

TRIANGLE TOPICS

Neighbourhood News and Information

Spring 2003 – Published by the Beach Triangle Residents Association, Toronto, Ontario

The Beach Triangle – Steeped in History by John Ellis

Our neighborhood may be older than you think. In 1799, Asa Danforth, an American contractor, built the first major road connecting York (later “Toronto”) with the Bay of Quinte. This road followed the “Base Line” (later “Queen Street”), branching north-east, and became “Kingston Road”.

The area now known as “The Triangle” was part of a farm owned from 1802 by Major John Small, a high-ranking government official. He was the first prominent citizen to establish a country estate here, known as “Berkeley”, with the manor house on the north side of Kingston Road, near the present Columbine intersection.



The corner of Kingston Road and Queen was known as “Small’s Corner”.

John Small’s son, Charles Coxwell, took over the property in 1829 and developed it further. A saw-mill was built and the Serpentine, a wide creek emptying into Ashbridge’s Bay was dammed, to provide water power for the mill and to form Small’s Pond, from 1869 a popular recreation area in summer and winter. A tannery had been opened in 1844.

In 1834, the same year the Beach was incorporated in the City of Toronto, a Toll Gate was located on Kingston Road, at present-day Woodbine Avenue, to help pay for the new planked surface.

By 1851, there was considerable development in the area, then known as the town of Norway, including three taverns, a school, and a steam saw mill. By 1855, St. John’s

Church, Berkeley (now the “Church of St. John the Baptist, Norway”) and its cemetery were established. By 1858, a Post Office was located on the south side of Kingston Road, just east of Woodbine. By the time of Charles’ death in 1864, he had laid out a range of lots along Woodbine.

A hand-drawn map of the area in 1865 shows “Stintson’s home” on the east side of the Woodbine road just above half way between Queen and Kingston Road. Stintson operated the Toll Gate at this time and his is the earliest documented home in the Triangle. At this time, Queen Street was “a country trail with stumps of trees scattered in its midst.”

An 1868 sketch map shows quite a community of about 30 buildings at



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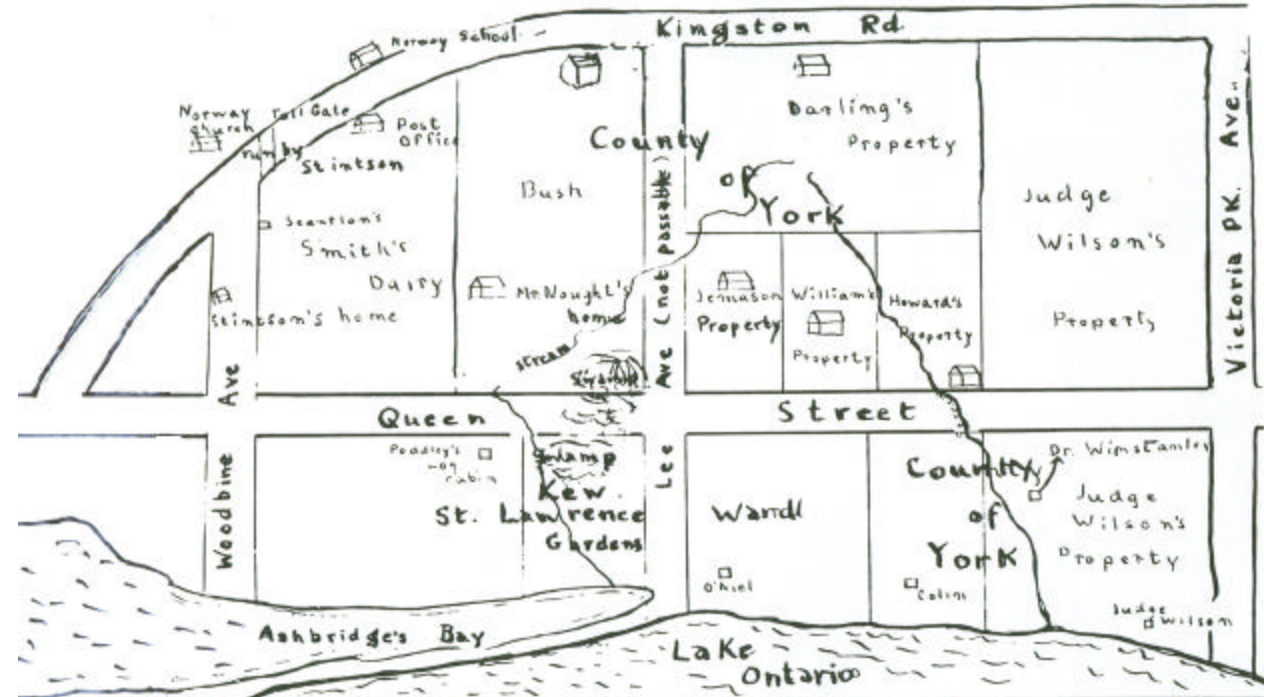


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BEACHES DISTRICT 1865



**Beach Triangle
Giant
Lawn Sale
Saturday, May 31
Rain Day – Sunday, June 1**



Woodbine Park, 1907
Queen Street East, south side, between Conwell
and Woodbine avenues
CTA June 50

**Yard Sale, Art Sale
at Ingrid's Place
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Lamps and Shades in
pairs & singles, Colourful
fruit & flowers Framed
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and lots more stuff!!

See You At The
**ANNUAL TRIANGLE
YARD SALE**

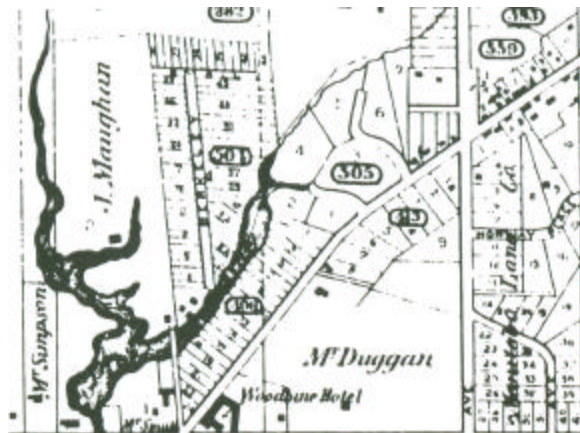
Small's Corner, then including the saw mill, a vinegar factory, grist mill, and an ice house.

In 1870, Joseph Duggan bought the area south of Kingston Road between Woodbine and present-day Coxwell. In 1874, he built a hotel at Queen and Kingston Road. An 1885 publication described the hotel as

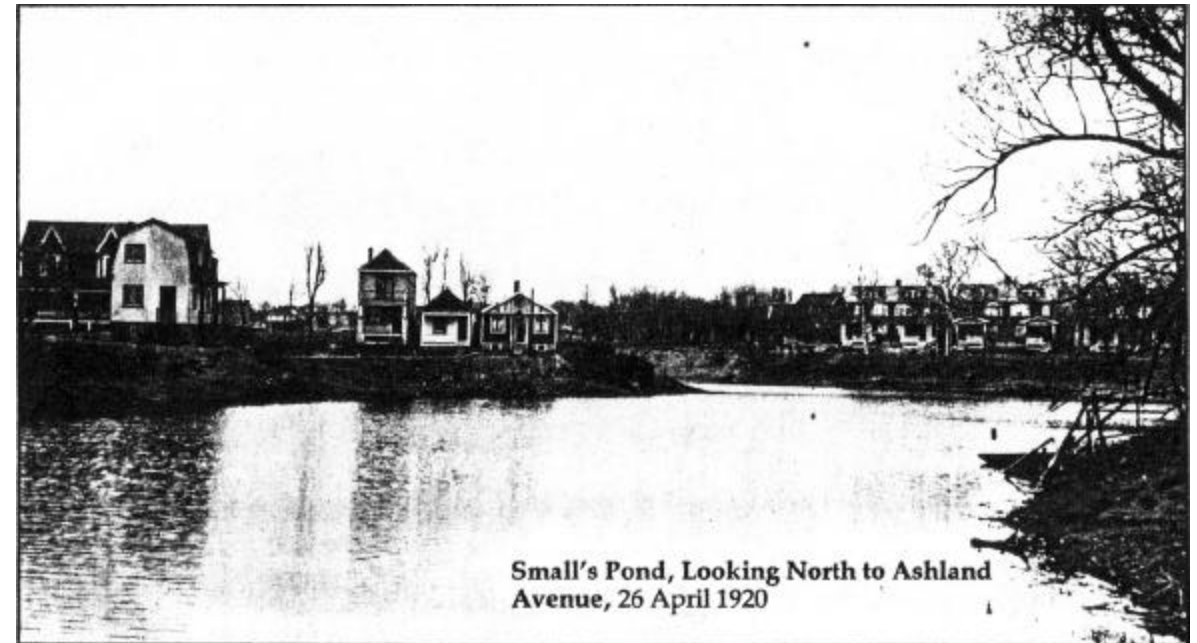
"... beautifully situated, and commands a fine view of Toronto and Lake Ontario. and comfortably accommodates upwards of thirty guests. A tram car passes every half-hour, by means of which passengers may reach the city in twenty minutes."

Also in 1874, Duggan sold the area south of Queen and Woodbine to Howell and Pardee, who opened the Woodbine Riding and Driving Club on October 19, 1875 (later "Greenwood Race Track" and now the Woodbine Park development). A few years later, Duggan reacquired and improved the property, including a clubhouse and stabling for many horses.

In 1888, Duggan leased the race track to the Ontario Jockey Club who, in 1907,



The Triangle Region - 1884



Small's Pond, Looking North to Ashland Avenue, 26 April 1920

bought the track from his daughter. The Queen's (or "King's") Plate races were held there in 1876, 1881 and 1883-1955.

By 1875, a tramway carried passengers from the Don Bridge to Norway and Woodbine Park. By 1887, Woodbine Avenue was opened, improvements were made to Queen Street, wooden sidewalks and water mains were installed, and the Toronto Street Railway reached Woodbine in 1887. People began to come to the Beach for its parks and recreation. By the end of the century, York Township had installed gas lamps along Kingston Road.

In 1906, the Fire Hall at Queen and Herbert was opened. The Main Drainage Pumping Station was built on Eastern Avenue west of the race track in 1911.

The history of Beach residents "fighting City Hall" is also of long-standing. In 1906-

SANDRA BUSSIN
City Councillor
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Beaches - East York (South)



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07, the Grand Trunk Railway proposed a new line to Port Union, just 200 yards north of Queen Street. Local residents rallied and the railway changed its mind, remaining north of Gerrard. In 1908, when East Toronto and the City agreed to amalgamate, residents rallied again and one of the terms was that the area south of Kingston Road would be "set aside as a residential district free from factories and hotels", a mood that survives to this day.

Renowned local historian Gene Domaglio will tell us about the history of our Triangle Neighbourhood at the Association's next Annual General Meeting, Wednesday June 4th at 7pm

Historical notes on the Triangle

Origin of Beach Triangle Street Names:

Dixon: Annie Dixon inherited the Woodbine Park racecourse and adjacent property from her father, Joseph Duggan.

Kingston: Highway connecting York (Toronto) and Kingston.

Queen: Queen Victoria (1819-1901).

Woodbine: Woodbine Riding and Driving Club (opened October 19, 1875) by Howell and Pardee. Howell owned the Woodbine Saloon on Yonge Street.

Beach Triangle Maps & Subdivision Plans:

1865: One house, Stintson's, on present-day Woodbine. (There were probably more.)

1880, 1884: Eight lots along Kingston Road, west of Woodbine, and one on Woodbine.

1888: Street allowances for Dixon, and Lark, Lockwood, Brookmount, and Rainsford (all of which end at Dixon). There are 18 lots on Kingston Road between Queen and Dixon, as well as the eight lots shown in 1880. There are 27 lots on Queen between Kingston Road and Woodbine, and 14 lots on Woodbine between Queen and Dixon, as well as the lot shown in 1880.

Note 1: Our reference ends with a Subdivision Plan from 1900, which is identical with that from 1888. We do know that homes were built on Rainsford Road by 1910, so the streets were complete by then, presumably including extension of the north-south streets to Kingston Road and the addition of Columbine.

Note 2: All information in this article was derived from the excellent booklet "The Beach in Pictures, 1793-1932", by Mary Campbell and Barbara Myrvold, published by the Toronto Public Library Board.

Note 3: Do you know something of the history of the Triangle? Give us a call!



Michael Prue MPP
Beaches-East York
My Constituency Office is now open to serve you.

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NEW GARBAGE INCINERATOR TO BE BUILT NEAR THE BEACH?

By Ken Harvey (of the Woodbine Park Resident's Association)

It has taken several years to get rid of the two incinerators in our neighborhood, along with the



stench of burning sewage and garbage. Now the Municipal and the Provincial governments want to re-classify and rezone the Portlands so they can build a new incinerator. If you thought the Portlands were going to be developed into movie sets, sports facilities or a high-tech residential area – guess again. It is safe to say that very few new businesses will be attracted to the Beach if the proposed new incinerator is built. Especially one that is going to burn 10 times what the current ones burn.

Most areas surrounding us have already pushed back and championed the cause not to have the incinerator built in their backyard. We need to do the same. I encourage you to do the same by contacting your local municipal representative listed on the flyer.

Expect to hear phrases like "Waste Gasification Plant", "Emerging Technologies" and "Advanced Thermal Technologies (ATT)" a lot in the near future, but don't be fooled: it is still an incinerator by any other name. The bottom line is that it is still a smoke stack and its plume of smoke will spread ash and other pollutants across our neighborhood.

These incinerator technologies, known collectively as Advanced Thermal Technologies [ATT], superheat mixed residuals waste in an oxygen-starved environment to produce a dirty, low-energy synthetic gas that is then burned to produce electricity. *This is still an unproven technology.*

ATT actually wastes energy. Three to five times as much energy can be saved by reusing recycling the same materials destroyed by ATT.

Health issues

- Releases toxic metals like mercury, lead, and cadmium from plastic and paper
- Generates dioxins and furans from the chlorine in plastics
- Requires expensive air pollution controls & monitoring to capture toxic emissions
- Generate highly toxic residues that ironically need to be land-filled.

The City of Toronto has expressed its intention to seek from the Minister of the Environment a set of conditions that would allow the Minister to

provide an "exemption" of an advanced Thermal Facility from the Provincial Assessment Act

Keep in mind there are no commercial-scale ATT facilities in North America, and since the environmental impacts of a facility of the size contemplated for Toronto are unknown, we feel that an individual assessment not only justified, it is essential.

Remember that this is an election year. It is time to get involved. Make sure your neighbors are aware of this issue. (Since this article was originally written, it should be noted that the municipal meeting to decide upon whether an environmental assessment will be made has been postponed, though not indefinitely).



New Triangle Businesses

Several new storefront businesses have started up in the Triangle region since our last newsletter.

Universal Convenience
XXXX Queen Street East

(Convenience store that offers fruits and vegetables)

Shananigans
1846 Queen Street East
(Coffee shop; licensed)

Meat on the Beach
1860 Queen Street East
(Butcher shop, baked goods and more)

Vacuum Chek
1864 Queen Street East
(Sell vacuums and related products)

Beach Discount Store
1874 Queen Street East
(Variety store)

Later in the summer the Cadet Dry Cleaners shop is expected to close, and Sauvignon (a popular local restaurant) will expand into their space.

BTRA Activity – Winter, 2002-03

John Ellis, President, BTRA

The BTRA Executive continues to monitor activity in and around the Triangle that may have an impact on our neighbourhood.

We have supported the development of the Beaches Business & Professional Association, feeling that the residential community has a big interest in what happens in our business community. We have also explored possible liaison with the Woodbine Park Residents Association in areas of common interest.

The executive continues to monitor Zoning Applications, finding none that raised concern, and expressing approval for the renovation occurring in the building on

Queen between Rainsford and Brookmount.

We continue to monitor the waterfront development, the health of our urban forest and have re-established liaison with the police at Division 55 (welcome back, Beth Bailey!).

The BTRA Executive remains vigilant regarding air quality, e.g., the St. John Norway Church Crematorium, Ashbridge's Bay Water Treatment Plant, and proposed thermal disposal of garbage.

Traffic and parking are ongoing concerns. Proposals to permit curb parking on Lakeshore and Coxwell, including closing Coxwell for bus parking during events in Woodbine Park could seriously disrupt traffic patterns. We are concerned about impatient drivers on grid locked Kingston or Woodbine using residential streets as a short cut.

We need to know about your concerns and ideas. Don't hesitate to call.

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2nd Vice Chair: Edythe Gerrard 416-694-1383

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Treasurer: Layton Stewart 416-691-0686

Zoning: Hans Looije

Forestry: Lawrence Kerry

Harbourfront: Chris Blythe/David Windrim

Policing: Beth Bailey

Community Liaison: David Windrim

Phone Captain: Jim Edwards

Newsletter Editor: Keith Schengili-Roberts

Distribution: Chris Blythe

BTRA
Annual General Meeting
7pm Wednesday, June 4th
Corpus Christi Parish Hall
(Lockwood & Queen, in the
basement)