

West Toronto Junction Heritage Conservation District Study Local Advisory Community (LAC) Meeting #3

Summary of Feedback

Table of Contents

Meeting Details	1
Attendees	1
1. Meeting Purpose	2
2. Presentation and Process	2
Questions of Clarification	2
3. Summary of Feedback – LAC Meeting #3	3
What We Heard	3
Boundary	3
Contributing Properties	4
Cultural Heritage Value	6
Heritage Attributes	6
4. Wrap-Up and Next Steps	7
Appendix A: Additional LAC Feedback (Emails Received Before and After the Meeting)	8
Email #1 – Submitted on February 6, 2026	8
Email #2 – Submitted on February 7, 2026	9
Email #3 – Submitted on February 8, 2026	9
Email #4 – Submitted on February 24, 2026	9
Email #5 – Submitted on February 27, 2026	10
Email #6 – Submitted on February 27, 2026	12

**West Toronto Junction Heritage Conservation District Study
Local Advisory Community (LAC)
LAC Meeting #3 Summary of Feedback**

Meeting Details

Date: Tuesday, February 10, 2025

Location: Online at Zoom Meeting

Time: 6:30pm – 8:30pm

Attendees

The meeting was attended by the following:

Project Team	Affiliation
Tamara Anson-Cartwright, Program Manager, Heritage Planning, Policy and Research Clint Robertson, Heritage Planner	City of Toronto – City Planning and Development Review Division
Dima Cook, Architect, Principal, Director Emily Cheng, Senior Architect Reece Milton, Intern Architect	EVOQ Architecture
Zoie Edwards Browne, Associate Marissa Irene Uli, Community Engagement Specialist	LURA Consulting

LAC Members	Affiliation
Katherine Goodenow	West Bend Community Association
Charles Hazell	Junction Heritage Conservation District Board
Diana Fancher	West Toronto Junction Historical Society
Katherine Goodenow	West Bend Community A
Eleni (Helen) Vassilakos	Junction Residents Association
Kenneth Sharratt	West Toronto Junction Historical Society
Jim Baxter	West Bend Green Community
Mario Silva	Junction Residents Association
Marilyn Miller	Junction Heritage Conservation District Board
Marybeth McTeague	West Bend Green Community

LAC members who sent regrets and were unable to attend included the following:

LAC Members	Affiliation
Janet Di Bernardo	The Junction BIA
Carol Jolly	The Junction BIA
Domitillah Antoinette	West Bend Community Association

1. Meeting Purpose

The third Local Advisory Committee (LAC) meeting was held to discuss the West Toronto Junction Heritage Conservation District Study. The meeting's purpose was to:

- Provide an update on the West Toronto Junction Heritage Conservation District (HCD) Study;
- Review and discuss the draft district evaluation and recommendations; and
- Address questions from LAC members.

2. Presentation and Process

Zoie Edwards Browne (LURA) facilitated the meeting, welcomed LAC members, provided a land acknowledgement, reviewed the meeting purpose and agenda, and led a round of re-introductions for project team staff and roles.

Dima Cook (EVOQ) presented the West Toronto Junction Updates, which included:

- Heritage Evaluation
- Periods of Significance
- Heritage Attributes
- Cultural Heritage Values
- Potential HCD Boundary Option
- Contributing Properties
- Isolated Main Street Vernacular Properties
- Properties for Further Research

Following the presentation, Zoie led a guided discussion to gather detailed feedback from LAC members, with Reece, Emily and Marissa documenting feedback in [Miro Board](#).

Questions of Clarification

LAC members asked questions during and after the meeting, which are highlighted below. City staff and consultant comments are included throughout for informational purposes only.

- **Will Indigenous history be included the Junction HCD Study history?**
 - Consultant responded that Indigenous history will be included. Indigenous engagement was conducted in parallel with the LAC meetings and other public engagement activities.
- **Has the report been written that determines the period of significance?**
 - Consultant responded that the period of significance is determined by the area's identity as its initially developed Town of West Toronto Junction. A historic report has been written, refer to next question.
- **Will there be a history chapter?**
 - Consultant affirmed that there is a history chapter.
- **Why not extend the period of significance to 1944?**

- LAC members commented that just going to 1929 leaves a ‘missing middle’ period.
- Consultants responded that the aim was to capture the most intensive development boom marked by the independent town era, the 1909 annexation and the following two decades as part of the City of Toronto. exclude the periods with a decline of development.
- **What about buildings that came later that are still significant?**
 - Consultants responded that these buildings have been evaluated and are identified as contributing properties despite being outside the main contributing period. This means Art Deco and several civic buildings are included.
- **Why are some buildings labelled as non-contributing even though the altered building still maintains the character of the building?**
 - The consultant responded that contributing buildings must retain physical integrity of their heritage attributes; excessive alterations that require extensive reconstruction to re-create heritage attributes are considered beyond conservation and are classified as non-contributing.
- **When will the second Community Consultation happen? And what will be the format?**
 - The second Community Consultation Meeting will happen in spring 2026, and the format will be like the first Community Consultation Meeting. This will be a drop-in session where the public can speak to staff, ask questions, and share comments that will be documented and summarized to inform the Study process.

3. Summary of Feedback – LAC Meeting #3

This summary was prepared by LURA Consulting. It is not intended to be a verbatim record of respondent feedback; rather, it summarizes and synthesizes the feedback received. The feedback received in the ‘What We Heard’ section is organized by topics/themes. Details of emails received before and after the meeting are listed in **Appendix A**.

What We Heard

Boundary

- A few LAC members suggested the boundary of the Study Area extend to Runnymede Road, which was originally the boundary of the town/city until 1995.
- The Junction is a historically focused community with a strong interest in preserving the built expression of that history. Dundas West from the Junction of Old Weston Road, west to Runnymede Road, is our Main Street, still legible today 140 years after its beginning in 1884.
- A few LAC members suggested residential properties and places of worship be included in the HCD boundary. The inclusion of residential area in particular provides a complete story to the Junction. Many of the second and third floors of

buildings along Dundas Street West are residential units. The Junction is a complete town and not just a commercial strip.

- Consultant indicated that they followed the authorized boundary from City Council. There is also a lack of continuity in the contributing properties between the main street and the western residential area. However, they did review properties outside of the Study Area and will provide that analysis to the City as considerations for individual Part IV designations.
- LAC members feel that the exclusion of the eastern portion of the HCD Study Area boundary can be removed with a few of the excluded buildings designated Part IV individually.
- LAC members feel that 1929 does not mark the end of economic growth in the area. Some suggested 1944 should mark the historic development period and some suggested the date of significance be extended to 1960.
 - 1920 marked a period of slowed construction on the main street because Ward 7 builders were concentrating on post-WWI housing, churches and schools in the then working-class subdivision of what we now know as Bloor West Village and the more middle-class district of Lakeview Park, once Bloor St. W. finally had the infrastructure to upgrade from a dirt road to a paved street. In the 1930s, builders returned to Main Street Dundas West to cannibalize some of the smaller buildings along Dundas and Keele streets to build the larger, better-designed buildings we know today. Some of the smaller stores were also refreshed/rebuilt during the 1930s and early 1940s, with excellent results.
- LAC has objections to removals from the official Study Area at Keele Street, Pacific Avenue, High Park and Quebec Street, as well as requests to increase the Boundary to Runnymede Road.

Contributing Properties

- LAC member suggested 3 categories for property categorization. The additional category would include properties with contemporary buildings that are in keeping with the district character. The suggested 3 categories could include:
 - A: High-grade heritage
 - B: Contextual heritage
 - C: Non-contributing
- LAC member suggested that a short statement could be added to the Contributing Properties section that indicates that while alterations have put some properties into the non-contributing category, many of them still retain some features that are still sympathetic or “in-keeping” with the over all heritage character such as; 2-3 story height, fine grained narrow storefronts, brick construction, recessed doorways, large display windows, wide band signage, etc.
- LAC members suggested the following properties that contribute to the Junction story/narrative and retain strong social value:
 - Hallelujah Fellowship Baptist Church at Pacific Avenue.
 - The three storefronts north of the Campbell Block on Keele Street.
 - The row houses on High Park southeast corner.

- Apartment-style building at Quebec Avenue.
 - The Keele Street storefronts north of Dundas Street West.
 - 3071 and 3075 Dundas Street West, which are well-preserved shopfronts.
- LAC members wanted information on the properties that have been taken out since the last LAC meeting. They hope to understand why the changes occur.
 - The consultant sent contributing and non-contributing addresses to LAC members prior to the LAC 3 meeting. The consultant also shared that these buildings were removed because they were too altered, with windows, storefronts, and brickwork or cladding having significantly changed.
- LAC members disagreed that the buildings at 3026 and 3061 Dundas were isolated properties.
- LAC members disagree with the non-contributing classification for the 3 buildings to the east of 2919 Dundas Street West. They shared that they have replaced the front door, and thus, it should be considered a contributing factor.
- Dundas Street west from Old Weston Road to Runnymede included housing and churches from the start. Many of them are still there. Only one of the historic Dundas Street churches has been decommissioned (Shiloh Pentecostal at 3001 Dundas),
- The Hallelujah Fellowship Baptist on Pacific (a Filipino church), Jehovah's Witness Kingdom Hall (formerly Salvation Army) on Keele Street (outside study area), West Toronto Baptist, as well as the Maltese Church, both on Dundas street.
- All the contributing buildings adjacent to the corners of Dundas and its side streets, as shown in the study area boundaries, should be included in the final district. This includes Fellowship Baptist (425 Pacific Avenue), the two houses at 2698 and 2700 Dundas, the two commercial buildings at 387 and 390 Keele Street, and also half of a semi at 321 Keele Street.
- It also includes the group of four former stores adjacent to the southeast corner of High Park Avenue, now used as residences, the six plex adjacent to the former bank at the southwest corner of Quebec, and the stores adjacent to the corner of St. John's Road.
- The rationale for their inclusion is that these buildings function in the same way that the extensions of larger buildings wrapped around the side street corners relate to the main street of Dundas Street, rather than adhering to the predominant architecture of the various side streets.
- There is street complexity with the half block of houses between St. John's Road and Gilmour Ave.
- The house directly next door to Malta Park would have been next door to St. John's Church when it was built.
- The carwash next door is one of many automobile-related services on our main street.
- The houses on either side of St. Paul the Apostle Roman Catholic Church were built well before the church.

- Across the street, most of the houses are in even better condition, and several have full integrity. This section of the street is part of the complex dynamic of West Toronto Junction's main street that includes houses and churches.
- Malta Bakery is a culturally significant local business in what was originally a house on the northeast corner of Gilmour
- Gilmour Ave. is not a recognizable west end to our main street, nor is St. John's Road
- Runnymede Road, a clear jumping off point between the cities of West Toronto/Toronto and the township/borough/city of York.

Cultural Heritage Value

- LAC members are happy about the characterization of the main street and appreciate the trails and railroad references.
- LAC members feel that there is still missing detailed information on the Study recommendations, including social, cultural, and founding intentions pre-1875 history. LAC member would like a more robust cultural description to highlight the unique identity of the Junction community within the history section of the HCD Study.
 - Consultant responded that the presentation information is not final and LAC members are welcome to provide recommended wording that describes the community.
- LAC members expressed the importance of the main street of the town/city that featured a wide range of commercial, residential, social, religious and government buildings in a unique pattern.
- People identify as living in the Junction, not just in Toronto. The strong local identity and community consensus, as well as the surviving modest building, represent the resilience, social history, and ongoing working-class struggle. LAC members feel that the Junction has a shared value with Kensington Market HCD that should be considered.
 - Consultant responded that the Junction and Kensington Market are different areas and cannot be compared. The West Toronto Junction is evaluated based on its specific history and area. LAC members are encouraged to provide any missing information about heritage values and to share information on what makes their area and community unique to them.
- It was suggested to include the modestly altered building, and the cultural and social narrative alongside architectural integrity, as well as additional social aspects/attributes regarding community members with unique identities.
- LAC members feel that the criteria for determining the Associative Value #2 should be met because associative value is represented by layout/spatial organization, land, landscape the street grid, or spatial organization.

Heritage Attributes

- LAC members understood the emphasis on the commercial character of the main street, while still emphasizing that there are other important elements such as civic institutions and residential elements, that should be highlighted.

- Additional details to capture surrounding area context should be considered including the following points:
 - The railway influence with its industrial growth.
 - Inter-community transportation including transportation hub, streetcar, bus and taxi networks and its physical and cultural impact.
 - Transportation nodes such as Dundas Street and Pacific Avenue, Dundas Street and Medland Street, as well as streetcar turning points.
 - North of Stockyards and its working-class populations, the industrial labour economy and the socioeconomic contrast.
 - Large homes on the south side of Dundas Street West, such as Heintzman house, the plan for Runnymede Estate and the affluent residential patterns.
 - Working class housing, such as those found on Vine Avenue, McMurray Street and Clendenan Avenue, which includes small row houses built in the 1890s, railroad workers homes, socioeconomic contrast with estates.
 - There are important buildings with corner entrance doors acting as bookends.
- One member feels that stucco should not be considered as negating heritage attributes of two-storey buildings anymore than for 3 storey buildings.
- LAC members emphasized the inclusion of commercial buildings that have a residential component on the second and third floors. They emphasized that residential areas are often not separate from commercial buildings. This is due to economic viability and community life. As such, LAC members suggest the inclusion of the residential parts to avoid cutting the 'people part' of the community's story.
 - Consultants confirmed that it is understood to include the second and third floors of the main street commercial buildings.
- LAC member suggested the book *Modest Hopes: Homes and Stories of Toronto's Workers from the 1820s to the 1920s* by Don Loucks, Leslie Valpy to be reviewed.

4. Wrap-Up and Next Steps

Zoie Edwards Browne thanked LAC members for their input and discussion, which will be used to further the HCD Study process. City staff emphasized that this is the last meeting and LAC members can continue to provide feedback, along with the public, in upcoming engagement activities. The next public engagement will be at the Community Consultation Meeting in Spring 2026.

Appendix A: Additional LAC Feedback (Emails Received Before and After the Meeting)

Email #1 – Submitted on February 6, 2026 - Diana Fancher

It developed and has continued to reflect its beginning as the **main street of a town** with a variety of uses. As well, it didn't just radiate out for Dundas and Keele, but developed inward from Dundas and Old Weston Road, (where native trails originally converged, followed by colonial roads and railroads), and also from Runnymede Road where it linked to the hinterland of Swansea, Lambton and points west.

See attached for a proposal to name it **West Toronto Junction Main Street Heritage District**

Email Response to Third LAC Meeting Materials

An argument for **West Toronto Junction Main Street Heritage District**

It is **the main street of a town**, as such it will have many uses, not just commercial.

Without any previous discussion, for meeting No 3 decided to eliminate all housing and places of worship on the edges of the study area from the proposed conservation district. This includes an 1890s house at the northeast corner of Keele & Annette, a Filipino church on Pacific Ave., a series of attached houses on the southeast side of High Park Ave., an apartment building adjacent to the southwest corner of Quebec Ave. and all the houses, as well as the Maltese Church west of St. John's Road.

According to the Miro chart, the boundaries the city gave for the study included all of these buildings. Most of them meet the heritage criteria for inclusion. However, everything that meets the heritage criteria should be included in the Heritage Conservation District. It is **West Toronto Junction Main Street Heritage District**.

The fact that a pocket, less than a block long, of residential use developed at the western end of the study area, should not be any reason for excluding it from the main street heritage district. It is obvious that its development is closely related to the places of worship immediately adjacent. First the Anglican Church at the corner of St. John's Road and Dundas (now replaced by a park), second the Synagogue close by on Maria Street and finally the Maltese Church on Dundas. The houses are contemporary with the rest of main street West Toronto Junction/Toronto Junction/West Toronto.

Following the pocket of housing, the commercial character of the street returns, and again development is contemporary with the rest of the **Junction Main Street**, ending clearly and abruptly at Runnymede Road.

The Main Street of West Toronto Junction/Toronto Junction/West Toronto extends from the intersection of Dundas and (Old) Weston Road to Dundas and Runnymede Road. Originally it would have extended further southeast along Dundas, but when the city

created the horrific intersection at Dundas (Old) Weston Road, Dupont and Annette Streets, it effectively cut off the eastern end and demolished any remaining heritage buildings beyond that intersection.

Email #2 – Submitted on February 7, 2026 - Jim Baxter

The Junction is a complete community, not merely a commercial center. Yes, grown up around a commercial center, but including all of the people. People in 2nd floor apartments and the more affluent, living in attached and detached homes on the fringes. The fringes that LURA wants to exclude from the HCD! As previously discussed, the west end should be extended to Runnymede, NOT SHORTENED, to include the avenue's bookend, the bank on the SE corner of Runnymede. In fact this building and the mixed use house at the east end both have the prominent feature of the HCD, an entrance on the corner! A PAIR OF BOOKEND!

Email #3 – Submitted on February 8, 2026 - Marybeth McTeague

A further bookend is provided, opposite the former bank, on the north-east corner of Dundas and Runnymede with the two-storey commercial building currently occupied by Indilicious. It has that well-preserved, pressed-metal (?) garland relief at its cornice, along with the characteristic, curved corner with corner entrance and bay windows.

Email #4 – Submitted on February 24, 2026 - Diana Fancher

Comments on 3rd meeting Summary

There are a few corrections/questions

Page 3 Boundaries, 1st sentence, change end of sentence to:

...which was originally the boundary of the town and city and also the city limit of Toronto until 1995.

Page 4, Contributing Properties

Next to last bullet point is very poorly worded, it should read: LAC members disagreed that the buildings at 3026 and 3061 Dundas were isolated properties.

There is a mistake in the last bullet point, it is the 3 properties EAST (not west) of 2919 Dundas that are in question as to whether or not they are contributing.

Page 5 Heritage Attributes

I don't feel that the heritage attributes of all the main street buildings are captured well! And I repeat for the third time stucco should not be considered as negating heritage attributes of two-storey buildings anymore than for 3 storey buildings.

5th white bullet point

Estate homes? This seems to be confused between Plans and home of the wealthy. Runnymede Estate was a Plan (although one with no value, since it never sold), there is no Heintzman Estate, it's Heintzman house. Large homes are just that, not estates.

Email #5 – Submitted on February 27, 2026 - Diana Fancher

FINAL COMMENTS ON THE THREE LAC Meetings

First of all, consider that the Junction LAC consists of volunteers who have the expertise to form a consulting firm which could design and implement a study of the Junction Main Street Heritage District much better than EVOQ, or any other group of consultants, for the very simple reason that we are intimately familiar with the district and do not have to start from scratch. It has been clear from the start that EVOQ is puzzled by the proposed heritage district. They have done everything they can think of to shoehorn a main street characterized by diversity and complexity into a stereotypical model of an ordinary urban commercial strip. How many times do we have to stress that this is the main street of a town/city that featured a wide range of commercial, residential, social, religious and government buildings in a unique pattern that has survived more or less intact from the 1940s until today?

There are also the questions and comments made throughout the three meetings about retention or loss of integrity which I will leave for others to outline with one comment: If stucco and siding do not diminish the heritage value of a three-storey building, they should not diminish the value of a two-storey building either.

Beginning at the third meeting of our LAC, EVOQ proposed that the final time deadline for the district should be 1929, instead of 1944 as outlined in the West Toronto Junction Context Statement as the end of a period maturation. The irony is that fewer buildings in the proposed district were built between 1920 and 1929 (half of which EVOQ is trying to either exclude from the district or list as non-contributing) than were built between 1930 and 1940, virtually all of which even EVOQ admits are contributing to the character of the proposed district, several of which would probably qualify for designation. This appears to be based on the unfounded belief that 1929 marked the end of economic growth in the area.

In fact, 1920 marked a period of slowed construction on our main street because Ward 7 builders were concentrating on post WWI housing, churches and schools in the then working-class subdivision of what we now know as Bloor West Village and the more middle-class district of Lakeview Park, once Bloor St. W. finally had the infrastructure to upgrade from a dirt road to a paved street. They were also building the small shops catering to local needs in that area. In the 1930s builders returned to main street Dundas West to cannibalize some of the smaller buildings along Dundas and Keele streets in order to built the larger, better designed buildings we know today. Some of the smaller stores were also refreshed/rebuilt during the 1930s and early 1940s, with excellent results. An excellent reason to keep 1944 as the end year.

Dundas St. W. from Old Weston Road to Runnymede included housing and churches from the start. Many of them are still there. Only one of the historic Dundas Street churches has been decommissioned (Shiloh Pentecostal at 3001 Dundas), in contrast to the fate many of the larger churches further south.

The Halleluiah Fellowship Baptist on Pacific (a Filipino church), Jehovah's Witness Kingdom Hall (formerly Salvation Army) on Keele, West Toronto Baptist as well as the Maltese Church, both on Dundas appear to be doing well.

The Filipino Church brings me to the point of stating that all the qualifying buildings adjacent to the corners of Dundas and its side streets, as shown in the study area boundaries, should be included in the final district. This includes Fellowship Baptist (425 Pacific), the two houses at 2698 and 2700 Dundas, the two commercial buildings at 387 and 390 Keele, also the half of a semi at 321 Keele (with its other half lost to integrity on Annette) whose only sin is some porch and window areas covered by siding. It also includes the group of four former stores adjacent to the southeast corner of High Park Ave. now used as residences, the sixplex adjacent to the former bank at the southwest corner of Quebec, and the stores adjacent to the corner of St. John's Road. All of these are within the study area and should have 3-4 criteria of integrity. The rationale for their inclusion is that these buildings function in the same way that the extensions of larger buildings wrapped around the side street corners relate to the main street of Dundas, rather than adhering to the predominant architecture of the various side streets.

Concerning the half block of houses between St. John's Road and Gilmour Ave., here again the main street complexity comes in to play. They grew up around churches and a synagogue. The house directly next door to Malta Park would have been next door to St. John's Church when it was built. The carwash next door is one of many automobile-related services on our main street. The houses on either side of St. Paul the Apostle Roman Catholic Church were built well before the church when Anglicans and Jews worshiped in their respective buildings nearby. Other than some applied siding and front porch alterations they are in more or less original condition. Across the street most of the houses are in even better condition and several have full integrity. This section of the street is part of the complex dynamic of West Toronto Junction's main street that includes houses and churches. It is also close enough to a through street (Runnymede Road) that workers at the railyards or stock yards could walk to work from homes on Dundas. Additionally, the Malta Bakery is a culturally significant local business in what was originally a house on the northeast corner of Gilmour.

Beyond Gilmour Ave. the heritage of Jewish builders comes in to play. Both the WTJHS and the JHCD have proposed several buildings for listing, while the two buildings on the corner of Runnymede are already listed. As I have stated several times, Gilmour Ave. is not a recognisable west end to our main street, neither is St. John's Road. The only western boundary with any credence is Runnymede Road, a clear jumping off point between the cities of West Toronto/Toronto and the township/borough/city of York. There might as well be a flashing neon sign that states "The Suburbs Start Here".

The Junction Community

The village, town and then city of West Toronto Junction/Toronto Junction/West Toronto developed from 1888-1909 as a separate municipality, amalgamating with Toronto, then going on to become a regional shopping centre though the 1940s, finally eclipsed by suburban shopping malls and the withdrawal of the railway yards to Agincourt in the 1960s. The area had held together throughout until 1968 as Toronto's Ward 7, with a Ward 7 Ratepayers Association as well.

But by the 1970s the local economy had started on a downhill slide, the area had been split into two, then three, occasionally four wards, and the neighbourhood planning office of the City's Planning Department had opened an office on Dundas St. W. to try and come up with a renewal strategy. One of their proposals was to develop Dundas W., the main street of the Junction, as an historically themed area, enlisting Alderman David White to get the ball rolling. From there the West Toronto Junction Historical Society was formed with the active support of the neighbourhood planning office staff (executive meetings too place in the planning office, their secretary took the minutes and mailed them for free) and the local Annette library.

Another problem had been the mutual antagonism of right and left wing groups, each attacking any initiatives of the other. However, the promotion of local history turned out to be a unifying interest and with the publication of West Toronto Revisited in 1984, now in its 5th edition with 4,500 total copies sold, local history became something that local residents from all walks of life and political stripes could identify with. A second book, first published in 2004, continues to sell well. After a last stand by the pro-temperance faction, the area's dry status was repealed in 1997 & 2000 and the local business community came wholly onside to the point that the Junction BIA's heritage plaques are better designed and written than those of Heritage Toronto.

It's safe to say that residents south of the CPR main line identify as residents of the Junction and are proud of it. North of that, the Junction identity is still being reestablished, but we're working on it. The history of the village/town/city is a colourful turn of the century saga of railways and streetcars, and stock yards, of boom and bust economics and interesting local stories that people from all walks of life can appreciate.

The Junction is an historically-focused community with a strong interest in preserving the built expression of that history. Dundas West from the Junction of Old Weston Road, west to Runnymede Road is our Main Street, still legible today 140 years after it's beginning in 188

Email #6 – Submitted on February 27, 2026 - Marilyn Miller

Diana Fancher:

Comment on LURA Summary

Contributing Properties Page 4

LURA SUMMARY:

- LAC member suggested 3 categories for property categorization. The additional category would include properties with contemporary buildings that are in keeping with the district character. The suggested 3 categories could include:
 - A: High-grade heritage
 - B: Contextual heritage
 - C: Non-contributing

Response: It was also suggested that a short statement could be added to the Contributing Properties section that indicates that while alterations have put some properties into the non-contributing category, many of them still retain some features that are still sympathetic or “in-keeping” with the over all heritage character such as; 2-3 story height, fine grained narrow storefronts, brick construction, recessed doorways, large display windows, wide band signage, etc.

LURA Summary:

- The three row stores near Campbell's House.

Response: It should read, “The three storefronts north of the Campbell Block on Keele St.”

LURA SUMMARY:

- LAC members are happy about the characterization of the main street and appreciate the trails and railroad references.

Response: I would say we understood the emphasis on the commercial character of the main street, while still emphasizing there are other important elements such as civic institutions and residential elements that should be highlighted.

LURA SUMMARY

- LAC members disagree with the non-contributing classification for the 3 buildings to the west of 2919 Dundas Street West. They shared that they have replaced the front door, and thus, it should be considered a contributing factor.

Response: It was the storefronts to the East of 2919 that were questioned.

Page 5

The LURA Summary should have included a separate section on Boundaries, to indicate our objections to removals from the official Study Area at Keele, Pacific, High Park and Quebec, as well as requests to increase the Boundary to Runnymede Road.

It should be noted that Runnymede Road was the western boundary of the Junction town and city as well as the western boundary of the City of Toronto until 1995

Summary of Points for LAC 3 February 2026 presentation and Draft Study Area Report

Consultation compiled by Marilyn Miller with comments from Ken Sharratt, Diana Fancher Marybeth McTeague and Jim Baxter

The material presented from the current Draft Study Area Report (the Study) gave us a thorough examination and description of the Junction's Main Street, commercial and civic character which is the predominant character of the area. The consultants identified approximately 45% of the properties in the Study Area as having contributing Heritage Character.

The LAC raised points where it was thought that more detail could provide a more fulsome understanding and illustration of the area's full significance, in terms of historical and associative value, contextual value and design and physical value.

Periods of Significance

Page 5

This slide provides a short form expression of history of development in the Junction with an emphasis on the 1880 - 1929 period, which is most relevant to the existing heritage character. The LAC committee have not seen the more descriptive introduction and summary of the history that will be part of the Study, so there was some concern about what was left off of this slide, that may be allayed once the introduction is incorporated into the document.

Here are some of the concerns expressed,

The Context Statement (Common Bond 2020) provides the basis for a history introduction and summary.

The Context Statement included the following eras,

To 1815 The Natural Environment & Ealy Trails and Roads

1816 to 1883 Settlement of York Township

1884 to 1897 Establishment and Early Growth of West Toronto Junction

1898- 1908 Renewed Growth

1909-1944 Annexation and Maturation

1945 – 1990 Post War Industrial Rise and Decline

1990- Post-Industrial Renewal

Some of these eras, such as “To 1815 The Natural Environment & Early Trails”, “Annexation and Maturation 1909-1944” and “Post War – 1990” are have elements that are legible in the Study Area.

For a further break out of the Common Bond periods of significance see Ken Sharratt’s report in the Post Script of this document.

In EVOQ’s Draft Study Area Report The “Early Development (-1879)” section covers a lot of ground, and could be more descriptive.

The section for ‘Subdivision, Annexation, and Intensification (1880 – 1929)” period could be broken out into shorter periods to provide more description. While it may make sense, in the interests of brevity to have one bullet for this period, some depth of understanding may be lost.

The EVOQ Draft Study Area Report could also extend the Periods of Significance to 1944 to include important buildings like the Art Deco buildings and the Post Office (Custom House).

If the periods of significance were extended to the 1960s, heritage character might be attributed to some of those buildings shown as “green” (1950- 1979) on the Dates of Construction map page 5., buildings like the curious motel building at 2808 Dundas St. W. built in 1965. The West Way Motel, located the block between Heintzman and Indian Grove, appears to be an example of commercial architecture as described in “Learning from Los Vegas” by Robert Venturi” The building was soon purchased by the Salvation Army in 1974 and converted into the Evangeline Residence. Other later buildings include; Kingdom Hall on Keele and the Fire Station on Keele.

Criteria for the Determination of Cultural Heritage Value

Page 6

Additional Criteria to those identified were thought to be relevant to the Study. While the additional criteria might not result in adding many buildings to the contributing category, (except, perhaps in the western section of the Study Area) listing them would express a deeper understanding of why the area, over all, is significant.

The second Criteria should have been included as relevant,

“The district has... associative value because it yields... information that contributes to an understanding of the history of... an area”.

The entire Junction neighbourhood is “an area” that has an important local identity. The area is legible as a separate community with a separate history from the rest of Toronto. Local residents understand the significance of the existing heritage character of the main street. The EVOQ Draft Study Area Report and hopefully the ultimate designation of the Study Area will “contribute to an understanding” of this history. (See Jim Baxter’s comment in the Post Script)

Ken Sharratt commented;

- This community saw itself as a separate entity with its own identity with merchants investing in the building accoutrements that emphasized pride of place.
- People living the area see the area as separate from the larger city and identify with the area. (see Post Script)

Page 8

Criterion 8 also has pertinence to the Study Area. It states;

“The district has ...physical value because it has a ...representative layout, plan, ...or spatial organization”.

Ken Sharratt’s comments on this;

- The path of Dundas St does not follow a north south survey pattern but intersects it at an angle that means lots are not square leaving small bits of land along Dundas available for other uses. *This also accounts for the distinctive angular relationship between the shopfronts and the sidewalk.* - Marybeth McTeague
- The Town was not planned around a landmark but grew organically from a unique collection of railway infrastructure that made the Junction unique within the larger Toronto area. Towns like St Thomas had a similar of rail infrastructure.
- This initial development was largely organic and because the area was separated by undeveloped land from Toronto with limited transportation links for workers.
- The area around the Junction of the railways grew out from the Dundas St. W and Keele intersection. Labour intensive industries such as piano, woodworking and meat processing created a demand for housing and commercial services locally. (Ken Sharratt’s Post Script)

Page 9

Criteria 10 should be considered as relevant, “The district has social value or community value because it yields information that contributes to the understanding of, supports, or maintains a community....” The Study Area supports the local identity of the Junction. The Junction was a separate Town (City) that was amalgamated with Toronto but kept a separate identity.

It had the only other separate Custom House in the Toronto Area (first at the corner of Dundas and Keele, and later in the Post Office).

The boundaries of the West Toronto Junction were retained as the local Ward boundaries until the 1960s.

Marybeth McTeague:

It was a separate “dry area” in Toronto from 1904 to 1997. It remained dry even after the area was amalgamated into the City of Toronto in 1909.

Local businesses and residents lobbied Council to downzone the area in response to the new Official Plan, (date?) and the admissible heights were lowered.

In 1982 Junction residents protested when the Canadian Pacific Railway illegally demolished the historic 1911 West Toronto Station. The demolition was widely criticized and spurred the creation of the Federal “Heritage Railway Stations Protection Act” in 1986.

According to the City of Toronto *Master Avenues Map* revised in 2010, Dundas St. W between Dupont and Scarlett Rd was designated by the City as a “Character Area”. The City’s *Avenues and Mid-Rise Buildings Study Report* identified the Junction as a “Special Character Area” that warrants further heritage analysis.

In April 2014 the JHCD Committee officially nominated the West Toronto Junction to Toronto Heritage Planning (then Heritage Preservation Services) to undertake an HCD Study in order to designate the Junction under Part 5 of the Ontario Heritage Act.

In May 2014 the Etobicoke York Community Council nominate the portion of the Junction area west of Keele for consideration as an HCD.

Heritage Attributes – Contextual Value

Page 12

This section could mention the geographic determinism that led to the location of early trails and the railway lines in the point on the “curve of Dundas Street”.

Heritage Attributes, Physical Value

Page 13

Note Briefly: we were very happy to see the point on contributing properties that reflects the areas history as an independent Town.

It is also worth noting that there are six church buildings still extant in the Study Area that represent civic life of the Junction. They include; the Malta Church 3224 Dundas St W, the West Toronto Baptist Church 3049 Dundas St. W., the Gospel Hall for the Plymouth Brethren 3001 Dundas St. W., Hallelujah Fellowship Baptist Church 425 Pacific, Kingdom Hall (Jehovah’s Witness) on Keele Street and 2591 Dundas St. W (we have no research on this one). Also the first Muslim gathering place in Toronto was established by the Jami Congregation in 1961 above a store at 3047 Dundas St. W. Only the West Toronto Baptist Church has been identified as

Contributing. Perhaps more of these buildings should be identified as contributing to the heritage character of the Study Area

Heritage Attributes Physical Value

Page 14

The following, more specific details could be added to this section after the second bullet point beginning with “the configuration of the narrow ground floor storefronts...”

Third Bullet point as follows:

The design of the storefronts, which frequently feature angled or curved sections including the details of their glazing,

the leaded glass panels which extend across the upper level of glazing as well as the recessed entrance

projecting cornices frequently with console brackets marking the transition between the storefront and the upper level

the materials of the base of the storefronts,

the materials on the floor of the recessed entrances which include terrazzo and tiles,

the patterns of the terrazzo which reflect the architectural styles of the entrance particularly Art Deco styles.

Potential Boundary Option

Page 16

The consultant has put forward the removal of some areas from the over all Study Area, based on their identification of the potential district’s primary significance as a Main Street commercial area.

While there is some logic in making the commercial character the main focus of the district, there was some disagreement from LAC members, especially with the removal of the western portion of the area, where residential and church architecture predominates. (see Post Scripts by Diana Fancher and Ken Sharratt)

The residential character of Dundas Street still survives in second and third story apartments and the row of houses in the western section. The houses on the western end indicate how this portion of Dundas Street was built out. It was suggested again (not for the first time) that the area should continue to the east side of Runnymede Street, and as an alternative, it was suggested that the corner buildings at 3351 and 3358 Dundas St. W. (which are ‘Listed’) should be identified as potential Part IV Designations under the Ontario Heritage Act.

The LAC also identified small residential portions on side streets that should be kept in the boundary, at both Quebec and at High Park Avenues. An evolution took place where commercial development moved out from Dundas and Keele and encroached into residential areas but also provided residential space on the second floors of commercial development that persists to this day. The boundary between commercial and residential is not clear cut.

Some residential developments, notably the building adjacent to the corner building on the southwest corner of Dundas St and Quebec fits with the corner building and represents the older development pattern. They should not be excluded because they are residential and future residential development should be encouraged to follow the practice.

Some recent development, notably the 3-storey building at the SE corner of Dundas St W and Quebec have been designed to be compatible with the original design features from the 1890s development and should be encouraged. (see Post Script, Ken Sharratt)

There are also three commercial storefronts on Keele, north of the Campbell Block that should not be removed.

Contributing Properties

Page 17

There was concern expressed that the removal of 15 properties from contributing status, including 3 that are “isolated” could lead to vulnerable blocks where unsympathetic development would be allowed. It was suggested that a short statement could be added to the Contributing Properties section that indicates that while alterations have put some properties into the non-contributing category, many of them may still retain some features that are still sympathetic or “in-keeping” with the over all heritage character such as; 2-3 story height, fine grained narrow storefronts, brick construction, recessed doorways, large display windows, wide band signage, etc.

More detail could be provided, and perhaps incorporated into the mapping, to show the significance of recessed entrances whose design and physical value contribute to the heritage character of the HCD and whose design, detail and material merit identification and conservation. (See Post Script list of addresses provided by Marybeth McTeague)

POST SCRIPT

Why the Junction West Toronto is special to me

Jim Baxter:

My wife and I lived in the Annex for 7 years before we decided we had to move to get rid of the hustle and bustle of Downtown urban life. Our daughter was two and sadly,

her smile was attracting too much attention at a time when young children were being snatched off the street in our neighbourhood. We looked in the Beaches, but traffic was insane. We came to the West end, where I had always loved High Park. We fell in love with the character of Dundas St W between Annette and Runnymede, a walk taken often and ended up buying on Indian Road Crescent, a similarly historic neighbourhood. We love architecture. At least architecture that shows craftsmanship. Something most of downtown has lost with its soulless steel, concrete and glass towers. Dundas still has in aces!

When heading out for a walk we more often than not hit the sidewalk and head north to Dundas. We don't seem to tire of walking Dundas West as far as Runnymede, sometimes veering down to St. Johns Road to Jane. The joy of finding new details in the facades in the mostly intact heritage street wall never tires. We pass some of the buildings that have had coverings added and pick out the characteristics that still reveal the former structure. Buildings I would still prefer to keep rather than write off and leave for the developers to grab as beyond repair! As a restoration contractor, I think about how I could restore them.

The Junction was a complete town and then city, before being gobbled up by the city of Toronto. Complete, as in it had its commercial center, smaller business such as needed to make a city livable, with owner residences on the 2nd floor, Banks, Churches, small manufacturing. Larger manufacturing off on the side streets such as Batt Lumber formerly on the Pacific No-frills lot, a major trim and mill work supplier to Toronto, North America and Europe. There was a Florist on Dundas with Greenhouses in the back lane. Two Theatres! Towards either end were the more affluent residents in semis and then further, detached homes, but every bit part of the Junction West Toronto community.

Dundas from Annette to Runnymede is a snapshot of life in a time gone by, that would be a crime to lose!

Historical context not apparent in the current draft

Ken Sharratt:

The Town and City evolved as follows

- Indigenous people's foot trails were located below the escarpment post glacier
- Dundas was a military trail created to defend upper Canada in early 19th century that conformed to the same topographic features as the indigenous pathways
- Railroads followed passed through this area due to topography
- The number of railway lines ignited industrial development that fostered development on the nearest roadway that included commercial, institutional (customs house that still exists in the area) residential and cultural development

that grew explosively in the late 19th century but continued up until the present, but at a slower rate since 1950 due to the decline of the reliance on railways and increasing reliance on trucks.

- The form of development in the Junction area was dependent on the proximity of the railways for industry and a reliance on the nearest roadway for commercial development. Because Dundas curves westward north of Bloor, the commercial development also curves westward.
- The path of Dundas St does not follow a north south survey pattern but intersects it at an angle that means lots are not square leaving small bits of land along Dundas available for other uses
- The Town was not planned around a landmark but grew organically from a unique collection of railway infrastructure that made the Junction unique within the larger Toronto area. Towns like St Thomas had a similar of rail infrastructure.
- This initial development was largely organic and because the area was separated by undeveloped land from Toronto with limited transportation links for workers.
- The area around the Junction of the railways grew out from the Dundas St. W and Keele intersection. Labour intensive industries such as piano, woodworking and meat processing created a demand for housing and commercial services locally.
- This community saw itself as a separate entity with its own identity with merchants investing in the building accoutrements that emphasized pride of place.
- People living the area see the area as separate from the larger city and identify with the area
- Smaller lots and dwellings north of Dundas were workers housing
- Larger lots south of Dundas was home to the business owners and professionals
- An evolution took place where commercial development moved out from Dundas and Keele and encroached into residential areas but also provided residential space on the second floors of commercial development that persists to this day. The boundary between commercial and residential is not clear cut.
- Some residential developments, notably the building adjacent to the corner building on the southwest corner of Dundas St and Quebec fits with the corner building and represents the older development pattern. They should not be excluded because they are residential and future residential development should be encouraged to follow the practice.

- Some recent development, notably the 3-storey building at the SE corner of Dundas St W and Quebec have been designed to be compatible with the original design features from the 1890s development and should be encouraged.

Marybeth McTeague:

I am concerned that there may not have been a survey of shopfronts especially those which feature the Junction's characteristic recessed entrances.

The following addresses have recessed entrances whose design and physical value contribute to the heritage character of the HCD and whose design, detail and material merit identification and conservation:

2737-2747 Dundas Street West (row of storefronts in a block 2733-2747 Dundas Street West)

2785 Dundas Street West (Henry's Variety)

2850 Dundas Street West (Big Convenience)

2867 Dundas Street West (The Hole in the Wall TO)

2876 Dundas Street West (Indie Ale House)

2877-79 Dundas Street West (Barber Shop +Thus)

2886 Dundas Street West (Cornerstone)

2903 Dundas Street West (Veggie Cannabis)

2914 Dundas Street West (Safeguard Locksmiths)

2918 Dundas Street West (Early On)

2928 Dundas Street West (THA)

2934 Dundas Street West (Community Junction)

2949 Dundas Street West (Gerhard)

2989 Dundas Street West (Red Canoe)

2991 Dundas Street West (Solnik + Solnik)

2993 Dundas Street West (Take Note)

3023 Dundas Street West (Molly Wagz)

3052 Dundas Street West (Top Notch)

3065 Dundas Street West (Lucy Nails)

3067 Dundas Street West (Code Revolt)

3071 Dundas Street West (Picture It Framed)

3075 Dundas Street West (Eclectic Revival)

3096 Dundas Street West (The Art Cart)

3102 Dundas Street West (Z+Z Accounting)

The following properties have recessed entrances which also contribute to the character of the area.

2959 Dundas Street West (Mjolk) well-restored property whose new recessed entrance provides a contemporary take on the recessed entrance, sign datum line and retains the original projecting cornice

2978 Dundas Street West (Arts Market) (see comment at 3045)

3045 Dundas Street West (Flower Treasures) represents an Art Deco-Style Moderne take on the recessed entrance. Its angle represent the unique the shift between the individual property lines and the line of Dundas Street West that is characteristic of the Study Area

3063 Dundas Street West (Phillipa C. Photography) is a recent storefront but retains the characteristic storefront pattern with its deeply recessed entrance, datum line for signage as well as a projecting cornice

3069 Dundas Street West (Makers Market) as at 3045, angled recess of entrance