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IN THE MATTER OF THE ONTARIO HERITAGE ACT  
R.S.O. 1990, CHAPTER O.18 AND  
2 WILLOW AVENUE  
CITY OF TORONTO, PROVINCE OF ONTARIO

NOTICE OF PASSING OF BY-LAW

To: Mr. Herb Pirk  
Commissioner  
Parks and Recreation Department  
Corporation of the City of Toronto  
City Hall, 21st Floor, East Tower  
Toronto, Ontario

Mr. Daniel Crombie  
Metropolitan Toronto Clerk  
Metropolitan Toronto Clerk's Department  
55 John Street  
Toronto, Ontario

✓ Ontario Heritage Foundation

Take notice that the Council of the Corporation of the City of Toronto has passed By-law No. 414-93 to designate the above-mentioned property to be of architectural and historical value or interest.

Dated at Toronto this 10th day of August, 1993.

  
Barbara G. Caplan  
City Clerk

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No. 414-93. A BY-LAW

To designate the property at No. 2 Willow Avenue (Leuty Life Saving Station) as being of architectural and historical value or interest.

(Passed July 19, 1993.)

WHEREAS Council, at its meeting held on the 19th day of July, 1993, adopted Clause 10 of the Neighbourhoods Committee Report No. 9 recommending that authority be granted to designate the property at No. 2 Willow Avenue as being of architectural and historical value or interest;

WHEREAS the *Ontario Heritage Act* authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of historic or architectural value or interest; and

WHEREAS notice of intention to so designate the property at No. 2 Willow Avenue was duly published and served and a notice of objection to the designation was received, the Council of The Corporation of the City of Toronto referred the matter to the Conservation Review Board for hearing and report; and

WHEREAS the Conservation Review Board, after due notice, conducted a public hearing and made a report to Council in which it recommended that No. 2 Willow Avenue be designated by by-law of the City of Toronto pursuant to the provisions of the *Ontario Heritage Act*; and

WHEREAS Council has considered the said report; and

WHEREAS the reasons for designation are set out in Schedule "B" hereto;

THEREFORE, the Council of The Corporation of the City of Toronto enacts as follows:

1. The real property known municipally as 2 Willow Avenue and more particularly described and shown on Schedules "A" and "C" attached is designated as being of architectural and historical value or interest.
2. The City Solicitor is authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper land registry office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Toronto.

JUNE ROWLANDS,  
*Mayor.*

BARBARA G. CAPLAN  
*City Clerk.*

Council Chamber,  
Toronto, July 19, 1993.  
(L.S.)

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**SCHEDULE "A"**

In the City of Toronto, in the Municipality of Metropolitan Toronto and Province of Ontario, being composed of part of the Water Lot in front of Lot 4, in the Broken Front Concession in the original Township of York, the boundaries of the said land being described as follows:

PREMISING that the bearings hereinafter mentioned are grid and are referred to the Central Meridian 79 degrees and 30 minutes West longitude through Zone 10 of the Ontario Co-ordinate System, then;

COMMENCING at a point the location of which may be arrived at as follows:

BEGINNING at the north-easterly angle of Lot 7 according to Plan 654E registered in the Land Registry Office for the Metropolitan Toronto Registry Division (No. 64);

THENCE South 22 degrees 47 minutes and 20 seconds East, 117.36 metres to the point of commencement;

THENCE North 83 degrees 56 minutes and 20 seconds East, 8.70 metres;

THENCE South 6 degrees 3 minutes and 40 seconds East, 9.45 metres;

THENCE South 83 degrees 56 minutes and 20 seconds West, 8.70 metres;

THENCE North 6 degrees 3 minutes and 40 seconds West, 9.45 metres more or less to the point of commencement.

The hereinbefore described land being delineated by heavy outline on Plan SYE2597 dated September 9, 1992, as set out in Schedule "C".

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Commissioners, it was decided that the Life Saving Service would be maintained by the City of Toronto under the direction and control of the Toronto Harbour Commission. The transfer was made in August, 1919 and the construction of three new Life Saving Stations was commenced.

In April, 1920, the Main Life Saving Station at the Western Channel was opened, followed in June, 1920, by the opening of two auxiliary stations at the Humber River and Scarborough Beach.

#### Leuty Life Saving Station:

The Scarborough Beach Station was constructed in 1920 by the Toronto Harbour Commissioners according to the design of the architectural firm, Chapman and Oxley. The selection of the Leuty Avenue site was made for three reasons:

1. That a breakwater had already been constructed on the site and would facilitate boat launching.
2. Leuty Avenue was central to the jurisdiction of the Station, which incorporated the waterfront between Woodbine Avenue and the eastern City Limits.
3. That it was the centre of the boat renting business, and that the Life Saving Service assisted more capsized boats and canoes than bathers or swimmers.

The Leuty Life Saving Station was equipped with one small power boat, two rowing dorys, and three lookout towers, one at the Station itself, and the other two on the beach. It was manned by two seamen from the Main Station and four lifeguards. Known today as the Leuty Life Saving Station, it is one of two remaining Life Saving Stations on Toronto's lakefront. The other station is located on Cherry Beach. Both buildings house the Metropolitan Police Marine Unit and are currently owned by the Metropolitan Parks and Property Department.

#### Architecture

##### 2 Willow Avenue:

The rectangular frame building is raised above the water on piers and features wood siding on all elevations. The raised principal (northern) entrance is flanked by single, flat-headed openings. The east and west elevations contain large, irregularly spaced windows which, when open, permit an unobstructed view of the beachfront. The waterfront (southern) elevation contains paired single doors, and two pairs of double doors which open onto a projecting deck. This design expedites the launching of lifeboats. The bellcast gable roof features a wooden watchtower which enables lifeguards to survey the beach and waterfront area.

#### Context

The Leuty Life Saving Station, located at the foot of Leuty Avenue on Scarborough Beach, is one of two remaining life saving stations serving the Toronto waterfront. It is a well-known and distinctive feature of the local Beach landscape and has been an integral component of the City's life saving service since its inception.

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SCHEDULE "B"

TORONTO HISTORICAL BOARD

HERITAGE PROPERTY REPORT

Address: 2 Willow Avenue  
Ward: 09  
Current Name: Leuty Avenue Life Saving Station  
Historical Name: Scarboro Beach Station  
Construction Date: 1920  
Architect: Alfred Chapman and J. Morrow Oxley  
Engineer: J.R. Wainwright, Assistant Chief Engineer, Toronto Harbour Commission  
Contractor/Builder: A.C. Mitchell, Superintendent of Construction, Toronto Harbour Commission  
Additions/  
Alterations: Unknown  
Original Owner: Toronto Harbour Commissioners  
Original Use: Misc. (Life Saving Station and Police Patrol Service)  
Current Use: Misc. (Metropolitan Police Marine Unit)  
Heritage Category: B  
Recording Date: September 20, 1991  
Recorder: HPD:jc

History

Land Development:

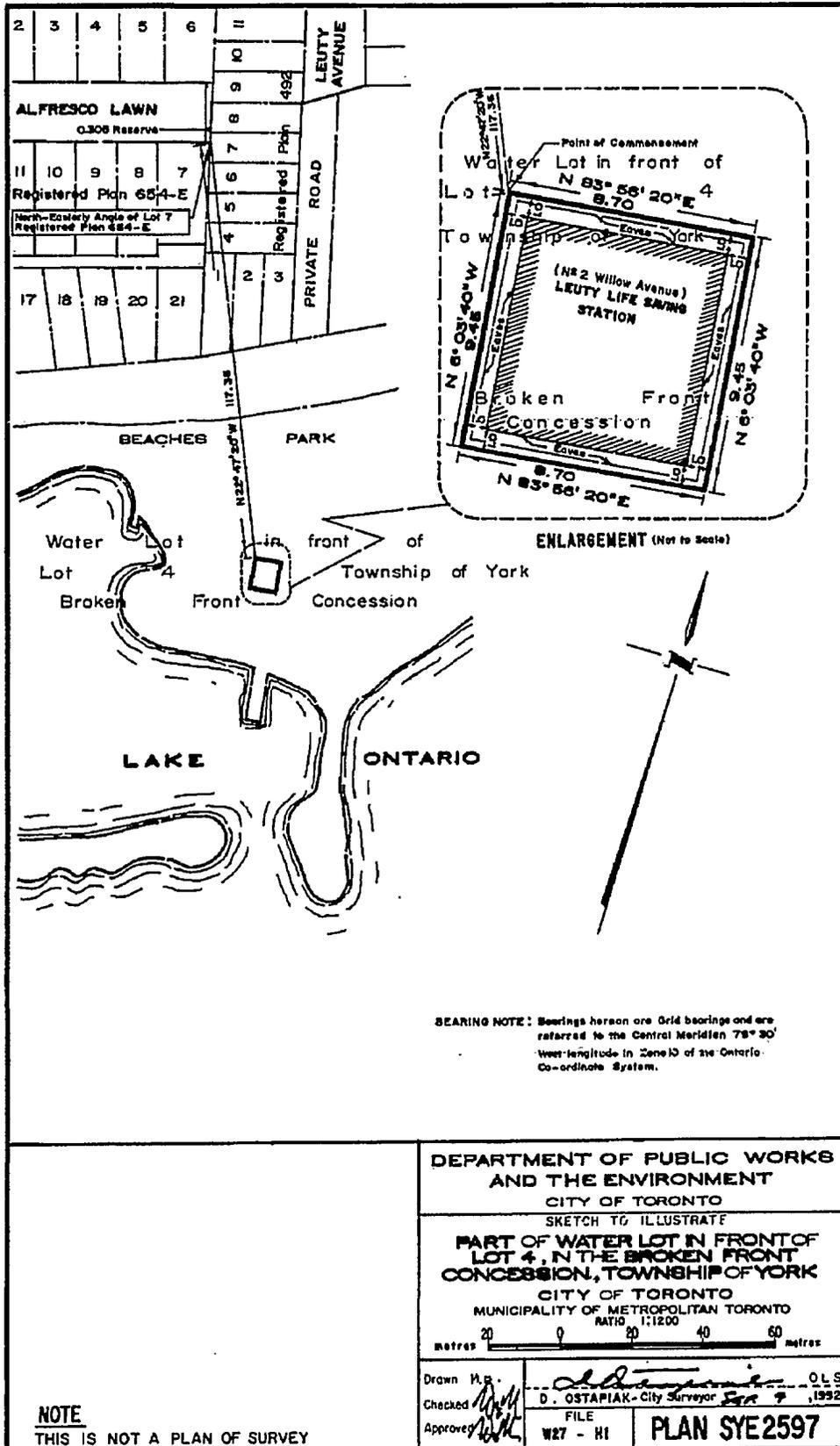
The first subdivision of land in the area now known as the Beaches occurred in 1853 when Lot 4 was divided into 12 large lots south of Kingston Road. By the late 1870's the area was a summer retreat for City dwellers and was serviced by horse-drawn trams and steamers from Toronto. Woodbine Park (now Greenwood Racetrack), Balmy Beach Park (1876), Victoria Park (1878) and Kew Gardens (1879) attracted summer holiday makers, many of whom resided for the season in tents and summer cottages. By the turn of the 20th Century, permanent residents and visitors alike enjoyed activities which included sailing, rowing, swimming, bicycling, and tennis. Indoor concerts, dances and social gatherings were also a large part of life at Balmy and Kew Beach. In 1907, the City of Toronto purchase of Kew gardens and the establishment of the Scarboro Beach Amusement Park ensured the enjoyment of the City's eastern beaches well into the 20th Century.

Life Saving Stations:

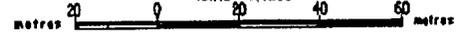
In May, 1919, the city's only life guard station, the federally managed Government Life Saving Station on Ward's Island, was destroyed by fire. Subsequently, the Department of Marine and Fisheries advised that it would discontinue the Life Saving Service and, in consultation with the City of Toronto and the Toronto Harbour

SCHEDULE " C "

MAP AREA 540-222



DEPARTMENT OF PUBLIC WORKS  
AND THE ENVIRONMENT  
CITY OF TORONTO  
SKETCH TO ILLUSTRATE  
PART OF WATER LOT IN FRONT OF  
LOT 4, IN THE BROKEN FRONT  
CONCESSION, TOWNSHIP OF YORK  
CITY OF TORONTO  
MUNICIPALITY OF METROPOLITAN TORONTO  
RATIO 1:1200



Drawn by: *[Signature]* O.L.S.  
Checked by: *[Signature]* D. OSTAPIAK - City Surveyor SEP 7, 1992  
Approved by: *[Signature]* FILE W27 - H1 PLAN SYE 2597

NOTE  
THIS IS NOT A PLAN OF SURVEY

SYE 2597