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IN THE MATTER OF THE ONTARIO HERITAGE ACT
R.S.O. 1980, CHAPTER 337 AND
7 CRESCENT ROAD, CITY OF TORONTO
PROVINCE OF ONTARIO

RECEIVED
IN THE OFFICE
SEP 6 1990
ARCHITECTURE AND
PLANNING
HERITAGE BRANCH

NOTICE OF PASSING OF BY-LAW

To: Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

Toronto Transit Commission
c/o Mr. B. S. Onyschuk, Q.C.
Suite 6200, Scotia Plaza
40 King Street West
Toronto, Ontario
M5H 3Z7

✓ Ontario Heritage Foundation

Take notice that the Council of the Corporation of the City of Toronto has passed By-law No. 440-90 to designate the above-mentioned property to be of architectural value or interest.

Dated at Toronto this 4th day of September, 1990.

Sydney Baxter

Sydney Baxter
Deputy City Clerk

ONTARIO HERITAGE
FOUNDATION

SEP 5 1990

Nancy Smith

✓

No. 440-90. A BY-LAW

*To designate the property at 7 Crescent Road
(Rosedale Subway Station) of architectural value or interest.*

(Passed August 13, 1990.)

Whereas by Clause 4 of Neighbourhoods Committee Report No. 10, adopted by Council at its meeting held on August 13, 1990, authority was granted to designate the property at 7 Crescent Road (Rosedale Subway Station) of architectural value or interest; and

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 the Council of The Corporation of the City of Toronto has caused to be served upon the owners of the lands and premises known as 7 Crescent Road (Rosedale Subway Station) and upon the Ontario Heritage Foundation notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having a general circulation in the municipality once for each of three consecutive weeks; and

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

Whereas no notice of objection to the said proposed designation has been served upon the clerk of the municipality;

Therefore the Council of The Corporation of the City of Toronto enacts as follows:

1. There is designated as being of architectural and historical value or interest the real property more particularly described and shown on Schedules "A" and "C" hereto, known as 7 Crescent Road (Rosedale Subway Station).
2. The City Solicitor is hereby 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 hereby 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.

ARTHUR C. EGGLETON,
Mayor.

BARBARA G. CAPLAN
City Clerk.

Council Chamber,
Toronto, August 13, 1990.
(L.S.)

SCHEDULE "A"

In the City of Toronto, in the Municipality of Metropolitan Toronto and Province of Ontario, being composed of Lots E and F; parts of Lots C, D, G, H and I; part of the Lane in the rear of the said Lots C, D, E, F, G, H and I; parts of Villa Lots 1 and 2 and part of the Ravine Lands lying between the said Villa Lots, the said Lots, Lane and Ravine Lands being according to Plan 104 and part of Lot F according to Plan 176E, both the said plans registered in the Land Registry Office for the Registry Division of Toronto (No. 63), the said Lane being closed by City of Toronto By-law 20169 registered in the said Land Registry Office as Instrument 54273E.M., the boundaries of the land being described as follows:

PREMISING that the bearings herein are astronomic and are referred to the Central Meridian 79 degrees and 30 minutes West Longitude through Zone 10 of the Ontario Coordinate System, then;

COMMENCING at the intersection of the southerly limit of Crescent Road, dedicated by City of Toronto By-law 2737, with the easterly limit of Yonge Street;

THENCE South 16 degrees 46 minutes and 20 seconds East along the said easterly limit of Yonge Street, 16.32 metres more or less, to the northerly limit of Rosedale Valley Road as dedicated by City of Toronto By-law 2164;

THENCE North 79 degrees 39 minutes and 40 seconds East along the said northerly limit, 6.14 metres more or less, to its intersection with a line drawn parallel to and at the perpendicular distance of 6.1 metres east of the said easterly limit of Yonge Street;

THENCE South 16 degrees 46 minutes and 20 seconds East along the said parallel line, 20.24 metres more or less, to the southerly limit of Rosedale Valley Road;

THENCE South 79 degrees 39 minutes and 40 seconds West along the said southerly limit of Rosedale Valley Road, 6.14 metres more or less, to a point in the said easterly limit of Yonge Street;

THENCE continuing South 16 degrees 46 minutes and 20 seconds East along the said easterly limit of Yonge Street, 58.09 metres more or less, to a point therein distant 94.65 metres measured southerly along the said easterly limit of Yonge Street from said southerly limit of Crescent Road;

THENCE North 52 degrees 43 minutes and 10 seconds East, 3.28 metres;

THENCE North 73 degrees 58 minutes and 40 seconds East, 15.31 metres to the beginning of a curve to the left;

THENCE north-easterly along the said curve to the left having a radius of 18.29 metres a distance of 30.5 metres more or less to the end of the said curve, the chord of the said curve being on a course of North 26 degrees 11 minutes and 40 seconds East, 27.09 metres;

THENCE North 72 degrees 46 minutes and 40 seconds East, 12.38 metres more or less, to its intersection with a line drawn parallel to and at the perpendicular distance of 0.91 metres westerly from the westerly face of the westerly wall of the brick and concrete subway structure standing in August, 1957 upon the herein described land;

THENCE South 15 degrees 56 minutes and 20 seconds East along the last mentioned parallel line 61.75 metres;

THENCE North 74 degrees 03 minutes and 40 seconds East, 0.76 metres;

THENCE South 15 degrees 56 minutes and 20 seconds East, 6.33 metres more or less, to the northerly face of a concrete bridge;

THENCE North 82 degrees 55 minutes and 50 seconds East along the said northerly face of concrete bridge 15.71 metres;

THENCE North 15 degrees 56 minutes and 20 seconds West, 8.66 metres;

THENCE North 74 degrees 03 minutes and 40 seconds East, 0.91 metres more or less, to its intersection with a line drawn parallel to and at the perpendicular distance of 0.91 metres easterly from the easterly face of the easterly wall of the southerly part of the said brick and concrete subway structure;

THENCE North 15 degrees 56 minutes and 20 seconds West along the last mentioned parallel line 66.84 metres more or less to its intersection with a line drawn parallel to and at the perpendicular distance of 0.91 metres southerly from the southerly face of the southerly wall of a part of the brick and concrete subway structure;

THENCE North 74 degrees 03 minutes and 40 seconds East along the last mentioned parallel line 2.34 metres more or less to its intersection with a line drawn on a course of South 15 degrees 56 minutes and 20 seconds East from a point in the aforesaid southerly limit of Crescent Road distant 69.81 metres measured easterly thereon from the aforesaid easterly limit of Yonge Street;

THENCE North 15 degrees 56 minutes and 20 seconds West along the last mentioned straight line 68.45 metres more or less to its intersection with the southerly limit of Crescent Road;

THENCE South 73 degrees 44 minutes and 30 seconds West along the said southerly limit of Crescent Road a distance of 69.81 metres more or less to the point of commencement.

The easterly limit of Yonge Street, the southerly limit of Crescent Road extending 6.10 metres east from the easterly limit of Yonge Street and the northerly, easterly and southerly limits of Rosedale Valley Road as confirmed under the Boundaries Act by Plan BA-1744 registered on June 3, 1980, as CT415260.

SCHEDULE "B"

Reasons for the designation of the property at 7 Crescent Road (Rosedale Subway Station).

The property at 7 Crescent Road (Rosedale Subway Station) is designated on architectural grounds. The Rosedale Subway Station is an important part of the Yonge Street Subway, Canada's first subway line which opened in 1954 and ran from Union Station to Eglinton Avenue. One of the 12 stations built on the line, the Rosedale Subway Station is the only intact freestanding original station constructed in an open setting.

The Rosedale subway Station was originally designed in 1947 and completed in 1953-54. The materials and architectural form of the station had the special attention of the prominent Canadian architect, John B. Parkin, in his capacity as design consultant to the Toronto Transportation (Transit) Commission. The single-storey pavilion reflects the simplicity of 1950s Modernism. The steel post-and-beam structure, clad in red brick with large areas of glazing, extends over the bus platforms. The rounded glazed entry with its wraparound name band provides a focal point. The interior configuration is preserved, although the turnstiles and wall finishes have been updated.

The station, built across the open cut, is visible from all sides. The building was designated to be low and unobtrusive as befits its park-like surroundings. The bus platform areas and paved accesses are softened by landscaping and planting.

The Rosedale Subway Station is a unique structure in Toronto, and a significant example of the Modern architecture of the period. The architectural integrity of the building is well-preserved in a park-like setting.

SCHEDULE "C"

