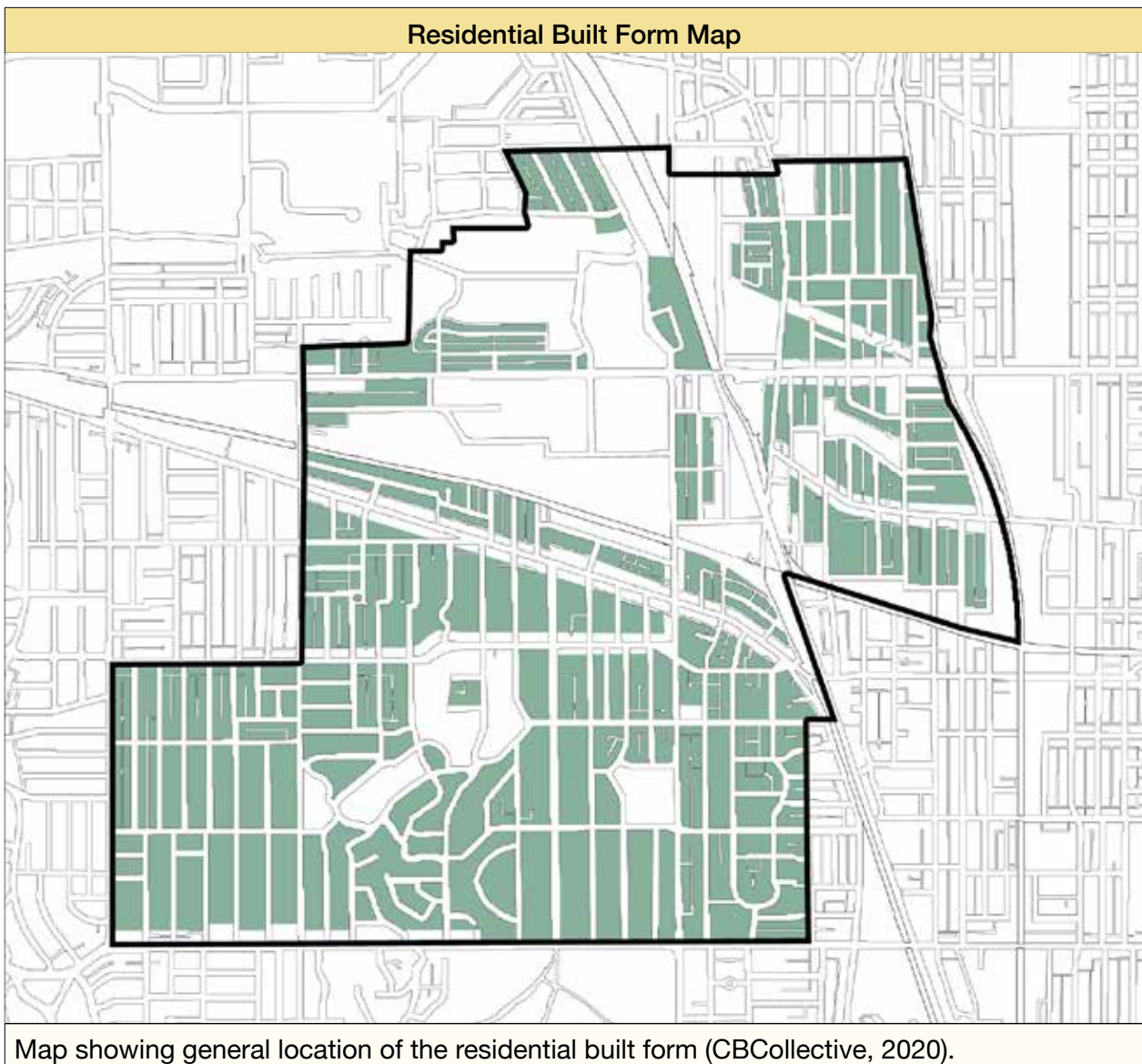


Map illustrating existing built form in the study area (CBCollective, 2019).

4.1 RESIDENTIAL BUILT FORM

The residential built form describes places in the study area that are dedicated entirely to housing people including single and multi-family buildings. Forms include:

- A. Detached
- B. Semi-detached
- C. Row/Townhouse
- D. Apartment Walkup
- E. Tower in the Park



Residential Built Form Representative Examples

A: Detached



Evelyn Crescent and Evelyn Avenue
(CBCollective, 2020).



Annette Street east of Gilmour Avenue
(CBCollective, 2020).



High Park Avenue and Humberside
Avenue (CBCollective, 2019).



Davenport Road east of Uxbridge Avenue
(CBCollective, 2019).

B: Semi-detached



Northland Avenue east of Maybank Avenue
(CBCollective, 2019).



Indian Grove Road south of Annette Street
(CBCollective, 2019).

Residential Built Form Representative Examples

B: Semi-detached (*cont'd*)



Pacific Avenue north of Annette Street
(CBCollective, 2020).



Annette Street west of Pacific Avenue
(CBCollective, 2020).

C: Row/Townhouse



Vine Avenue west of Pacific Avenue
(CBCollective, 2020).



Pacific Avenue south of Glenlake Avenue
(CBCollective, 2019).



Osler Street and Davenport Road
(CBCollective, 2020).



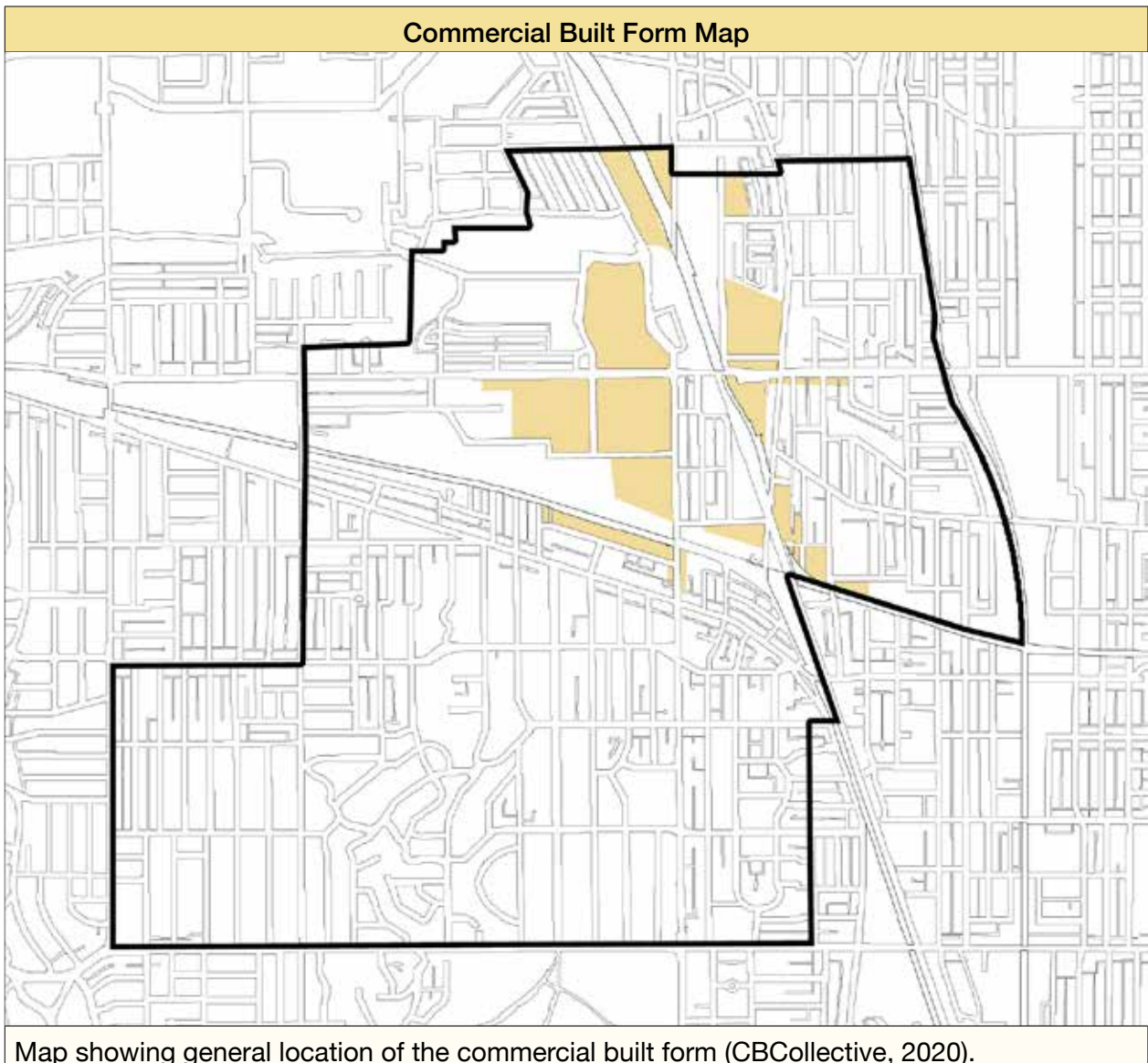
Clendenan Avenue north of Annette Street
(CBCollective, 2020).

Residential Built Form Representative Examples	
<div>D: Apartment Walkup</div> <div></div> <div>High Park Avenue and Bloor Street West (CBCollective, 2020).</div>	<div>E: Tower in the Park</div> <div></div> <div>Towers on Glenlake Avenue (CBCollective, 2020).</div>

4.2 COMMERCIAL BUILT FORM

The commercial built form describes places in the study area that are dedicated entirely to commercial activities and often contain a single business. Forms include:

- A. Retail & Service
 - a. Single tenant (including Big Box)
 - b. Multiple tenant (including Shopping Complexes)
- B. Banks
- C. Office Buildings
- D. Hotels



Commercial Built Form Representative Examples

A: Retail & Service Single Tenant



Vine Avenue at Pacific Avenue
(CBCollective, 2019).



Junction Road east of Keele Street
(CBCollective, 2020).

A: Retail & Service Multiple Tenant



St. Clair Avenue West at Keele Street
(CBCollective, 2019).

B: Banks



Dundas Street West at Medland Street
(CBCollective, 2020).



Davenport Road and Laughton Avenue
(CBCollective, 2019).

Commercial Built Form Representative Examples

C: Office Buildings



Mavety Avenue south of Dundas Street West (CBCollective, 2019).



St. Clair Avenue West at Britannia Avenue (CBCollective, 2019).

D: Hotels

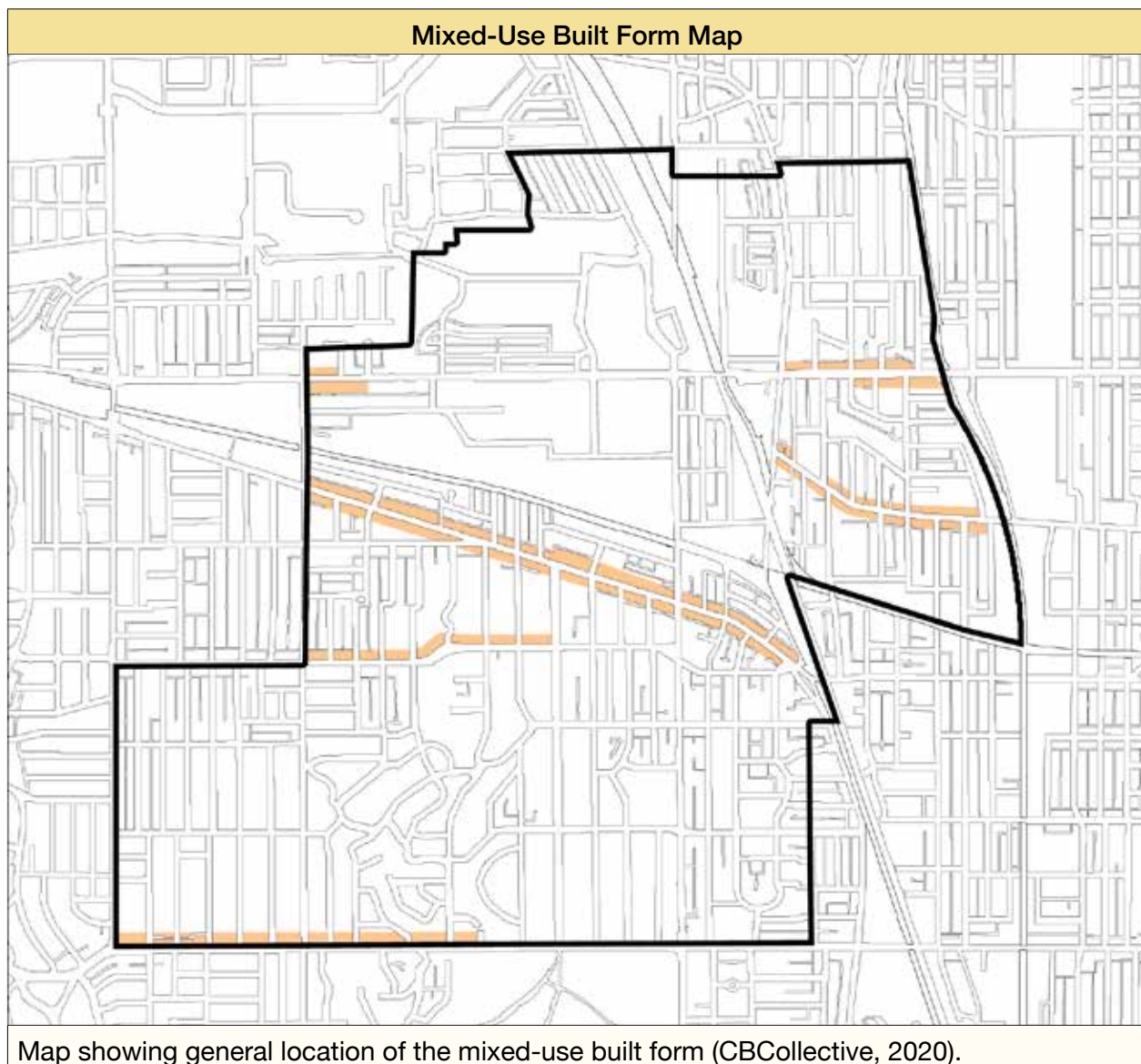


St. Clair Avenue West and Old Weston Road (CBCollective, 2019).

4.3 MIXED-USE BUILT FORM

The mixed-use built form describes places in the study area that accommodate more than one use such as commercial, residential and/or community in a single structure. Forms include:

- A. Detached
- B. Row
- C. Corner



Mixed-Use Built Form Representative Examples

A: Detached



Vine Avenue west of Pacific Avenue (CBCollective, 2020).



Annette Street and Quebec Avenue (CBCollective, 2020).

B: Row



Dundas Street West west of Indian Road Crescent (CBCollective, 2020).



Dundas Street West west of Clendenan Avenue (CBCollective, 2019).



St. Clair Avenue West at Laughton Avenue (CBCollective, 2019).



St. Clair Avenue West east of Runnymede Road (CBCollective, 2019).

Mixed-Use Built Form Representative Examples

C: Corner



St. Clair Avenue West and Cloverdale Road (CBCollective, 2019).

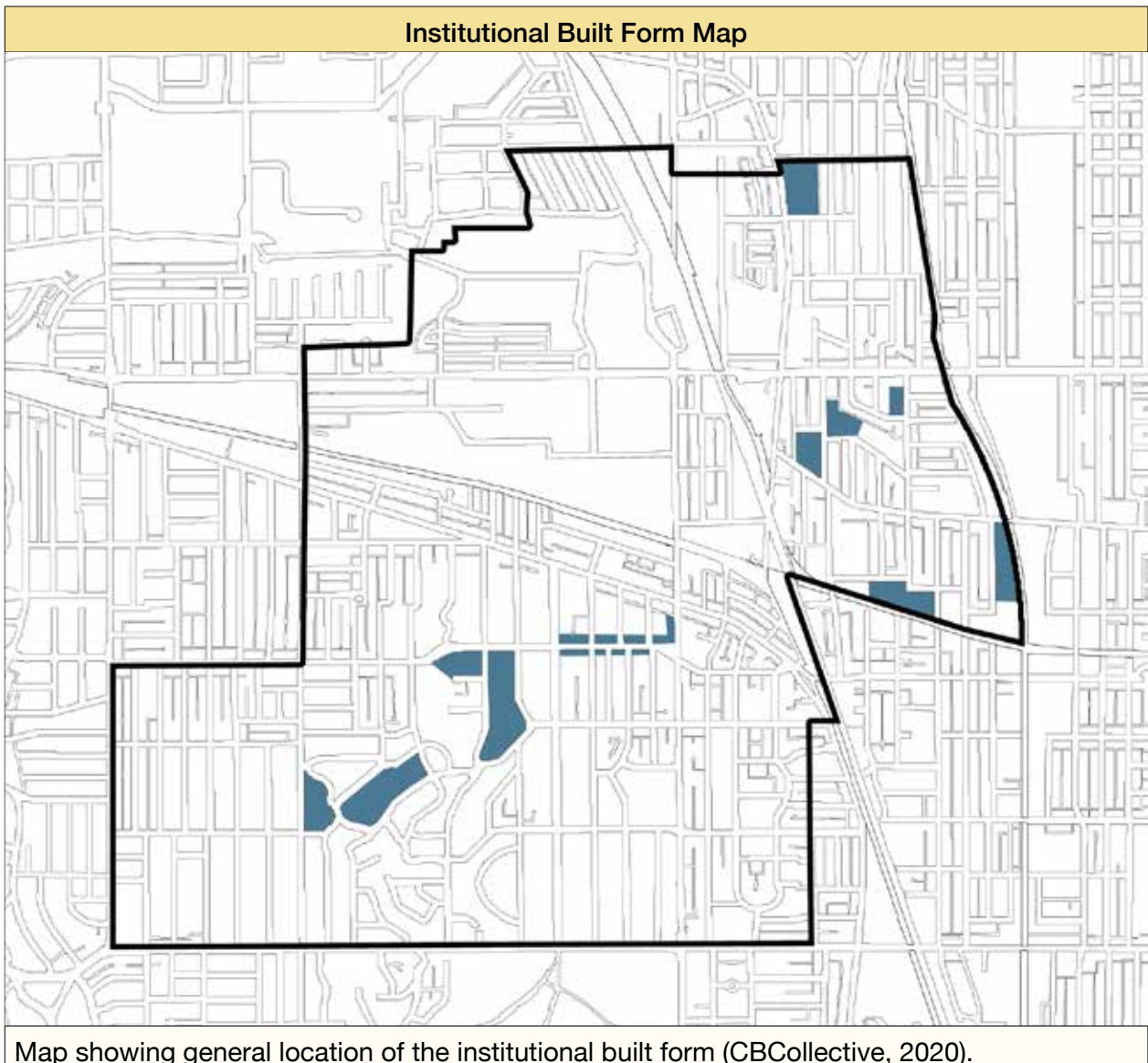


Dundas Street West and Keele Street (CBCollective, 2020).

4.4 INSTITUTIONAL BUILT FORM

The institutional built form describes places in the study area that were purpose-built for the benefit of a community, by both governments and private groups. Forms include:

- A. Schools
- B. Libraries
- C. Places of Worship
- D. Lodges & Halls
- E. Fire Stations, Police Stations & Offices
- F. Public Works



Institutional Built Form Representative Examples

A: Schools



Carlton Village Public School
(CBCollective, 2019).



Keele Street Junior Public School
(CBCollective, 2019).

B: Libraries



Bloor Street West and Glendonwynne
Road (CBCollective, 2020).



Annette Street and Medland Street
(CBCollective, 2020).

C: Places of Worship



Davenport Road at Perth Avenue
(CBCollective, 2019).



Annette Street east of High Park Avenue
(CBCollective, 2020).

Institutional Built Form Representative Examples

D: Lodges & Halls



Annette Street and Aziel Street
(CBCollective, 2020).



Keele Street north of Annette Street
(CBCollective, 2019).

E: Fire Stations, Police Stations & Post Offices



Keele Street south of Dundas Street West
(CBCollective, 2020).



Keele Street north of at Annette Street
(CBCollective, 2020).

F: Public Works

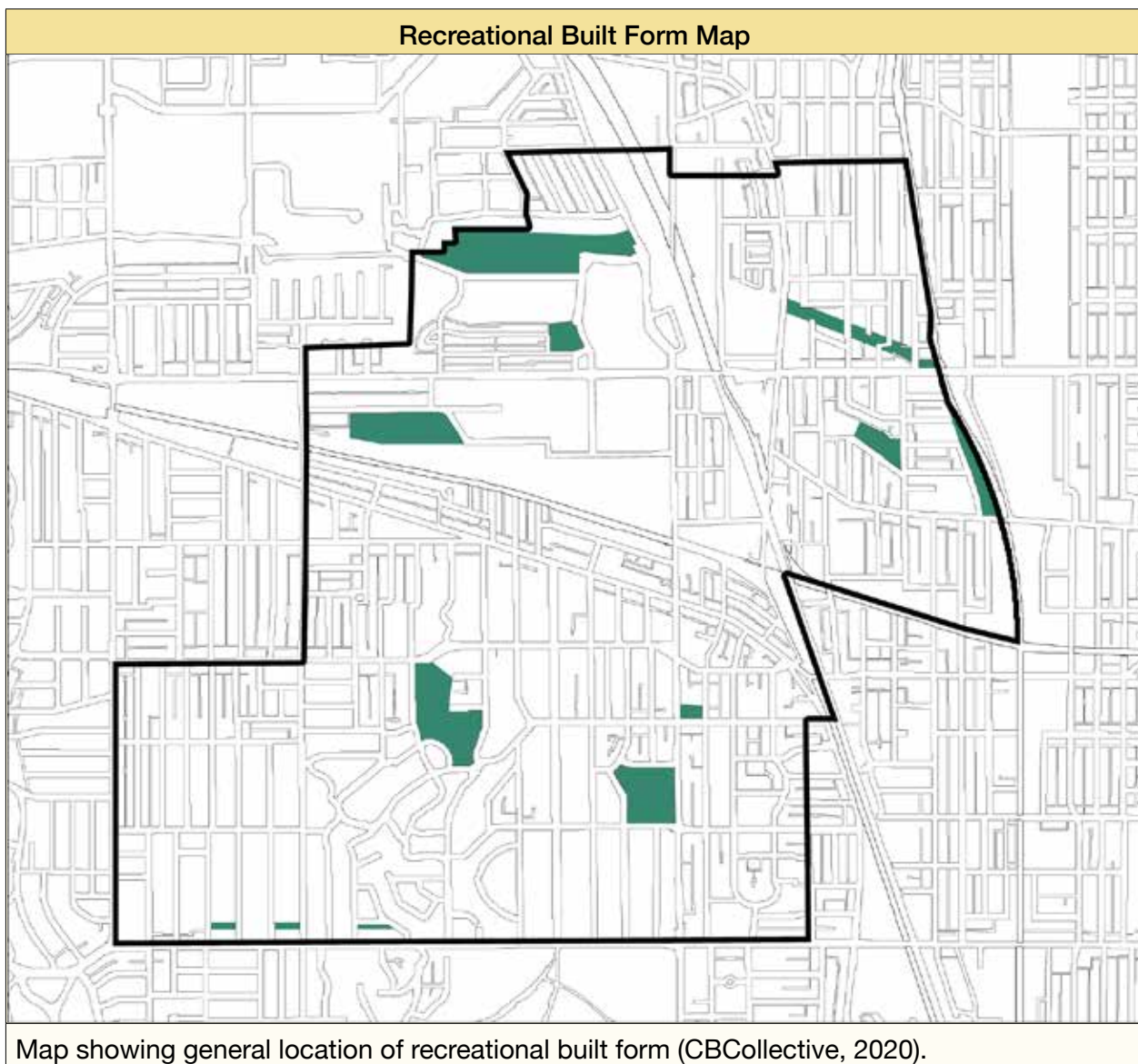


Symes Road at Glen Scarlett Road
(CBCollective, 2019).

4.5 RECREATIONAL BUILT FORM

The recreational built form describes places in the study area used for both active and passive recreational activities. Forms include:

- A. Parks & Playgrounds
- B. Recreational Trails
- C. Community Centres & Arenas



Recreational Built Form Representative Examples

A: Parks & Playgrounds



Ravina Gardens (CBCollective, 2019).



Vine Avenue Playground (CBCollective, 2019).

B: Recreational Trails



Lavender Creek Trail (CBCollective, 2019).

C: Community Centres & Arenas

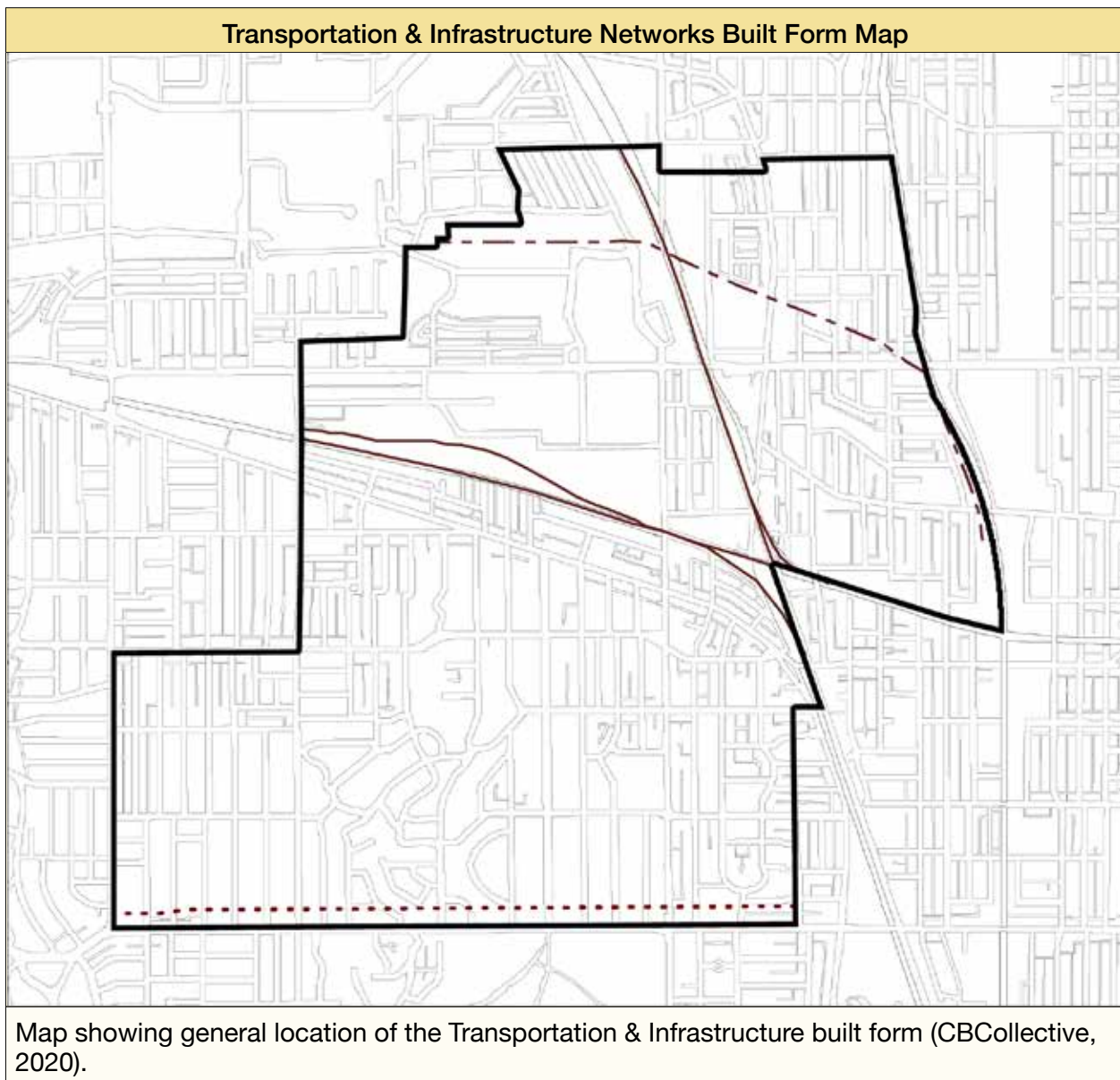


George Bell Arena (CBCollective, 2019).

4.6 TRANSPORTATION & INFRASTRUCTURE NETWORKS BUILT FORM

The transportation & infrastructure built form describes large-scale networks and their associated structures within the study area. Forms include:

- A. Rail Networks - lines and structures
- B. Hydro Networks - lines, structures and buildings
- C. Bridges



Transportation & Infrastructure Networks Built Form Representative Examples

A: Rail Networks



CP Rail line at Osler Avenue, looking east (CBCollective, 2019).



TTC bridge over Clendenan Avenue (CBCollective, 2020).

B: Hydro Networks



Davenport Road and Wiltshire Avenue (CBCollective, 2019).



Wiltshire Avenue north of Adrian Avenue (CBCollective, 2019).

C: Bridges

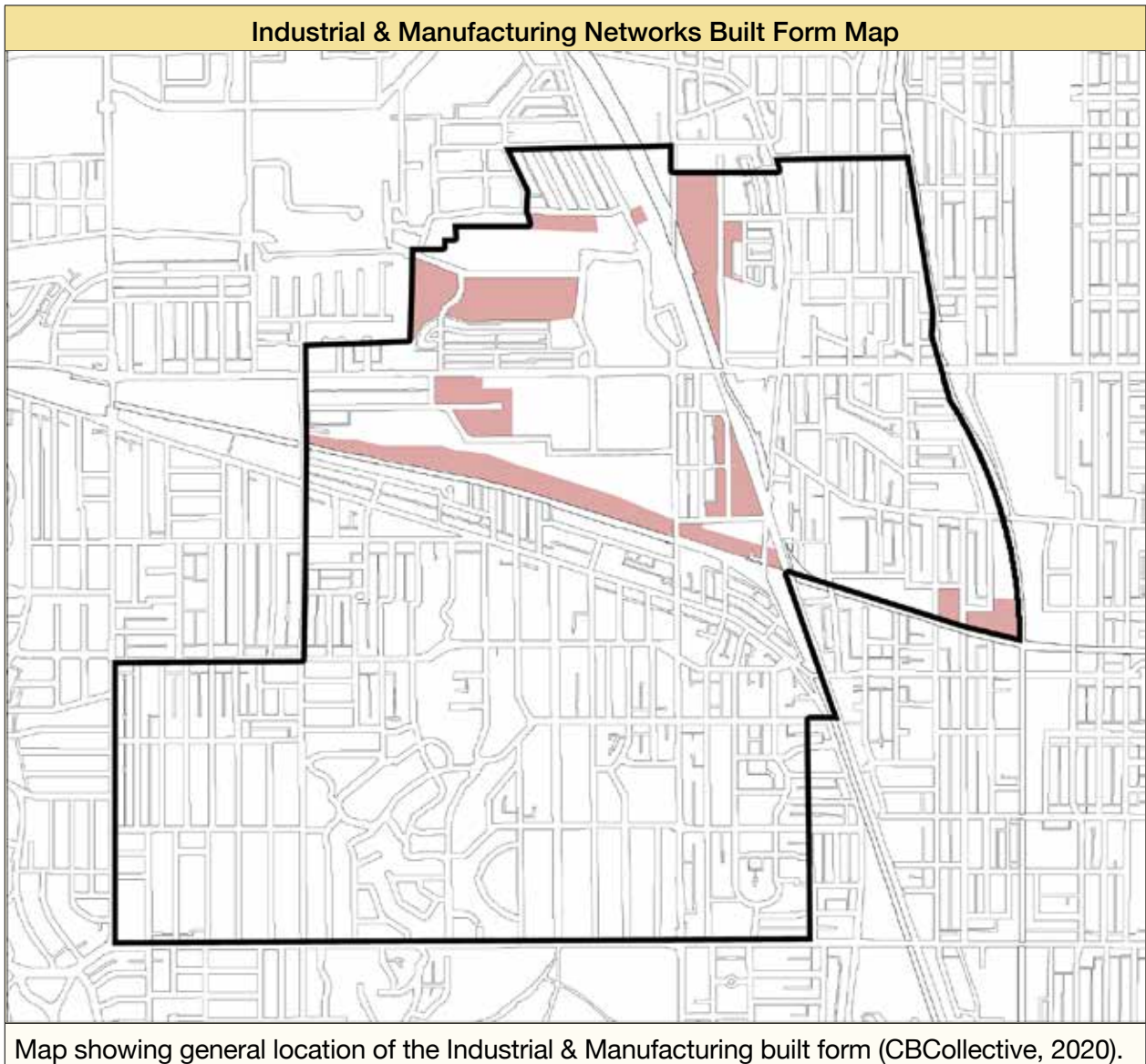


Rail bridge over St. Clair Avenue West at Prescott Avenue (CBCollective, 2019).

4.7 INDUSTRIAL & MANUFACTURING BUILT FORM

The industrial & manufacturing built form describes places in the study area dedicated to the production of goods and/or processing of materials. Forms include:

- A. Factories
- B. Scrap Yards
- C. Service Stations & Auto Body Shops



Industrial & Manufacturing Built Form Representative Examples

A: Factories



Cawthra Avenue and Junction Road
(CBCollective, 2020).



Union Street north of Townsley Street
(CBCollective, 2019).

B: Scrap Yards



McCormick Avenue at Avon Avenue
(CBCollective, 2019).

C: Service Stations & Auto Body



Dundas Street West west of Indian Grove
(CBCollective, 2019).

APPENDIX A: ANNOTATED BIBLIOGRAPHY

Contents

Primary Sources	120
Abstract Books	120
Aerial Photographs	121
Archives & Special Collections	122
City Directories at Toronto Public Library	124
Fire Insurance Plans	124
Newspapers & Newsletters	127
Registered Plans	129
Secondary Sources	129
Published Sources	129
Unpublished Sources	131
Planning Studies	133
Websites	133

West Toronto Junction Historic Context Statement

Annotated Bibliography

The West Toronto Junction Historic Context Statement project commenced in the fall of 2019 with a review of primary and secondary sources which formed the base of this annotated bibliography. Research was conducted both online and in-person at the: City of Toronto Archives; Toronto Public Library (Toronto Reference Library and Annette Street Branch); West Toronto Junction Historical Society Archives; Archives of Ontario; and Ontario Land Registry (OnLand). Identified sources included: abstract books; aerial photographs; city directories; fire insurance plans; maps; registered plans; photographs; newspapers; published and unpublished secondary sources; and websites. The research was supplemented during the course of the project as more specific information was required during the writing of the report.

Primary Sources

The following list of primary sources is presented in alphabetical order.

ABSTRACT BOOKS

Abstract Books were identified and reviewed on the *OnLand Ontario Land Registry Access* website. The following two books (pertaining to Concessions 2, Lots 33 to 40 and Concession 3, Lots 33 to 37) are notable for their summarized indices of 'Original' and 'Subdivision' plans in Toronto Junction. Part 1 includes a general index which references page numbers for specific lots as well as indices to all the subdivision plans. The only lot within the study area not covered by these two books is Concession 3, Lot 38.

Book 145, Part 1; Page 1 To 304; Township Lot in Toronto Junction.

<https://www.onland.ca/ui/80/books/108/>

Book 145, Part 2; Page 305 to 607; Township Lot in Toronto Junction.

<https://www.onland.ca/ui/80/books/105/>

There are a number of other Abstract Books pertaining to the study area. Generally these contain information relating to lands not subdivided by plan. Very few contain references to original Crown grants and/or patents. In addition there are many Abstract Books relating specifically to subdivision plans. These have not been noted in this version of the Annotated Bibliography.

Book 145, Township Lot 33 to 39, Concession 2 to 3. Contains information pertaining to Concession 3, Lot 34 beginning with patent to Augustus Jones in 1802.

<https://www.onland.ca/ui/80/books/454/>

Book 145A, Concession 3; Part Township Lot 34 to 36.

<https://www.onland.ca/ui/80/books/4053/>

Book 145A, Concession 2; North of Davenport; Road Allowance between Lot Part Township Lot

33 to 35.

<https://www.onland.ca/ui/80/books/4057/>

Book 145B, Concession 3 from the Bay; Township Lot 34 to 38.

<https://www.onland.ca/ui/80/books/4055/>

Book 153B, Concession 3 from the Bay; Lot 33 to 38. Only contains information pertaining to Concession 3, Lot 37 beginning with patent to George Cruikshank in 1798.

<https://www.onland.ca/ui/80/books/4079/>

AERIAL PHOTOGRAPHS

A number of sources have been used to compile consistent aerial coverage of the study area from the 1930s onward. The City of Toronto Archives holds arials of the study area for 27 years between 1947 and 1992 from fonds 257, Metropolitan Toronto Planning Board, Series 12 Aerial Photographs of Metropolitan Toronto area. The following chart lists the relevant aerial photographs at the City of Toronto Archives with links to the digital files.

1947, Sheets 17d & 17h	1950 Sheets 17d , 12h , 13e	1953 Sheets 132 & 149
1956 Sheets 149 & 150	1957 Sheets 102 & 119	1959 Sheet 35
1961 Sheets 62 , 63 & 87	1962 Sheets 63 & 64	1963 Sheet 65
1964 Sheet 65 & 66	1965 Sheet 82	1966 Sheets 63 & 62
1967 Sheets 64 & 63	1968 Sheets 65 & 64	1969 Sheet 65
1970 Sheet 65	1971 Sheet 65	1973 Sheet 78
1975 Sheets 70 & 69	1977 Sheet 30	1981 Sheet 17
1983 Sheet 47j	1985 Sheet 47j	1987 Sheet 47j
1989 Sheet 47j	1991, Sheets 47j & 47k	1992, Sheets 47j & 47k

Aerial photography from 1939 is available from Natural Resources Canada's National Air Photograph Library, extending the range of coverage by almost a decade. The study area is covered by two different photographs dated 1939-06-05:

Roll A6590 Photo 0080; Roll A6590 Photo 0081

Additional aerial photography can be found at the following repositories, but does not advance the range of coverage:

York University Map Library: 1954 - 1986.

Archives of Ontario (Ontario Ministry of Natural Resources): 1952 - 1977.

ARCHIVES & SPECIAL COLLECTIONS

Archives of Ontario

C 262 Canada Packers Fonds

Consists of documents, photographs and multimedia related to Canada Packers, Inc., and predecessor companies. Photograph subjects include facilities, advertisements and workers. The fonds was assembled by a Canada Packers employee and transferred to the Archives of Ontario by Maple Leaf Foods, Inc. in 1991.

City of Toronto Archives

Fonds 16 - Toronto Transit Commission, Series 71 Central Photography Series of the TTC.

Series consists of photographs documenting construction projects, especially street railway track work and TTC buildings and facilities, ca. 1922-1944. This series captures the photographic documentation by two of the TTC's official photographers, Alfred Pearson (1922 and 1944) Steven Mackinnon (1944 and 1980). Series contains approximately 150 B&W photos dating 1922-1924 that document the laying of streetcar tracks in the study area. These photos are available digitally.

Fonds 79 - Speight, Van Nostrand & Gibson Ltd., Series 343 Manuscript Reference Materials, File 6 Registered Plans Book 9.

File consists of plans created and maintained by the land surveying firm of Speight, Van Nostrand and Gibson and its antecedent firms. It also includes a variety of lithographed broadsides, many of which have been annotated, advertising various plans of subdivision in the Toronto area with dates ranging from the mid to late 1880s. Relevant items are:

- Item 7: Runnymede Estate, Plan of the Subdivision of Parts of Lots 39 & 40, Con. 2 from Bay, as shewn on Registered Plan 166, County of York, 1882. This map was used as **Figure 19** in the report.
- Item 44: Plan of the subdivision of, Lots for Sale, being part of Lot 34 con. 2 from Bay, York Township, June 1885
- Item 45: Plate 39 West Toronto, 1884
- Item 47: Indian Road, c1880
- Item 57: West Toronto Junction, No. 615, Plan of Subdivision of Lots 7,8,9,10,18,19 and 20, Reg'd Plan 426, and of Nos. 71,72,81,82,91,92 & 101, Plan 166, Parts of Lots 38 & 39, Con.2, from Bay, York, c1880
- Item 62: For Sale, Building Lots in West Toronto, "Willoughby Estat[e]," Plan of the Subdivision of Part of Lot [35] Con II from Bay, Township of York, 1876

Fonds 91 - Keith Miller Collection, Series 420 Wychwood Park Subject Files, File 123 Carleton Davenport Village.

File consists of records related to the history of the Carleton / Davenport villages, located on Davenport between Caledonia and Weston Rd. There is a publication entitled, "Carleton's Century" documenting the history of the schools in the area. There are also two short articles written by R. Milburn McLean about his childhood memories of the area.

Fonds 200 - Former City of Toronto, Series 1465 Urban Design Photographs, File 2 District/Dundas/Junction.

File contains 9 colour photographs: Item 1, Annette and Dundas West; Item 2, Dundas West, east of High Park looking west; Item 3, Dundas West and Pacific; Item 4, Dundas West at Annette; Item 5, Dundas West at Annette; Item 6, Dundas West, west of Annette; Item 7, Buildings on Dundas West, west of Annette; Item 8, Dundas West, probably west of Annette; Item 9, Dundas West, west of Annette. Photos are available digitally.

Fonds 205 - City of West Toronto, 1888-1910.

Fonds consists of administrative, financial, and legislative records documenting the operation of the Town of West Toronto (also known as Toronto Junction) until its annexation by the former City of Toronto in 1909. Finding Aid is available in the Reference Hall. Contains the following Series: Series 750 West Toronto assessment rolls, 1888-1909; Series 1005 West Toronto Council, Committee, and Board minutes, 1888-1909; Series 1006 West Toronto by-laws, 1888-1909; Series 1007 West Toronto accounts, 1888-1909; Series 1008 West Toronto daily journals, record books, 1890-1895; Series 1009 West Toronto school records, 1890-1908; Series 1010 West Toronto miscellaneous reports, papers, 1888-1910. By-laws related to fire limits between 1889-1892 are found in Series 1006, Files 1 & 2. By-laws for the years related to later fire limits by-laws are believed to be lost.

Fonds 257, Metropolitan Toronto Planning Board, Series 12 Aerial Photographs of Metropolitan Toronto area, 1947-1992.

See section on aerial photographs above for details.

Fonds 281 Martin Lynch Files about Toronto Apartment Buildings

File 36, Apartments, Cadillac Fairview High Park Green (Quebec-Gothic), 1971-1980

File 40, Apartments, Cadillac Fairview, Park Place, 1967-1979

Toronto Public Library Annette Branch Local History

The Annette branch's local history section is comprised of shelved books and a filing cabinet. The bookshelf contains a number of monographs, reports and essays relevant to the study area. The vertical file cabinet contains clipping files by subject, photographs, historical society minutes / newsletters, maps, microforms and newspapers.

West Toronto Junction Historical Society Archives

Extensive collection of materials pertaining to the history of the area includes thousands of

photographs, various maps, FIPs, assessment rolls and building plans. Extensive subject/vertical files, most of which have been indexed. Many resources (photos) have been digitized and are available on the WTJ website <https://wtjhs.ca/>.

CITY DIRECTORIES AT TORONTO PUBLIC LIBRARY

The Toronto Reference Library contains city directories for the years 1883-2001 some of which are digitized and include West Toronto Junction.

1885 Toronto City Directory - Includes West Toronto Junction.

1886 Toronto City Directory - Includes West Toronto Junction.

1887 Toronto City Directory - Includes West Toronto Junction.

1888 Toronto City Directory - Includes West Toronto Junction.

1889 Toronto City Directory - Includes West Toronto Junction.

1890 Toronto City Directory - Includes West Toronto Junction.

1891 Toronto City Directory - Includes West Toronto Junction.

1892 Toronto City Directory - Includes Toronto Junction.

1893 Toronto City Directory - Includes Toronto Junction.

1894 Toronto City Directory - Includes Toronto Junction.

1895 Street directory of Toronto and Toronto Junction: with official car routes and time tables of Toronto city and Toronto Junction electric street railways.

1896 Toronto City Directory - Includes Toronto Junction.

1897 Toronto City Directory - Includes Toronto Junction.

1899 Toronto City Directory - Includes Toronto Junction.

1906 Toronto Junction Directory.

1907 Toronto City Directory - Includes Toronto Junction.

Digitized city directories for subsequent years can be accessed through the Internet Archive <https://archive.org/>

FIRE INSURANCE PLANS

There are roughly three dozen distinct versions of fire insurance plans extant covering the study area extant, covering eight decades between 1884 and 1964. The plans are drawn from registered subdivision plans, with building footprints rendered in watercolour indicating construction materials and other details. Many earlier plans do not feature the study area in

its entirety. A catalogue published 2002 is an invaluable resource to identify available plans.¹ Plans out of copyright are generally available digitally, whereas others need be viewed at their respective repositories.

The following plans are no longer under copyright and are available digitally through goadtoronto.blogspot and the University of Toronto Map and Data Library:

Year	Revision Date	No. Sheets
1884	--	36, 39
1890	--	48, 40, 41, 44
1889	1892	1, 2, 3, 4, 5
1890	1893	48, 40, 41, 44
1890	1899	48, 40, 41, 44
1890	1903	48, 40, 41, 44
1910	--	51, 52, 60, 61, 63, 64, 65, 66, 67, 68
1910	1913	51, 52, 60, 61, 63, 64, 65, 66, 67, 68
1903	1914	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32, 33, 36, 37, 38, 39, 41, 42, 43, 44, 45, 50, 51, 52, 53, 54, 55
1910	1923	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32, 33, 36, 37, 38, 39, 41, 42, 43, 44, 45, 50, 51, 52, 53, 54, 55
1910	1924	51, 52, 60, 61, 63, 64, 65, 66, 67, 68

According to the *Catalogue of Canadian Fire Insurance Plans*, plans with good coverage are available for the following years after 1924: 1930, 1940, 1948, 1951 & 1964.

MAPS

Numerous maps were identified and used during the course of the project to understand and illustrate the historic evolution of the study area. Several maps were used in the Figures section of the report. This is indicated after the citation.

1846 *Sketch of Toronto shewing the Harbour, the relative positions of its present and proposed Defenses.* Drawn to accompany the 4th report of the Nul and My. Commission. Capt Boxer, R.N., Col. Holloway R. Engrs. 29 January 1846. Original held in Public Records Office, London; photocopy held at Library and Archives Canada H3/440/Toronto/1846 (16 sections), NMC4401; annotated photocopy held by West Toronto Junction Historical Society. This map was used as **Figure 7** in the report.

1851 *Map of the Township of York in the County of York Upper Canada. 1851. Compiled and Drawn by J.O. Browne FSA. Civil Engineer & D.P. Surveyor. Toronto. Engraved and Printed by Jno Ellis, 8, King St.* This map was used as **Figure 6** in the report.

nd. Wadsworth & Unwin. *Runnymede Estate; a subdivision of the westerly parts of lots 39 and 40, con. 2 from the bay, township of York.* Toronto: Alexander, Clare & Cable, Lith., nd. This map was used as **Figure 17** in the report.

1860 *Tremaine's Map of the County of York Canada West, Compiled and Drawn by Geo. R. Tremaine from Actual Surveys Toronto Published by Geo. C. Tremaine, 1860.*

1865 *Toronto, Canada West, Shewing Existing & Proposed Defences To accompany Report by Lieut-Colonel Jervois. Dated January 1865.* London: Topographical Depot of the War Office. This map was used as **Figure 15** in the report.

1868 F.C. Hassard and H.J.W. Gehle. *Sketch Sheets of a Winter Reconnaissance of the Country W. of Toronto to the Humber River, and North to the Davenport Road.* 1868. This map was used as **Figure 5** in the report.

1868 F.C. Hassard and F.H. Fawker. *Sketch Sheet of a Reconnaissance of ground in the neighbourhood of Toronto lying principally in the Third Concession from the Bay and extending from the Humber Eastward. September Quarter 1868.* This map was used as **Figure 4** in the report.

1878 "South West Part of York" in *Illustrated Historical Atlas of York County Ontario.* Belleville: Mike Silk Screening Limited, 1972.

1882 City Engineer's Office. *Plan of the city of Toronto, shewing proposed system of parks and boulevards to accompany Mayor McMurrich's report to council, 11th November 1882.* This map was used as **Figure 2** in the report.

1883. Unwin, Browne & Sankey. *Plan of the subdivision of parts of lots 36, 37, 38 and 39 containing about 240 acres formerly known as Carlton Park Race Course.* Toronto: Alexander, Clare & Cable, Lith., 1883. This map was used as **Figure 20** in the report.

[1883] Alexander, Clare & Cable. *West Toronto Junction. Plan of the Subdivision of Parts of Lots 36, 37, 38 and 39 Containing about 240 Acres Formerly Known as Carlton Park Race Course.* [1883].

[1884] Wadsworth & Unwin. *Runnymede Estate: A Subdivision of the Westerly Parts of Lots 39 and 40, Con. 2 from the Bay, Township of York.* [1884].

[188?] Unwin, Browne & Sankey. "Willoughby Estate." *Plan of the Subdivision of Park of Lot 35, Con. II from the Bay, Township of York.* [188?].

[1886] Speight & Van Nostrand's *Map of West Toronto Junction and Vicinity. Compiled From Registered Plans and Recent Surveys.* [1886]. This map was used as **Figure 21** in the report.

[1887] *Plan of Subdivision of Lots 7 and 8, Plan 446 West Toronto Junction Scale 40 ft. 1 in.* [1887].

1890 *Plan of villa lots for sale, part of lots nos. 36 & 37, con. 2 from bay, in the township of York.*

Toronto: Alexander, Clare & Cable, Lith., 1890.

[1890] *Biggs & Roberts Map of West Toronto Junction and Vicinity Compiled from Registered Plans & Recent Surveys* [1890].

[1890] Unwin, Foster & Proudfoot. *Belt Line Map Shewing Northern Suburbs of Toronto*, [1890].

[1891] Ontario Department of Lands Forests & Mines. *Map of Toronto and Vicinity to accompany Part 1, Volume 22, Report of Bureau of Mines, 1913* [1891].

[1891] *Plan of the City of Toronto and Suburbs Compiled, Drawn, & Published by S.R.G. Penson, Toronto Shewing New & Old Ward Divisions*, [1891].

[1894] Ellis, J. *Diagram showing electric railways connecting Toronto and Swansea Projected and Constructed*, [1894].

1904 Lake Iroquois. A.P. Coleman; Parts in New York after H.L. Fairchild; Thirteenth Report of the Bureau of Mines [Ontario], 1904; Drawn by S. B. Wass, 1904. This map was used as **Figure 1** in the report.

[1906] Speight & Van Nostrand. *West Toronto Junction Humberview Estate Plans 1352 and 1188*, [1906].

1909 *Map of township of York and City of Toronto*. Toronto: The Ontario Free Directory & Map Co., 1909.

1913 Map of Toronto and Vicinity to Accompany Volume 22, part 1, Report of Bureau of Mines [Ontario]. Geology by A.P. Coleman and H.L. Kerr; Moraine located by F.B. Taylor, 1913. This map was used as **Figure 3** in the report.

[1915] Civic Transportation Committee. *Plan Showing Development of Property in and Around the City of Toronto*, [1915].

[1915] Civic Transportation Committee. *Diagrams Showing Distribution of Population In And Surrounding The City of Toronto From 1879 to 1914*, [1915].

1943 City of Toronto Master Plan from Richard White, *Planning Toronto: The Planners, The Plans, Their Legacies 1940-80*, p. 31. This map was used as **Figure 56** in the report.

1967 *City of Toronto*. [Annexation Map] A. Douglas Ford, City Surveyor, City Surveyor's Department, January 1, 1967.

1976 *Disposition of Crown Lands Township of York*. Toronto: Ontario Ministry of Natural Resources, 1976.

NEWSPAPERS & NEWSLETTERS

Leader & Recorder. The newsletter of the WTJHS beginning September 1985. Shortly after, articles on Junction history became a standard feature. Illustrated with photographs, maps, plans and ephemera. Illustrations are referenced, articles are not. Available at the WTJHS.

The Tribune Souvenir 1901: Telling the Wonderful Story of Toronto Junction. Facsimile

of 1901 booster publication promoting the Town of Toronto Junction. Document contains seventeen pages of text and illustrations providing a (boastful) snapshot of the town's citizens, commerce and industry at the turn of the century. Photographs provide visual references to a number of significant and humble historic structures. Subject headings include history, citizenry, schools, hotels, politics, churches and manufacturers. Specific sections are devoted to the Union Stock Yards, Wilkinson Plough Co., Messrs's Heinzman & Co., Pugsley Dingman Co., and Dodge Manufacturing Co. Available at TPL, Annette Street Branch.

Commercial, Industrial and Progressive Edition of West Toronto, Ontario. [1917]. Facsimile of 1917 promotional publication focusing on important commercial and manufacturing concerns. Begins with a short historical and contextual summary, the document is primarily a series of entries related to prominent businessmen, firms and companies operating in the neighbourhood. Generously illustrated with photographs and renderings of buildings, products, people and street scenes. Also includes several advertisements and an index to individuals and companies referenced. Available at TPL, Annette Street Branch.

'House Scarcity at Junction Compels Numerous Workment to Travel Long Distances', *Toronto Daily News*, May 7, 1907, p. 4. Substantial article covering the pre-annexation context of West Toronto Junction. Within the context of its renewed growth, emphasis is on the state of local manufacturing operations and related demand for residential accommodation. Available at TPL, Toronto Reference Library.

***West Toronto Weekly*, 1922 - [?].** Available at TRL on microfilm.

The Toronto Star (Formerly 'Toronto Daily Star') The Toronto Star Historical Newspaper Archive contains articles and full page reproductions of the publication dating to 1894. It can be accessed via the Toronto Public Library website catalogue. Articles cited:

'Toronto Junction - Changes for Fire Limit By-law', *The Toronto Daily Star*, April 11, 1905, p. 7.

'Junction Progressing - The Fire Limits Revised', *The Toronto Daily Star*, March 23, 1906, p. 3.

The Globe and Mail ('The Globe' from 1844-1936) The Globe and Mail Historical Newspaper Archive contains articles and full page reproductions of the publication dating to 1844. It can be accessed via the Toronto Public Library website catalogue. Articles cited:

'Park Lots Near Toronto,' *The Globe*, July 22, 1856, p. 3. Advertisement for original Runnymede subdivision.

The Globe, March 10, 1883, p. 11.

'West Toronto Junction', *The Globe*, December 19, 1884, p. 6.

The Saturday Globe, July 25, 1891. Special section on the Junction, its factories and buildings. Available at the WTJHS Archives.

'Toronto Junction - Western Suburb Recovering From the Boom', *The Globe*, September 20, 1898, p. 9.

'Junction Notes', *The Globe*, February 4, 1896, p. 8.

'Toronto Junction - Trouble Between the Town and its Bondholders', *The Globe*, March 12,

1897, p. 3.

‘Land Reaches Boom Prices’ *The Globe*, April 7, 1906, p. 9.

‘Junction Starts Well’, *The Globe*, January 15, 1907, p. 13.

REGISTERED PLANS

A number of subdivision plans are essential to understanding the study area’s street and block patterns as well as periods of development. For the sake of analysis these can be divided into proprietary categories of Original Plans and Subdivision Plans. Original Plans comprise the first registered division of lands, whereas Subdivision Plans are subsequent divisions into building or development lots. Key Original Plans identified to date include: 111, 141, 166, 377, 416, 426, 446, 448, 553, 564, 565, 571, 587, 593, 603, 660, 698, 714, 771, 833, 840, 842, 843, 899, 903, 904, 980, 991, 1072, 1486.

Subdivision Plans identified to date include: 448, 533, 573, 575, 576, 586, 596, 600, 610, 612, 628, 641, 642, 657, 677, 684, 685, 729, 741, 747, 761, 769, 783, 787, 795, 803, 805, 814, 822, 843, 844, 853, 862, 865, 874, 883, 899, 915, 923, 925, 926, 935, 942, 943, 946, 956, 967, 970, 983, 985, 987, 991, 995, 996, 997, 1040, 1066, 1074, 1075, 1086, 1118, 1119, 1205, 1447, 1495, 1504, 1506, 1520.

Secondary Sources

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history of Toronto, and traces the growth and evolution of the industry in the Junction neighbourhood. Text is accompanied by referenced archival photographs and illustrations drawn from various repositories and collections. Available at TRL.

Fancher, Diana, ed. *The Leader and Recorder's History of the Junction*. Toronto: West Toronto Historical Society, 2004. Compilation of articles that originally appeared in the *Leader & Recorder*. Illustrated with photographs, maps, plans and ephemera. Illustrations are referenced, articles are not. Available at TRL.

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Hayes, Derek. *Historical Atlas of Toronto*. Vancouver: Douglas & McIntyre Ltd., 2008. History of Toronto as told through maps dating from the colonial period through modern planning and satellite imagery. Contains relevant information to subdivision activity in West Toronto Junction and the evolution of Dundas Street West.

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Miles, Joan and Diana Fancher, eds. *West Toronto Junction Revisited: Excerpts from the Writings of A.B. Rice*, 4th ed. Guelph: Ampersand Printing, 1999. Allan Berlin Rice was born in 1858 in Thorold Township. After graduating from high school he pursued a career in journalism. His work for the *Welland Tribune* and co-authoring of *The History of Welland County* attracted the attention of West York MP John Taylor. In 1884, Taylor hired Rice to edit the *York Tribune*, headquartered in the newly incorporated town of West Toronto Junction. Rice also managed the company that printed the *Tribune*, reported on the Junction for Toronto's daily *Globe*, was a member of West York's Board of License Commissioners, served as customs collector at the Port of West Toronto and chaired the local library board. Available at TRL.

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Salmon, James V. *Rails from the Junction: The Story of the Toronto Suburban Railway.* Lyon Productions, 1958. Brief but thorough history of the Toronto Suburban Railway. Well illustrated. Available at TPL, Annette Street Branch.

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***Statutes of the Province of Ontario 1890.* Toronto: Queen's Printer, 1890.** Contains By-law 110 concerning laws and regulations related to the agreement between the Town and the Canadian Pacific Railway Company. A copy of the agreement is included as Schedule B.

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[Davenport-Perth United Church]. *A Meeting Place Forever: A brief history of the Davenport-Perth United Church and its surroundings neighbourhood*. [1993]. Available at TPL.

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<https://www.tollkeeperscottage.ca/html/DesignatingDavenportPhamlet.PDF>

Fancher, Diana. "Carleton & Davenport Revisited." West Toronto Junction Historical Society. Walking tour brochure containing a short history on the founding and development of Carleton and Davenport hamlets. Features a street map, with text entries for each stop and occasional photographs or illustrations. Walking tour contains nineteen points of interest of various typologies along Davenport Road and Old Weston Road. Available at TRL.

Historic Sites and Monuments Board. *Railway Station Report 141: Canadian National Railways West Toronto Station, Toronto, Ontario*. [1992]. Available at CNR In Ontario

Rice, Allen Berlin. *History of Toronto, Junction, Ontario* as written for the West Toronto Weekly. Contains an anthology of Rice's column 'Stray Thoughts About Matters of Public Concern', in *The West Toronto Weekly*. The weekly column was devoted to various episodes and subjects of local history. This volume includes columns written between March 3, 1949 and March 16, 1949. Also included is a detailed and highly useful subject index related to the material in the columns. Available at TPL, Annette Street Branch.

Rice, Allen Berlin. *Stray Thoughts About Matters of Public Concern*. A scrapbook containing photocopies of Rice's weekly local history column. This volume includes columns dated March 3, 1949 through May 4, 1950, several months more than the other collection contained at the Annette Street Branch local history collection. Also included are an obituary for Rice and a news article on his passing. This collection is not accompanied by a subject index. Available at TPL, Annette Street Branch.

Thomas, Stephen M. *Railway Satellite: West Toronto Junction 1884-1909*. 1973. MA submitted to the Department of Geography at York University. Analysis of the Junction as a streetcar suburb. Available at TPL, Annette Street Branch.

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The Canadian Encyclopedia. Laura Neilson Bonikowsky. "Yonge Street - Governor Simcoe's Military Road." March 4, 2015. <https://www.thecanadianencyclopedia.ca/en/article/yonge-street-governor-simcoes-military-road-feature>

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Etobicoke Historical Society. "East-West Main Roads," <http://www.etobicokehistorical.com/east-west-roads.html>

Old Time Trains - Canadian Railway History and Stories <http://www.trainweb.org/oldtimetrains/>

Stock Yards and Packing Houses <http://www.trainweb.org/oldtimetrains/stockyards/stock.htm>

Canadian Pacific Railway, West Toronto Yard http://www.trainweb.org/oldtimetrains/CPR_Lambton/history_4.htm

Canadian Pacific Railway, West Toronto Shops http://www.trainweb.org/oldtimetrains/CPR_Lambton/wtor/gallery.htm

Toronto Neighbourhood Profiles

High Park North (88)

<https://www.toronto.ca/city-government/data-research-maps/neighbourhoods-communities/neighbourhood-profiles/>

Junction (90)

<https://www.toronto.ca/city-government/data-research-maps/neighbourhoods-communities/neighbourhood-profiles/>

Weston-Pelham Park (91)

<https://www.toronto.ca/city-government/data-research-maps/neighbourhoods-communities/neighbourhood-profiles/>

Transit Toronto

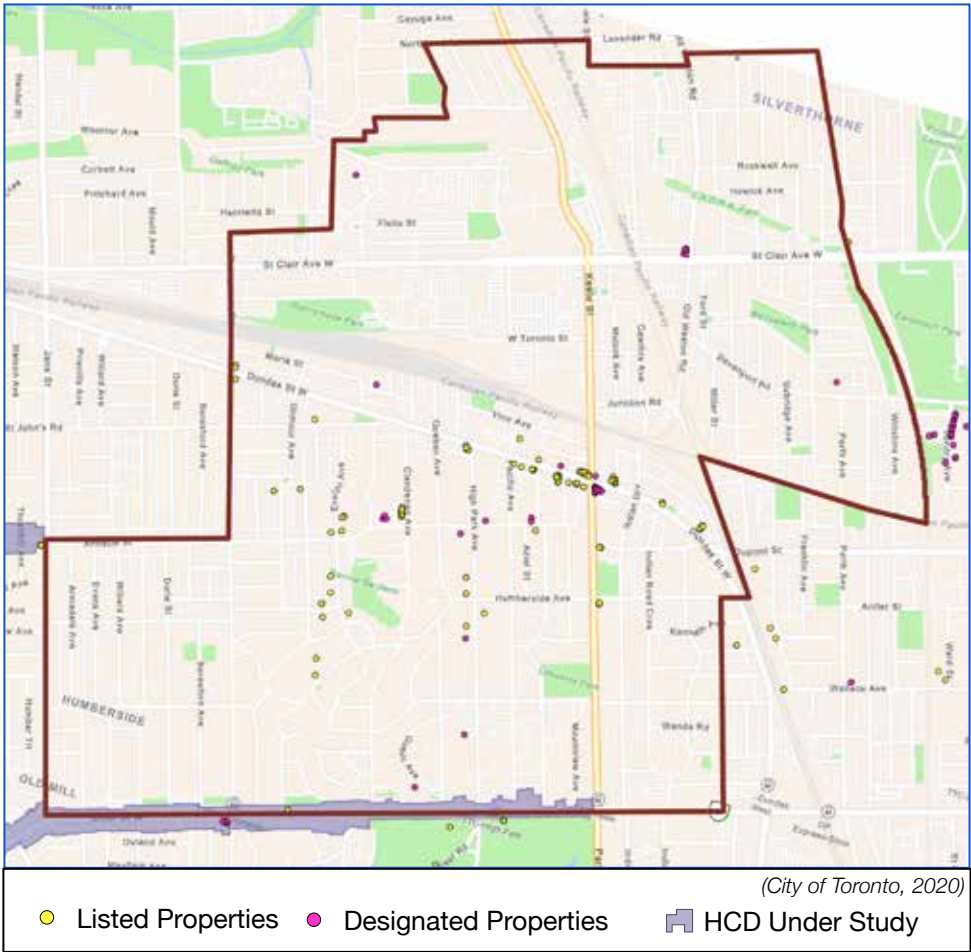
A Brief History of Transit in Toronto

<https://transit.toronto.on.ca/spare/0012.shtml>

The Bloor Streetcar

<https://transit.toronto.on.ca/streetcar/4115.shtml>

APPENDIX B: PROPERTIES ON HERITAGE REGISTER



Designated Properties	
1.	70 High Park Avenue - The Church of Christ Scientist, 1928, Murray Brown (By-law 257-2008; Heritage Easement Agreement AT338275 November 19, 2003).
2.	32 Gothic Avenue - St. Leger House and later McCormick Nursing Home, 1889 and 1907 addition; Ellis & Connery, Architect (By-law 506-78; Heritage Easement Agreement AT875491 July 29, 2005).
3.	166 High Park Avenue - Herman Heintzman House, 1891 (By-law 838-86).
4.	288 Annette Street - Heintzman House, 1889, Knox, Elliot & Jarvis (By-law 178-81).
5.	260 High Park Avenue (By-law 1212-2107).
6.	200 Annette Street - Annette Street Baptist Church, 1888; John Shelley Turner, Contractor (By-law 30-2011; Heritage Easement Agreement AT2694650 May 18, 2011).
7.	152 Annette Street - Victoria-Royce Presbyterian Church, 1890; Knox & Elliot, Architect (By-law 215-2009; Heritage Easement Agreement February 18, 2010).
8.	363 Keele - Thompson Block, c. 1889 (By-law 839-86).
9.	2854 Dundas St W - Bank of Toronto, 1911; Eustace Bird in association with Carrere and Hastings, Architects (By-law 597-89).
10.	2896 Dundas St W - Canadian Imperial Bank of Commerce, 1905-9; Darling and Pearson, Architects (By-law 225-2019).
11.	56 Maria Street - Knesseth Synagogue, 1911; Ellis & Connery, Architect (By-law 65-82).
12.	260 High Park - Alhambra Church (formerly High Park Avenue Methodist Church), 1907-08; Sunday School Building; 1924; Burke, Horwood and White, Architects (By-law 1212-2017; Heritage Easement Agreement AT4729457 November 9, 2017).
13.	150 Symes Road - Symes Incinerator (By-law 73-2014; Heritage Easement Agreement AT4321069 July 2, 2015).
14.	1832 St. Clair Avenue West - Heydon House, 1891; James A. Ellis, Architect (By-law 599-83).
15.	1900 Davenport Avenue - Davenport-Perth United Church, 1900; James A. Ellis, Architect; Addition 1911, David E. Smith, Architect; East Wall 1857 (fence also included) (By-law 490-87).

Listed Properties

1. 673 Runnymede Road & 3385 Dundas Street West - Jacob Casselman Building, 1910 (Listed; February 6 and 7, 1995).
2. 3351 Dundas Street West - former Dominion Bank, 1925; John M. Lyle, Architect (Listed; September 16, 1996).
3. 154 Gilmour Road - House, c.1890 (Listed; July 23 & 24, 1979).
4. 142 St. John's Road - House, 1890; Original owners were Walter Berry and John Bolton (Listed; July 2, 1996).
5. 162 Fairview Avenue - House, 1891 (Listed; April 1, 1982).
6. 2178 Bloor Street West - Runnymede Branch Toronto Public Library, 1929; John M. Lyle, Architect (Listed; December 10, 1975).
7. 146 Glendonwynne Road & 125 Evelyn Crescent- Western Technical-Commerce School, 1927-8; Cyril E. Dyson, Toronto Board of Education, Architect (Listed; February 1, 2000).
8. 23 Woodside Avenue - George Heintzman House, 1892 (Listed; Nov. 19, 1981).
9. 24A Woodside Avenue - John D. Farquahar House, c.1892 (Listed; November 19, 1981).
10. 146 Evelyn Avenue - J.W. Norwood House, 1891 (Listed; September 6, 1983).
11. 164 Evelyn Avenue - A.H. Clemmer House, 1890 (Listed; November 19, 1981).
12. 372 Annette Street - House for G. Edgar, 1888 (Listed; November 19, 1981).
13. 223 & 223A Evelyn Avenue - House, 1892 (Listed; April 1, 1982).
14. 364 Annette Street - George Royce House, 1905-1906 (Listed; October 5 and 6, 1992).
15. 125 Evelyn Avenue - A.B. Pipher House, 1889; A.B. Pipher, Builder (Listed; November 19, 1981).
16. 402-416 Clendenan - Row housing c.1889 (Listed: February 6, 1974).
17. 178 High Park - House, 1888 (Listed; February 6, 1974).
18. 191 High Park - House, 1888 (Listed; March 5, 1984).
19. 204 High Park - House, 1890 (Listed; November 21 & 23, 1973).
20. 220 High Park - House, 1891 (Listed; February 6, 1974).
21. 344 High Park Avenue (formerly 3031 Dundas Street West) - Avenue Hotel, 1889 (Listed; March 5, 1984).
22. 437 Pacific Avenue - House, 1886 (Listed; April 14, 1997).
23. 2975 Dundas Street West - James Hall, 1888 (Listed; March 19 & 20 1990).
24. 2959 Dundas Street West - W.H. Ives, Taylor Building, 1889 (Listed; September 16, 1996).
25. 2947 Dundas Street West - Dominion Bank, 1916; John M. Lyle, Architect (Listed; September 16, 1996).
26. 145 Annette Street - Annette Street Branch, Toronto Public Library, 1908-09; Ellis and Connery, Architects; Eagle and Son, Contractors (Listed; October 1 & 2, 1998).

Listed Properties	
27.	2903 Dundas Street West - Cumming and Co. Undertakers, 1890-1 (Listed; August 29 & 30 1994).
28.	230 Mavety Street - William Hepinstall Building, 1888, addition 1891 (Listed; February 1, 2, & 3, 2005).
29.	2881-2887 Dundas Street West - William Rowntree Building, 1901 (Listed; February 1, 2 & 3, 2005).
30.	2862 Dundas Street West - Campbell Block, 1888 (Listed; December 12 1983).
31.	2867 Dundas Street West - Alexander Chisholm Building, 1991; Simon Lark, Architect; T.P. Wright & Son, Builders (Listed; April 14, 1997).
32.	2859 Dundas Street West - Bank of Montreal, 1907; Ellis & Connery, Architects (Listed; October 1, 1979).
33.	2826 Dundas Street West - Kilburn Hall, 1890-1; James A. Ellis, Architect (Listed; August 29 & 30, 1994).
34.	99 Annette Street - Keele Street Church of Christ, 1890; James A. Ellis, Architect (Listed; July 14, 1997).
35.	261 Keele Street - Semi-detached house, 1896; home of last Mayor of West Toronto, W. A. Baird (Listed; April 1, 1982).
36.	2760 Dundas Street West - Peacock Hotel, 1889-90 (Listed; July 2, 1996).
37.	2696 Dundas Street West - Wardell's Monumental Works, 1911 (Listed; April 14, 1997).

