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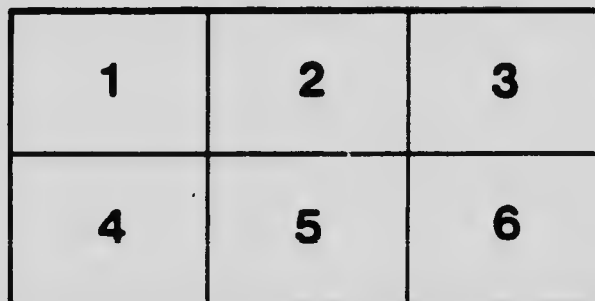
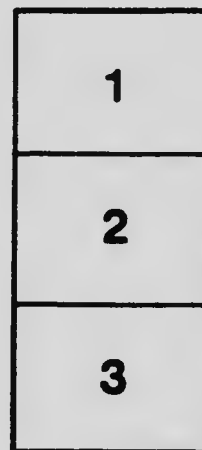
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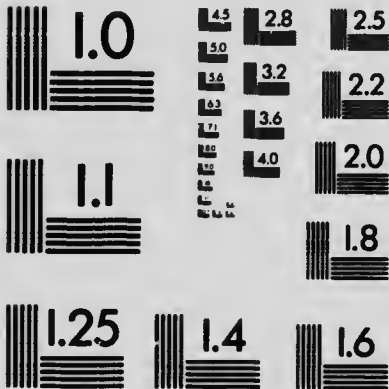
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TORONTO  
WATERFRONT  
1912



THE TORONTO HARBOUR

76 ADELAIDE  
TORONTO

LIONEL H. CLARKE, CHAIRMAN  
THOS. L. CHURCH                      R. HOME SMITH  
ROBERT S. GOURLAY                  FRANCIS S. SPENCE

# TORONTO HARBOR DEVELOPMENT 1827 - 1920



HARBOR COMMISSIONERS

100 BAYVIEW STREET WEST  
TORONTO, ONT.

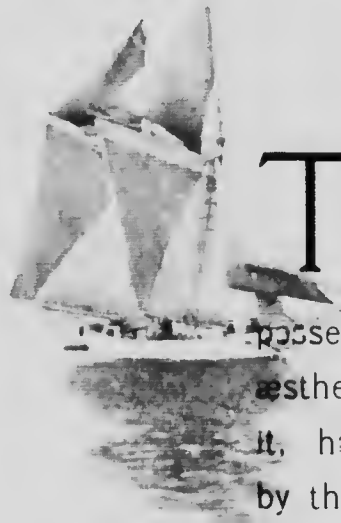
E. L. COUSINS, *Engineer*

ALEX. C. LEWIS, *Secretary*

COLIN W. POSTLETHWAITE, *Harbormaster*

OFFICE





THE best manner in which Toronto's fine natural the city is a problem which has engaged the attention dealt with in a somewhat desultory and piecemeal possession of a harbor almost without parallel on the C aesthetic development but also in the cold terms of do it, has been always present in the background of the by the men most directly interested. But this thought and crystallized into definite action, and the city grew to its people with practically no assistance from its harbor.

During the year 1910 various incidents in connection here, created a strong public feeling in favour of some project taken up in an interested and intelligent manner by the Toronto Council agreed upon, and the question of creating a Harbor Commission. In 1911 an Act was secured from the Federal Government which were vested very wide powers for the management and improvement of the city's waterfront generally.

Previous to the passing of this Act there had been considerable discussion. The city owned a great deal of waterfront property, in addition it was in an undeveloped or a partially developed state, and the question had been for some time under consideration by the City Council. The Minister both the City property and the Harbor, and the manner

natural harbor and waterfront could be developed for the benefit of the attention of the citizens from time to time, and which has been piecemeal fashion by various City Councils of the past. That the waterfront of the Great Lakes should mean something, not only in the way of dollars and cents to the fortunate municipality which owned it, but also in the people's thoughts, and has been expressed occasionally in the past and its expression never until the last two years became so important to its present prosperous condition with a population of 425,000.

In connection with the harbor-equipment, which need not be particularized as a progressive policy of harbor development. The matter was discussed by the Toronto Board of Trade and the City Council, a plan was submitted to the people, with the result that a Commission was incorporated incorporating a new Board of Harbor Commissioners in charge of the management and development of the Harbor of Toronto and the im-

There has been in existence a Harbor Board which had very limited powers. In addition to the Ashbridge Bay District, which property was under its management, and the formation of a Commission to develop and manage it was suggested to the City Council. It was suggested that one Commission could administer the new board was constituted for that purpose.

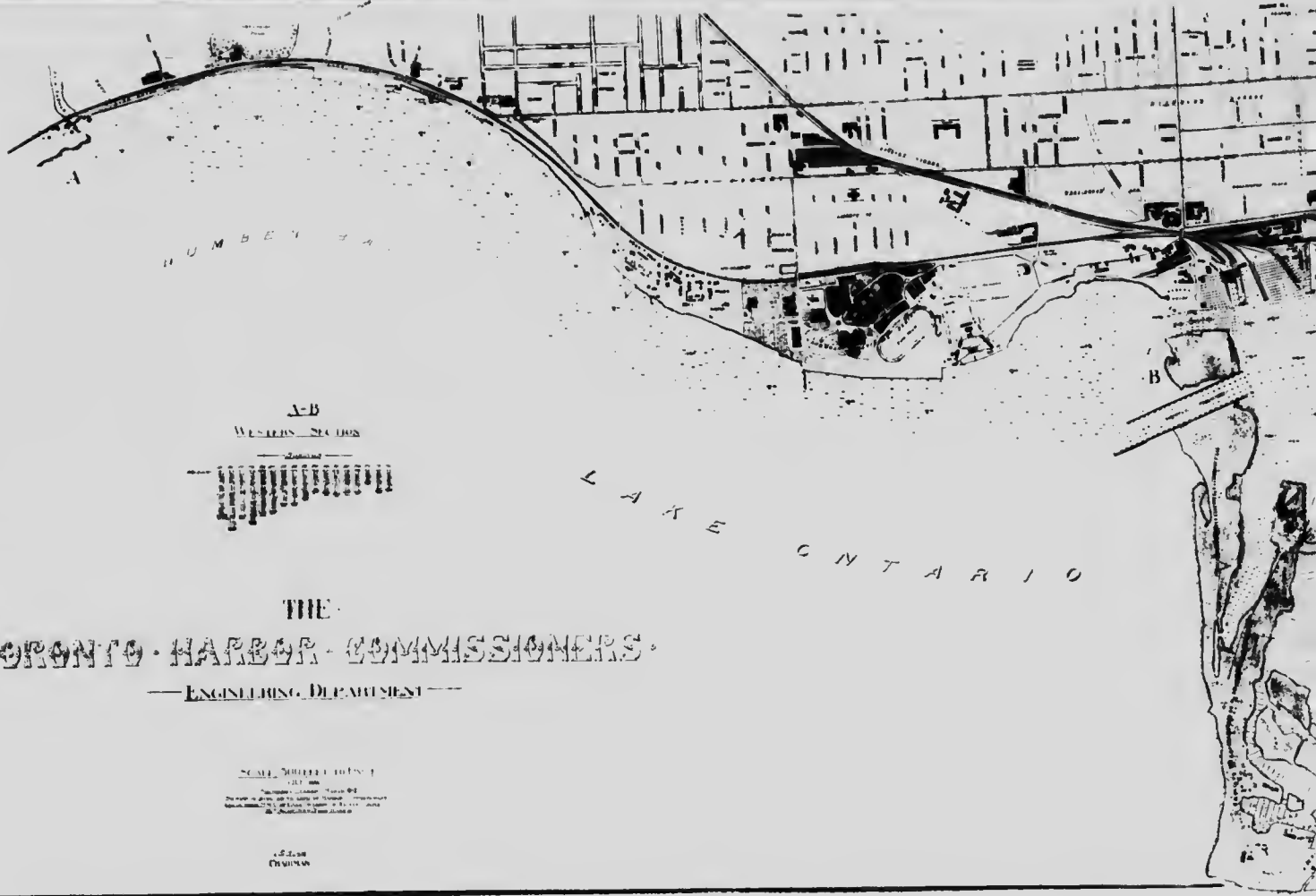


THE CONDITION OF TORONTO  
COMMISSIONERS TO  
THE PLAN

TORONTO'S WATERFRONT WHEN THE HARBOR  
S TOOK CHARGE OF IT IS SHOWN BY  
PLAN ON THE OPPOSITE PAGE

3





A-B  
WESTERN SECTION



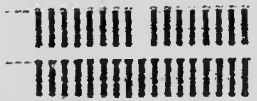
THE  
**TORONTO HARBOUR COMMISSIONERS.**  
 — ENGINEERING DEPARTMENT —

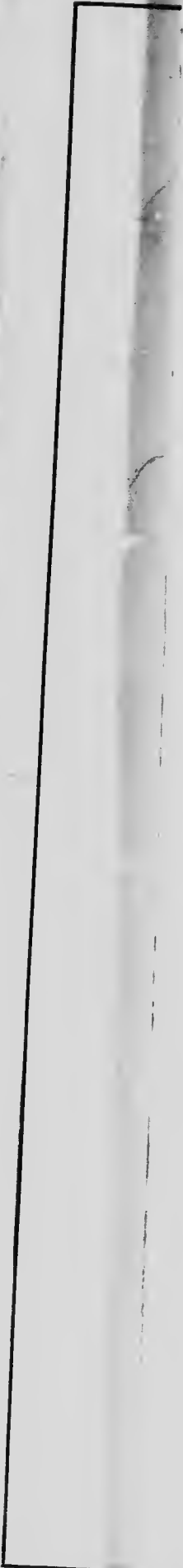
SCALE, 300 FEET TO AN INCH  
 1888

1888

1888

J. L. L.  
 CHIEF ENGINEER









As its principal contribution towards the improvement work was to take the city needed to the commissioners all the land owned by it in the District of one thousand acres, the bay shore of the Island, many plots and the waterlots on the lakefront from Bathurst Street to the Humber River. The city has derived a revenue of \$65,000,00, the greater part of it from an undeveloped state.

**The New Commission :** The new commission consists of five members, to serve for three years, of whom three are the Hon. Mr. J. G. S. G. L. H. Clarke, T. L. Church and R. Hoine Smith, representative of the Dominion Government, and one, Mr. R. S. Gougeon, appointed by the Government on the nomination of that board. The Hon. Mr. J. G. S. G. L. H. Clarke was appointed Chief Engineer for the commissioners. Mr. J. G. Smith was appointed to work on the preparation of proper plans for the development of the land.

While the commissioners were appointed primarily for the purpose of developing the city and the adjoining industrial areas, the property conveyed to them by the city, the west of Bathurst Street, on which the joint development of harbor and city is to be carried out coincidentally and economically, and the commissioners are to study the possible development of all the property placed in their charge along the lakefront in the best suited. The result of this policy is shown on the plans submitted to the Dominion Government at the same time, copies of which

work which the commissioners were expected to under-  
take by it along the waterfront, including the Ashbridge Bay  
and many properties along the front of the inner harbor and all  
the way down the River. This property has been valued at nine million  
dollars, a greater portion of it, at the time of the transfer, being in

the hands of the members, all serving without remuneration, each appointed  
by the City Council, viz.:—Messrs. J. H. Smith; one, Mr. F. S. Spence, is the direct re-  
presentative of the Board of Trade and the other, Mr. S. Gourlay, is the representative of the Board of Trade  
and the other. The five members were appointed in August, 1911.  
In December of the same year. In February Mr. E. L. Cousins  
and Mr. G. Sing was secured as Consulting Engineer, and active  
work on the harbor and waterfront was commenced.

The purpose of controlling and developing the harbor proper  
and the lands by the city included lands, particularly the waterlots to  
be used for harbor work, shore protection and park treatment could  
be made. The commissioners felt that it was their duty to plan for the fullest  
development along the lines to which each particular section was  
submitted to the City Council on November 14th, 1912,  
of which plans are included herein.

**Three Classes of  
Development :**

The commissioners  
the Harbor of Toronto  
of almost any harbor  
been provided for the encouragement of water  
boulevard drive which will not be surpassed by

The plans provide for development along

1. Industrial Development in  
of Bathurst Street.
2. Commercial and Dock Development
3. Park and Boulevard improvements  
Avenue to the Humboldt  
Victoria Park on the east  
at \$19,142,088.00, to be  
Commissioners in proposal

The engineer has estimated that the entire  
commencement of active operations, and this estimate  
believe it will not be exceeded.

When the commissioners assumed their duties  
be worked out, and they proceeded to secure additional  
plans for harbor and waterfront improvements

oners are convinced that with the carrying out of the work projected by them Toronto will be second to none on the Great Lakes, and will be the equal harbor on either the Atlantic or Pacific coasts, that proper facilities will have of water borne traffic, and that Toronto will possess a lakefront parkway and surpassed by anything on the American Continent.

t along three lines :--

ment in the Ashbridge Bay District and on a seventeen-acre area at the foot street.

Dock Development at both these points and on the Central waterfront.

ard improvements along the twelve miles of outer waterfront from Woodbine Humber River, with a protected waterway from the Humber on the west to the east. A preliminary estimate places the total cost of the entire project 0, to be borne by the Dominion Government, the City of Toronto and the in proportions varying according to the object of the different works.

he entire work can be carried to completion within eight years from the com- s estimate has been based on such conservative figures that the commissioners

heir duties they found no plans in existence upon which improvements could cure at once the data needed for a foundation upon which broad and sufficient ments could be formed. Active operations for this purpose were commenced

early in February and a complete survey was made of the water to the Humber River which marks the limit of the city at that time advantage was taken of the presence of the ice on the water making a hydrographic survey, in the course of which 8,000 soundings and 150 borings were made through to the rock which underlies the waterfront to determine not only what ultimate depth of water was obtainable and the class of improvements plans would have to be constructed. Upon the completion of the survey commenced the planning of improvements on a large scale, and throughout the summer in order to consider the various portions of the plans and to order to have the benefit of the most modern practise in planning waterfront officials visited all the important works of a similar nature at various ports.

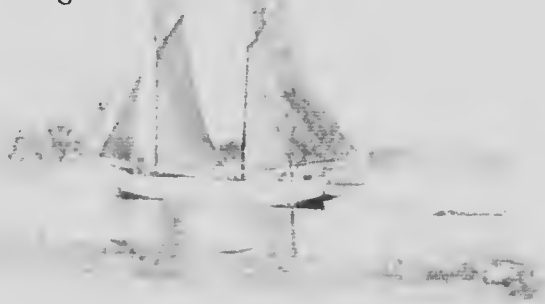
**Some Difficult Work :** One of the most difficult sections to handle in the waterfront proper development had to provide for industrial and commercial facilities in such an economical manner as to be profitable to the market at a reasonable rate. Fourteen different studies of the waterfront were reached, and five different studies of the entire waterfront improvements a decision was arrived at. The result is the plan which has been adopted by the public of Toronto generally.

As previously intimated, the plans adopted provide for the waterfront for commercial and for recreation. In order to intelligently deal with the waterfront has been divided into three sections.

the waterfront from Scarboro town line at the east city limit  
y at the west: a distance in all of ten miles. At the same  
on the inner harbor and Island lagoons for the purpose of  
.000 soundings were taken to ascertain the depth of water, and  
lies the harbor in order that the engineers might know exact-  
class of material in which the foundations included in the  
n the completion of this preliminary work the engineers com-  
and the commissioners met constantly throughout the entire  
plans as each was worked out and submitted to them, and in  
in planning for Toronto the commissioners and the principal  
are at various cities in Canada and the United States.

to handle was found in the Ashbridge Bay District where a  
e for industrial locations, harbor extension and commercial fac-  
ner as would enable the commissioners to place the land on  
dies of this section were prepared before the final solution was  
nt improvement were prepared by the engineer before a final  
as been approved by the Federal Government, the City Council

for three classes of development: for industrial, for commer-  
h the works which will spread over such a large area the



WHEN THE DEVELOPMENT  
FOR THE HARBOR AND  
RESULT WILL BE  
HERE; TH  
MAT



MENT PLANNED BY THE HARBOR COMMISSIONERS  
OR AND WATERFRONT IS CARRIED OUT THE  
LL BE THE BEAUTIFUL PICTURE SHOWN  
; THE COMPLETE WORK IS ESTI-  
MATED TO COST \$19,000,000











LAKE ONTARIO

· THE ·  
· TORONTO · HARBOUR · COMMISSIONERS

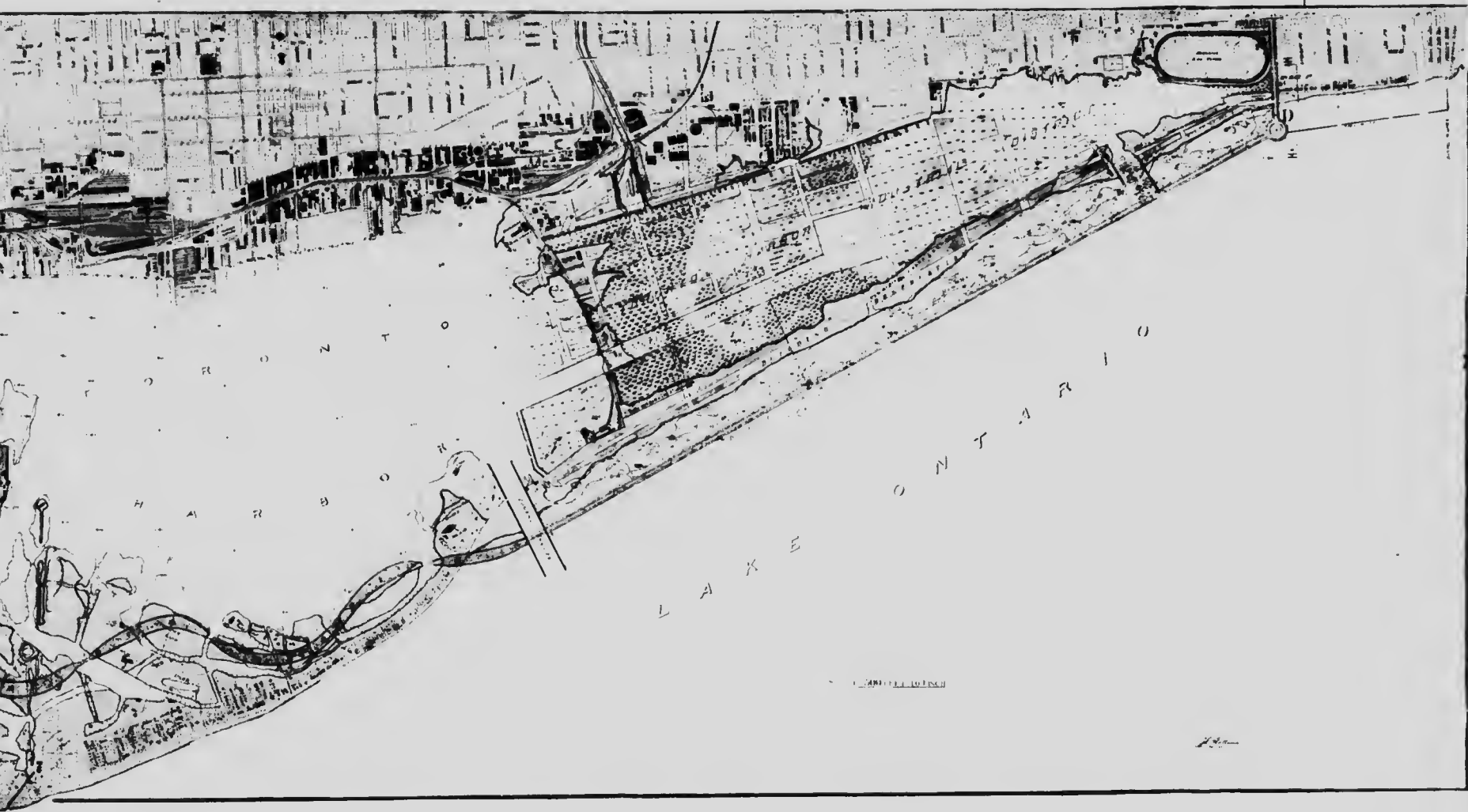
— ENGINEERING DEPARTMENT —

WATERWAY

SCALE 500 FT. TO INCH

40-1-10  
ENGINEER

1910







The Eastern Section includes all the district lying east of the Entrance to the harbor, and extending east to the east city

The Central Section takes in the district between the waterfront of the inner Harbor and the bay shore of the Island

The Western Section deals with all the property from

## EASTERN

**Shore Protection** : : The work projected for the Eastern Section is planned. The principal work will be the filling of the bay as Ashbridge Bay, but which has been designated as "Toronto Harbor Industrial District." Along the south face of the narrow sandbar, which forms the north shore of Lake Ontario, is a narrow submerged during periods of high water, and there is a constant attack from the east which attack it. One of the most necessary portions of the district is the protection of the shore, and this will be done along the entire front, a distance of four and one-third miles from the present shore line. With this protection assured, the work of the two works will be carried on at the same time, the filling being done in conjunction of wall as the wall construction proceeds.

g east of a line drawn from Parliament Street to the Eastern  
st city limit.

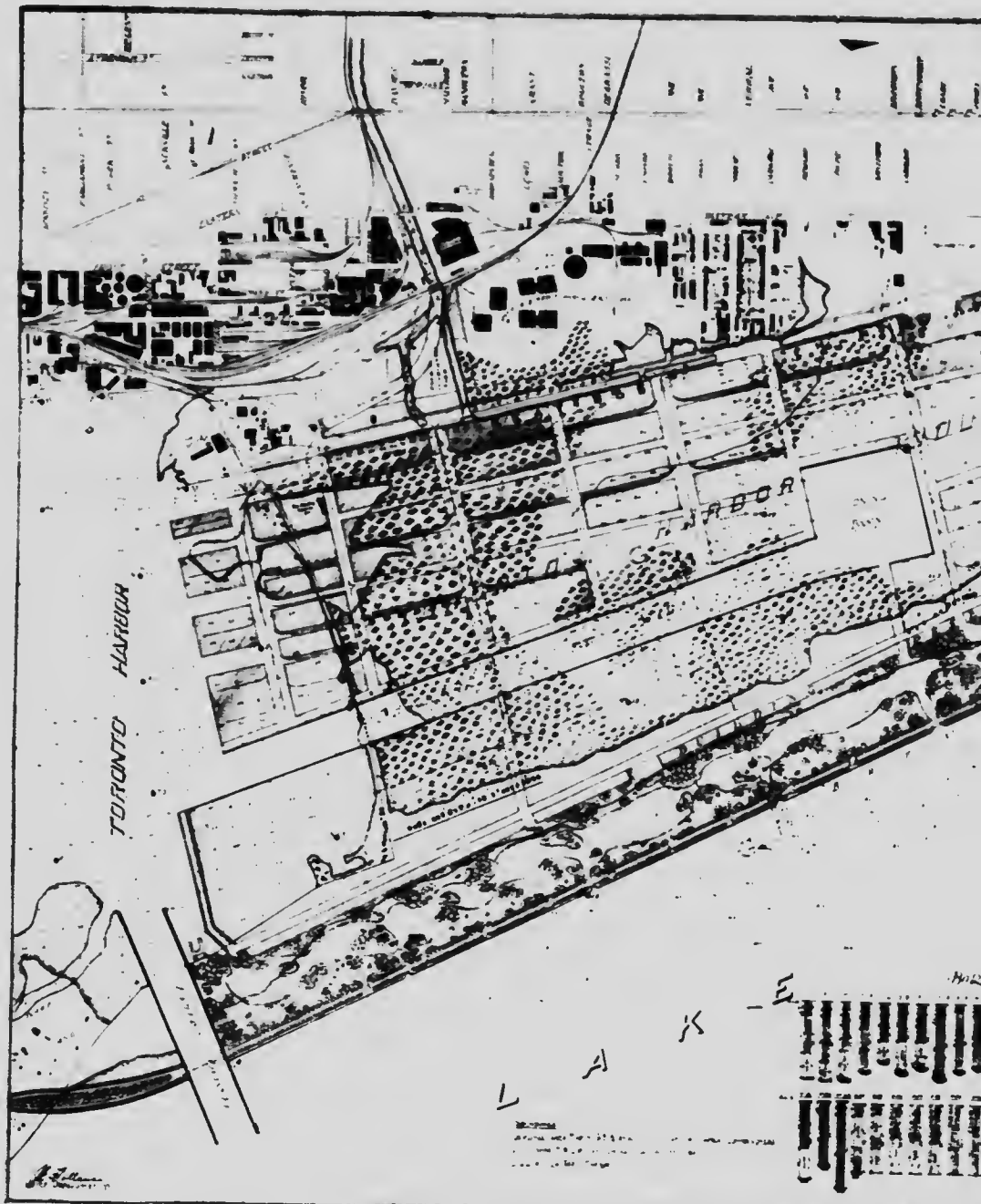
en Parliament Street and Bathurst Street, and includes the  
he Island.

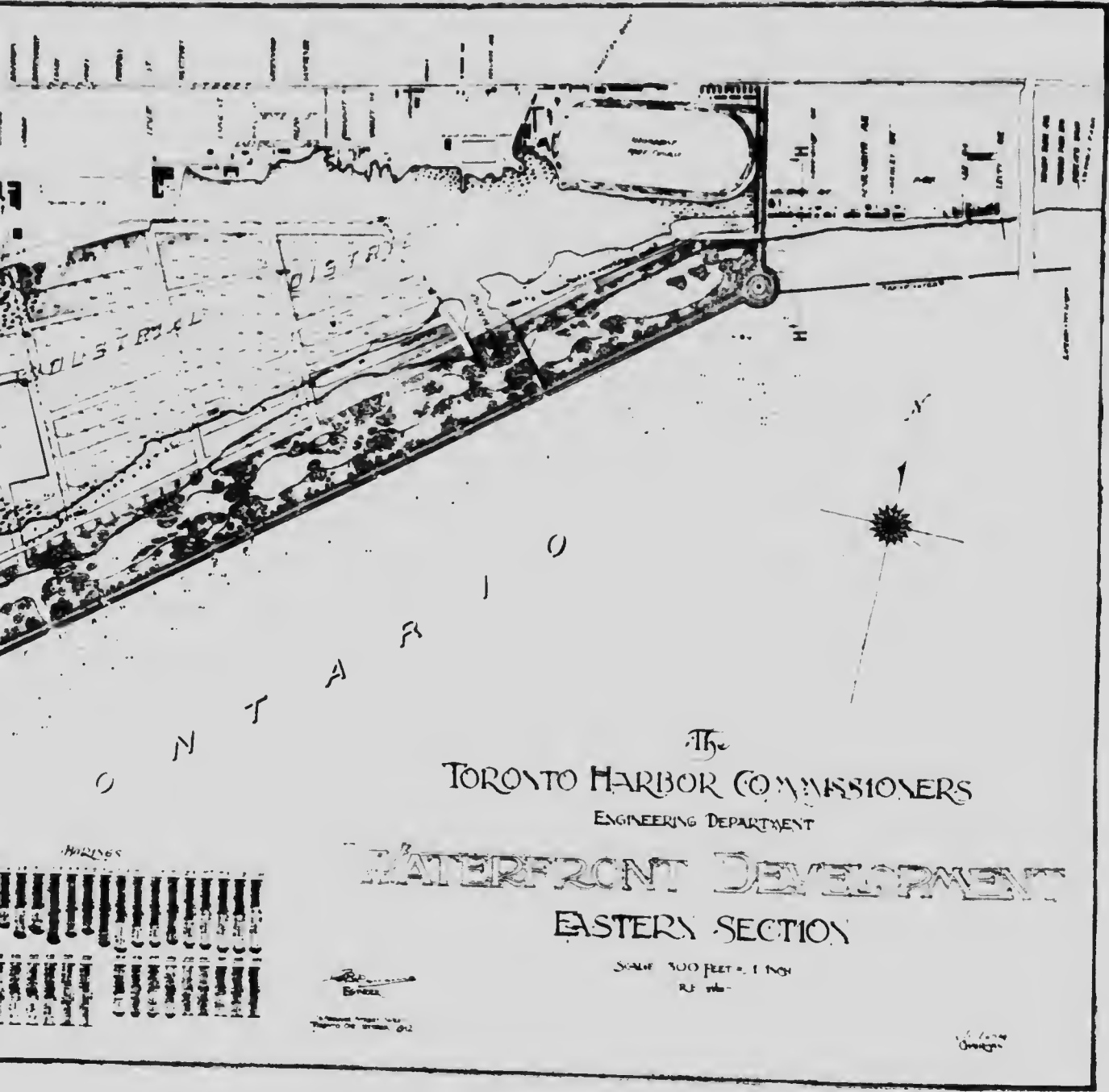
from Bathurst Street to the Humber River.

## ERN SECTION

Eastern Section includes all three classes of the development  
will be the reclamation of the district known for many years  
has been re-named and will in the future be known as the  
th face of this district there exists at the present time a low,  
Ontario at this point. Many portions of this bar are frequently  
a constant shore erosion as a result of the heavy storms from  
portions of the work of carrying the harbor extension into the  
be done by means of a breakwater which will be constructed  
d miles, and at an average distance of 700 feet south from the  
work of reclaiming the marsh lands will be commenced, and the  
lling being placed in the portion of the district behind each sec-







O

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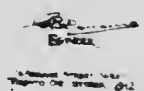
The  
 TORONTO HARBOR COMMISSIONERS  
 ENGINEERING DEPARTMENT

WATERFRONT DEVELOPMENT  
 EASTERN SECTION

SCALE 500 FEET = 1 INCH  
 R.J. 1914

WIRINGS

1	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	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
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*J. L. ...*  
*Design*

## **A Big Dredging**

### **Proposition : :**

The Eastern section, with the exception to an elevation of eight feet above mean high water, will require 1,000,000 cubic yards of material. This can all be obtained from the bottom of the lake outside the sea wall. Two large hydraulic dredges will be employed in the district as the wall is constructed. This will be the largest dredges employed will be amongst the most powerful that have ever been used. Each will be of 2,000 H. P. of the latest improved type, and each will be capable of dredging from a depth of 50 feet, and pumping it for a distance of 4 miles. The material will be distributed to the area to be filled. The dredges will be of steam type, driven by twin screws and will be controlled by steam steering gear.

The Industrial area proper will be north of a line drawn across the island. This line will be marked by a street 66 feet in width, which will run from the south. Immediately south of this street will be a tier of cottages along the north face of the park area, which lots will be reserved for cottage reservations will be a park district and a bathing beach. A lagoon in the interior of the Island. This lagoon will be crossed by a bridge for access to the park lands, boulevard driveway and promenade. The driveway will be fifty feet in width, and in addition to the boulevard areas to make up a total width of 200 feet.

The breakwater itself will be broken at intervals of 200 feet, with a headroom, which will allow small craft ingress and egress, and also for public bath-houses and also for locations for aquatic clubs.

Exception of the part lying east of Woodbine Avenue, will be filled to the mean water level, and to do this work will require 27,000,000 cubic feet of material, which can all be secured from the bed of the inner harbor and from the bottom of the harbor. Large hydraulic dredges will be employed in pumping this filling into the harbor, which is the largest dredge work ever undertaken in Canada, and the largest that the American Continent has so far known. The machinery and each dredge will be capable of digging either sand or clay to a depth of 4,000 feet through lines of pipe, from which it will be discharged. The dredges, of steel, of regular ocean-going steamship type, will be propelled by steam engines and screw propelling gear.

The breakwater will be drawn east and west and 1,000 feet back from the breakwater. The breakwater, which will divide the Industrial District from the park area to the west, will be a tier of lots 100 feet in depth and extending for over three miles. The breakwater will be reserved as locations for summer homes. In front of the breakwater will be a bathing beach fronting on a lagoon patterned after the natural lagoons of the harbor, and crossed by numerous foot bridges in order to give the public free access to the beach. A promenade, which will be constructed immediately behind the breakwater, will be a wide promenade. In addition there will be a bridle path, concrete walks and boulevards.

The breakwater will be 2,000 feet by openings forty feet wide and with eight feet of clearance. The breakwater will be made of concrete, and ample provision has been made for the erection of buildings, clubs along the beach.



FROM WOODBINE AVENUE TO  
PROPOSE TO BUILD A  
HUNDRED FEET  
PURPOSE OF  
AND PR

REPORT OF THE COMMISSIONERS  
OF THE LAND OFFICE  
WATERFRONT DEVELOPMENT  
EASTERN SECTION  
H-H  
1911



TO THE EAST CITY LIMIT THE COMMISSIONERS  
SHOULD BUILD A BREAKWATER, DISTANT ABOUT FIVE  
HUNDRED FEET FROM THE SHORE, FOR THE  
PURPOSE OF PROTECTING THE SHORE  
AND PROVIDING A PROTECTED  
ENCLOSURE

North of the roadway will lie the Industrial District, the development of which when completed there will be 646 acres of land available for factory sites, 130 acres of waterways. The thirty miles of roadway will have a maximum width of 175 feet. The district will be served by thirty railroads which at present enter Toronto, and provision will be made for the city in the future.

The railway layout has been so arranged that every alternate mile on the railroad reservations will be on a three-track system, so that one shipper in order to place one or remove one at the wish of another

**Accommodation for  
the Largest Boats**

A ship channel will be constructed into the harbor in a turning basin 1,000 feet square and the dock will be so constructed as to form over three acres. The channel will be 400 feet wide and the depth will be made to conform with that any shipping which can enter Lake Ontario will be able to see

The Western or Bay face of this Eastern Section will be developed and will ultimately add two additional miles to the dock frontage of the harbor now being constructed and will be equipped with modern freight sheds. A series of factory buildings will be erected back of the dock at an early date.

The plans for the Eastern Section also provide for the utilization of King Street and Eastern Avenue, and for the creation of two

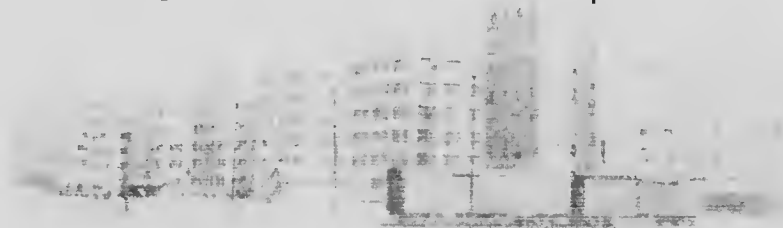
he development of which is so planned that when it is  
ry sites. 235 acres occupied by streets and railroad reser-  
roadways will have a minimum width of 75 feet and a  
thirty miles of railway tracks connecting with all three  
be made for a connection with any lines which may enter

ernate street will be free from tracks and the siding service  
so that there will be no disturbance of a car placed for  
h of another.

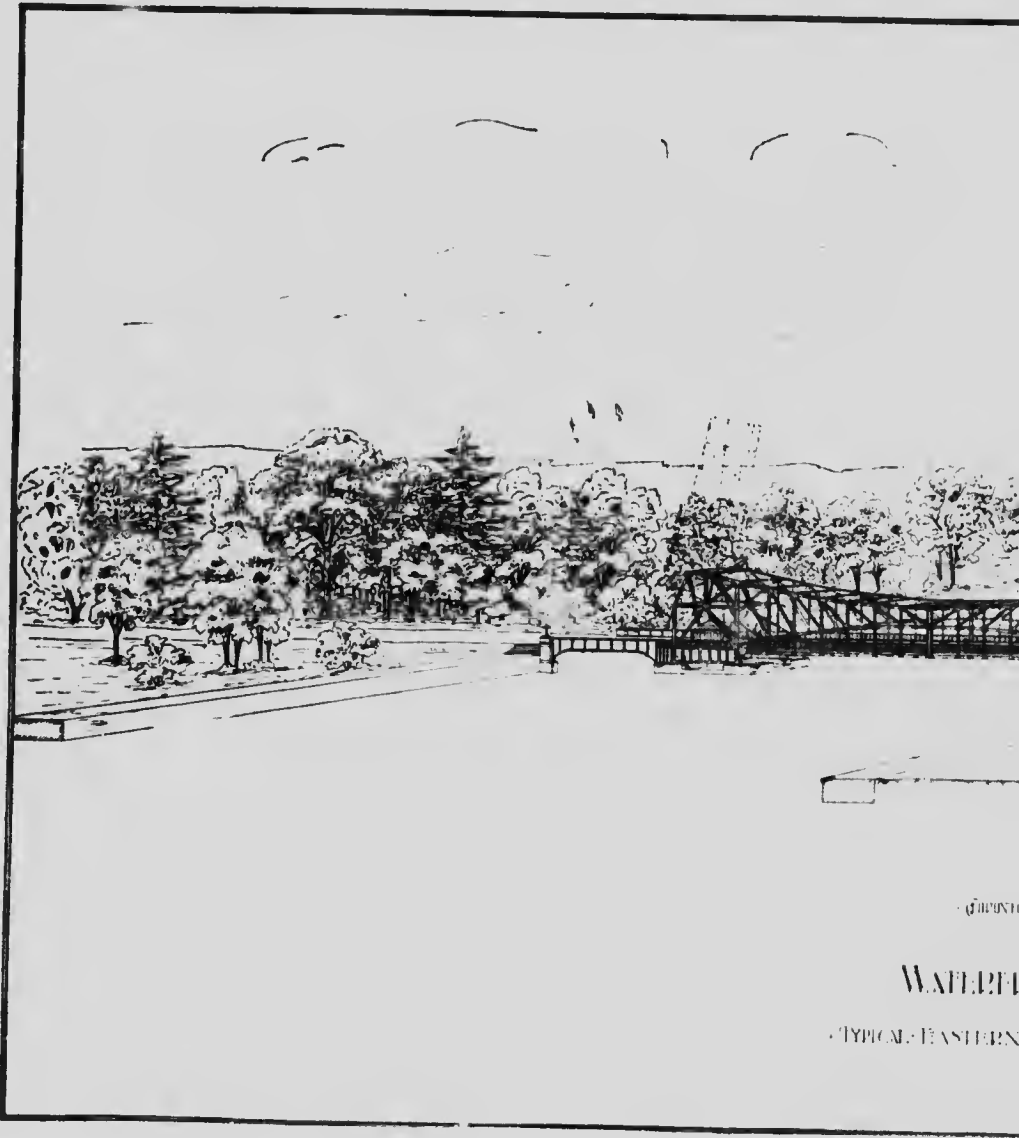
into the district for a distance of 6,800 feet, terminating  
and the sides of both the channel and turning basin will  
three and one-half miles of dockage accommodation. This  
to conform to the depth of the new Welland Canal in order  
e to secure ample accommodation in Toronto Harbor.

l be developed for dock purposes as the district grows and  
of the area as shown on the plan. One large dock is  
eight sheds, and a storage warehouse and the first of a  
at an estimated cost of \$409,000.00.

e utilization of all the present streets leading south from  
of two new streets entering the district, so that upon



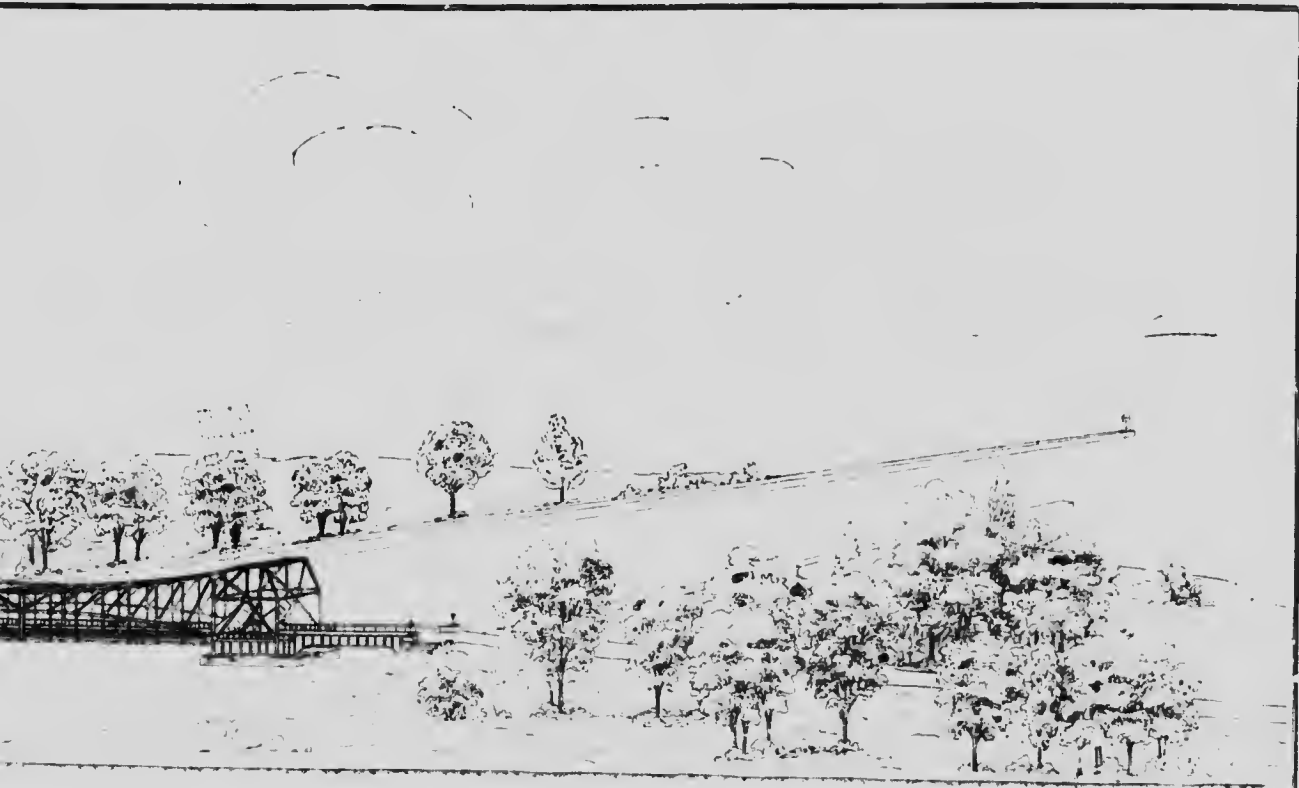




GROUND

WATER

TYPICAL EASTERN



UHP

JOHN H. HARRIS (BUSINESS)

McNARY, Oregon

# WATERFRONT DEVELOPMENT

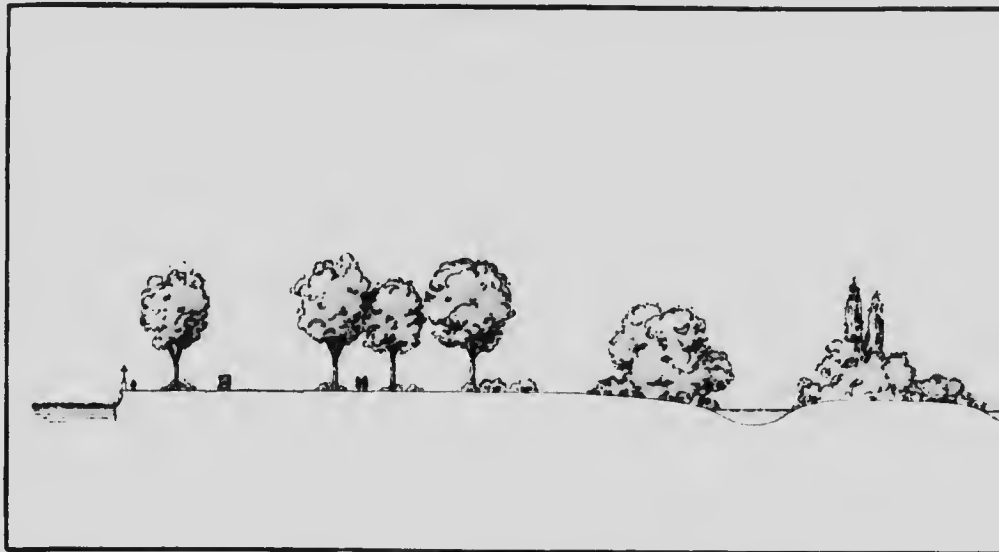
EASTERN & WESTERN ENTRANCE BRIDGE

SCALE 1/8" = 1'-0"

DESIGNED BY N. H. HARRIS  
DRAWN BY A. HARRIS

TYPE OF ROLLER LIFT BRIDGE  
DRIVEWAY WILL BE CARR  
ENTRANCES. THIS V  
IN POSITION A  
WESTERN

DGE ON WHICH THE BOULEVARD AND  
CARRIED ACROSS THE CHANNEL  
HIS VIEW SHOWS A BRIDGE  
ON ACROSS THE NEW  
TERN CHANNEL



THIS

City  
of  
Portland, Oregon  
Planning Commission

# WATERFRONT DEVELOPMENT

EASTERN SECTION

G G

1964



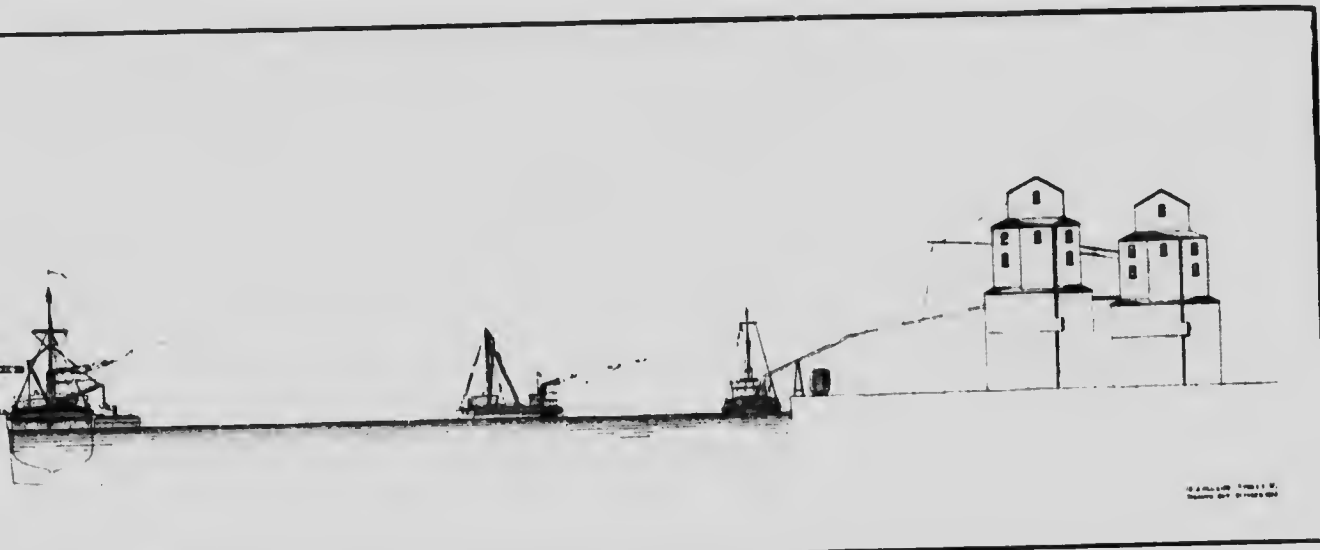
THIS SHOWS A TYPICAL CROSS-SECTION OF THE D

FROM LEFT TO RIGHT, THE PLAN SHOWS  
RESERVATIONS AND INDUSTRIAL  
HUNDRED

DEVELOPMENT  
ON



D E THE DEVELOPMENT PLANNED FOR THE EASTERN  
SHOWS PARK AND LAGOON TREATMENT. SUMMER COTTAGE  
INDUSTRIAL DEVELOPMENT TO THE FOUR  
HUNDRED FOOT CHANNEL



TERN SECTION



completion of the work it will be possible to enter or  
leading to the main east and west city thoroughfare.

The district has been so laid out that the area  
plants, the area to the east of the turning basin will  
access, while south of the channel will be located the  
frontage direct on navigable water.

The width of the channel, 400 feet, will allow a  
between two vessels of equal size tied up at each side.

## CENTRA

In the Central Section the work consists almost  
covering seventeen acres at the foot of Bathurst Street  
of the work is the encouragement of commerce by mea  
at the east end of the harbor by the new dock being  
Bathurst Street work is now being carried on which w  
be land suitable for light manufacturing plants and also  
and a factory building, in which space will be rented to  
expensed by the commissioners in providing this wareho

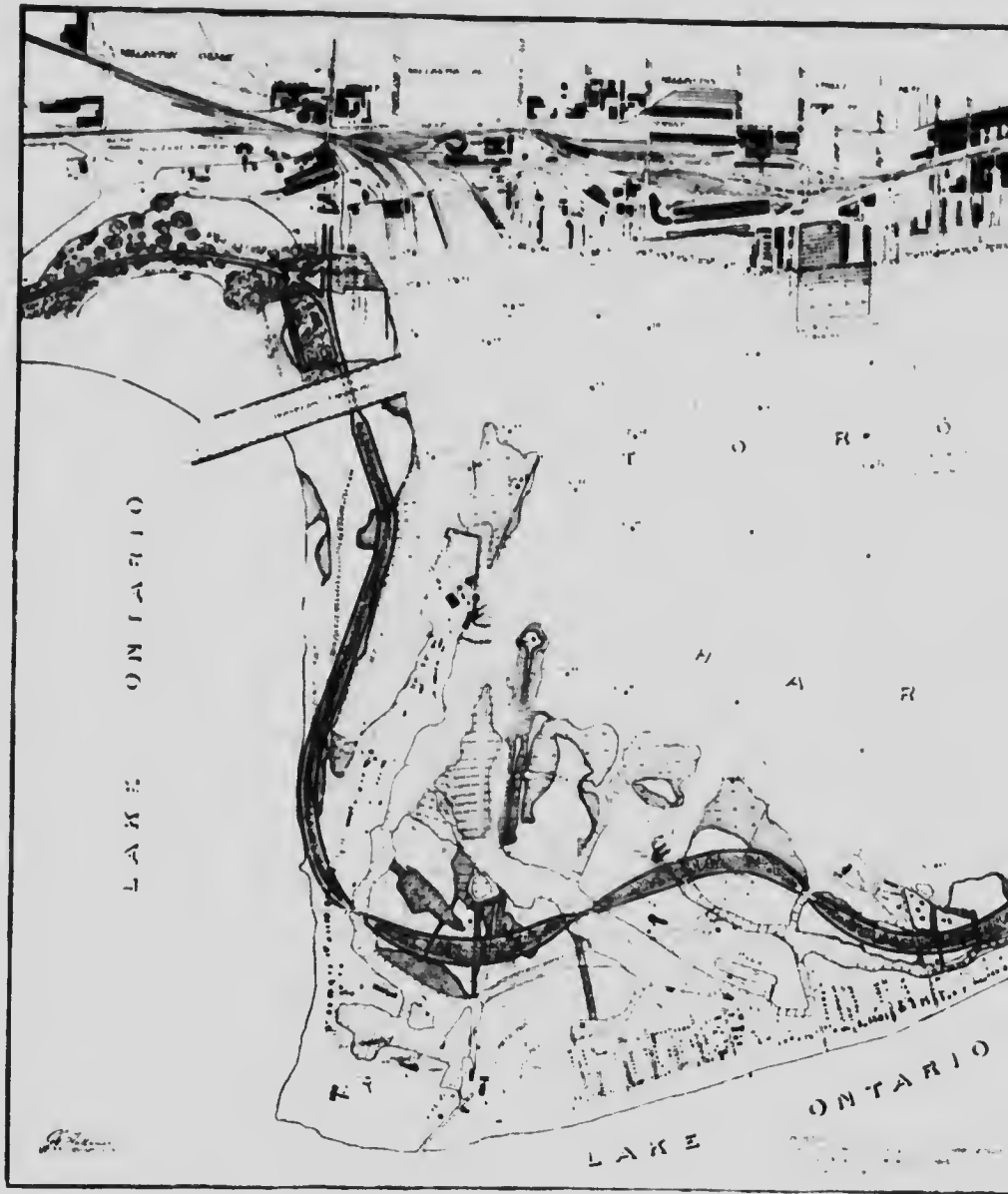
enter or leave this immense field of factories by means of ten streets  
fare.

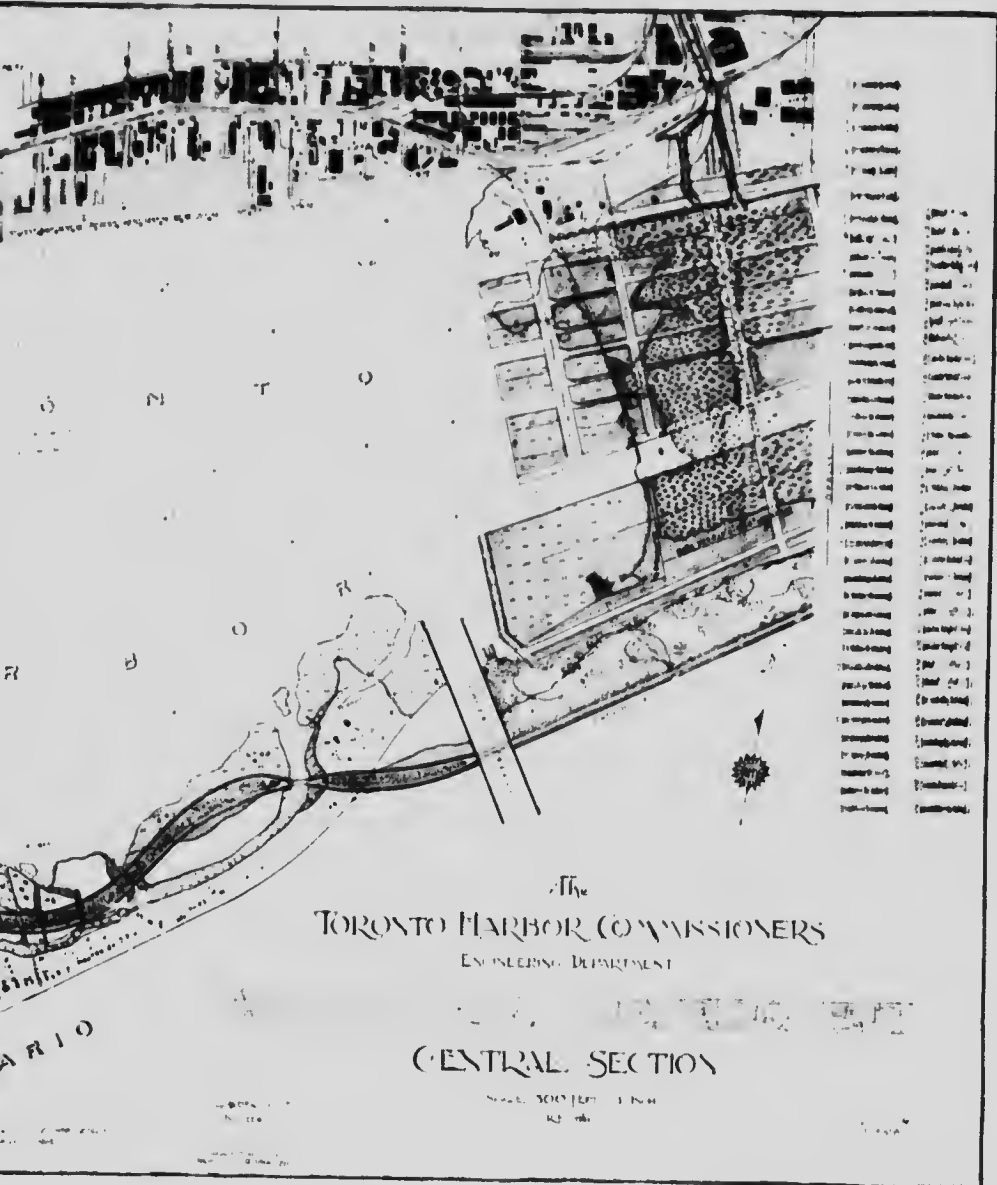
The area north of the ship channel will be reserved for light manufacturing  
will be the home of heavier plants which do not require direct water  
ated the heaviest class of manufacturing industries which require a

allow a vessel of the largest freight type to pass safely through it be-  
n side.

## CENTRAL SECTION

almost entirely of commercial and park development, with one area  
Street, suitable for industrial development. The most urgent portion  
by means of a proper wharfage service. This is now being provided  
being constructed in the Eastern Section. Similarly at the foot of  
which will provide a dock with 20 feet of water, and behind which will  
and also for the erection by the commissioners of a storage warehouse  
nted to small manufacturing concerns. The sum of \$409,000 will be  
warehouse and factory accommodation at this point.





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- 50. ...

For the proper development of the center  
\$1,785,000 in the construction of modern docks  
ment of freight sheds and storage warehouses, b  
question of the separation of railway and highway  
with this work for the encouragement of water t  
order to accommodate any lake vessel.

**Island :** : The other work planned for the C  
**Reclamation** park lands on the Island, a portio  
balance will improve certain portio

The driveway will be carried from the east across  
will follow a winding course through the north po  
at other points diverging towards the interior. T  
ient headroom above the water to permit of the  
a manner as to allow the establishment of a bel  
Island, touching at different points from end to e

The Western Harbor Entrance will be cross  
areas of land to the north and south of this entr  
clubs fronting on the western protected waterway

central dockage facilities the commissioners plan to spend the sum of \$1,000,000 for the construction of 100 docks in the area from Bay Street to York Street with an adequate equipment and facilities for the use of the docks. The details of this construction cannot be worked out until the highway grades along the waterfront has been definitely settled. In connection with the proposed water traffic the entire inner harbor will be dredged to a uniform depth in

the Central Section consists of the reclamation of 352 acres of additional land, a portion of which will serve as a location for the boulevard drive and the other portions of the Island which are at present neither sightly nor useful. A bridge will be built across the Eastern Harbor Entrance by means of a roller lift bridge, and the north portion of the Island lands, at some places close to the Bay shore, and the interior. The principal lagoons will be crossed by means of bridges with sufficient clearance for the passage of small ferries, and these lagoons will be improved in such a way as to provide a belt line ferry service from the city through the interior waterways of the Island to the end.

The bridge will be crossed in the same manner as is proposed for the east, and on the large side of this entrance will be provided new park areas and also a location for aquatic recreation waterway.





TYPE OF BRIDGE WHICH WILL CAR  
DRIVEWAY OVER TH  
LAGOONS

• ENT. •  
• TORONTO HARBOR COMMISSIONERS •  
• . . . . ENGINEERING DEPARTMENT . . . .  
• TYPICAL BRIDGE • •  
• ISLAND BOULEVARD DRIVE •  
• SCALE 20 FEET = 1 INCH •



• 16 ADELAIDE STREET W •  
• TORONTO ONT OCTOBER 1912 •

CARRY THE BOULEVARD AND  
R THE ISLAND  
HOONS



## WESTE

From Bathurst Street west to the Humber the  
tion work, the only provision for development of a c  
the Humber, where a tier of lots is being reserved a  
ures, which are incidental to the development of a s

A breakwater will be constructed from a point  
point at the mouth of the Humber River and d  
This breakwater is urgently needed to prevent the c  
heavily from every south east or south west storm.  
average width of 500 feet, reaching from the Humber  
tem and the new la, on system planned for the  
fourteen miles in length, across the entire city front.  
what the weather is on the lake, and the section we  
Exhibition Grounds and the Humber River.

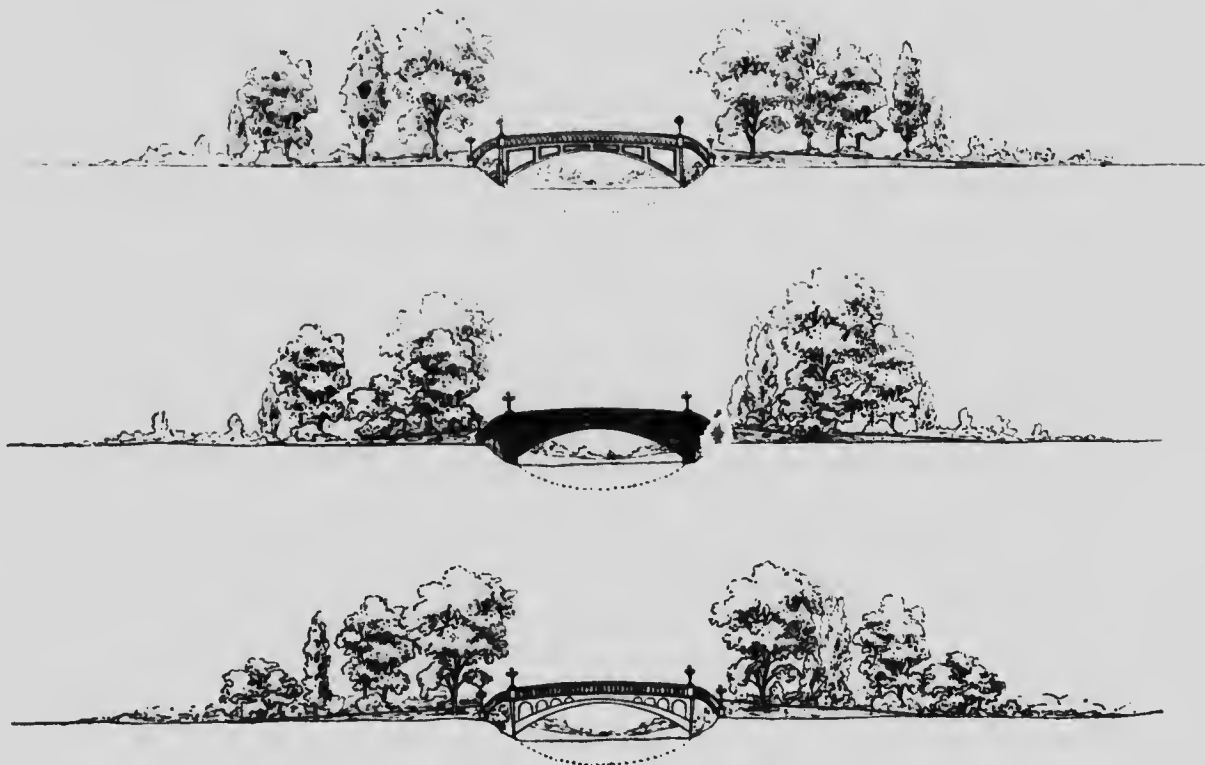
The old Western Harbor Entrance will be filled  
Entrance, will be carried north to this newly filled  
straight north to connect with Bathurst Street and t  
A recreation and passenger dock, 300 feet long, doub

## WESTERN SECTION

Remember the treatment is almost entirely shore protection and park reclamation of a commercial nature being in the district from Sunnyside Crossing to be served as a location for refreshment privileges and other amusement features of a summer resort watering place.

At a point 200 feet west of the north pier of the Western Channel to a point distant an average of 900 feet south from the existing shore line. At the destruction of the shore and the Lake Shore Road, which suffers from storm. Inside this breakwater will be a protected waterway, with an extension from Humber to Bathurst Street and linking up with the Island lagoon system for the Eastern Section, so as to form a complete protected waterway, lake front. Inside this waterway boats will be in perfect safety no matter what storm. Extension west of Bathurst Street will be available for a ferry service to the

land to be filled up, and the boulevard driveway, after crossing the new Western Channel, will be filled land and will there divide into two branches, one branch running north and the other continuing the driveway along the lake front to the west. A double deck, will be constructed at the Exhibition Grounds.



THE  
TORONTO HARBOR COMMISSIONERS  
ENGINEERING DEPARTMENT  
TYPICAL ISLAND PEDESTRIAN BRIDGES  
CENTRAL SECTION

76 ADELAIDE STREET W.  
TORONTO - ONT. OCTOBER 1913

THREE DIFFERENT TYPES OF BRIDGES  
WHICH WILL LINK TOGETHER THE  
SMALL ISLANDS IN THE NEW  
PARK TREATMENT

STREET W.  
OCTOBER 1953

**A Fine View over** West of the Exhibition Grounds  
**Lake Ontario : :** which a splendid view over  
point just east of Sunnyside  
above the lake and will be carried at this elevation  
the boulevard and driveway to be constructed by the

From Sunnyside to the Humber, a distance of  
work planned by the Commissioners will be carried  
to the city from the West on an elevation equal to  
connection can be made at a later date, if desired, with  
This reservation will be eighty feet wide; its south  
Lake Shore Road.

**Creating a New** A new sixty-six foot street will  
**Summer Resort** of this new street will be the  
buildings erected on this area  
eight feet above the boulevard and driveway and six  
concrete walks at both sides and a park-treatment  
by a concrete retaining wall and parapet broken at  
there will be access by means of broad concrete steps

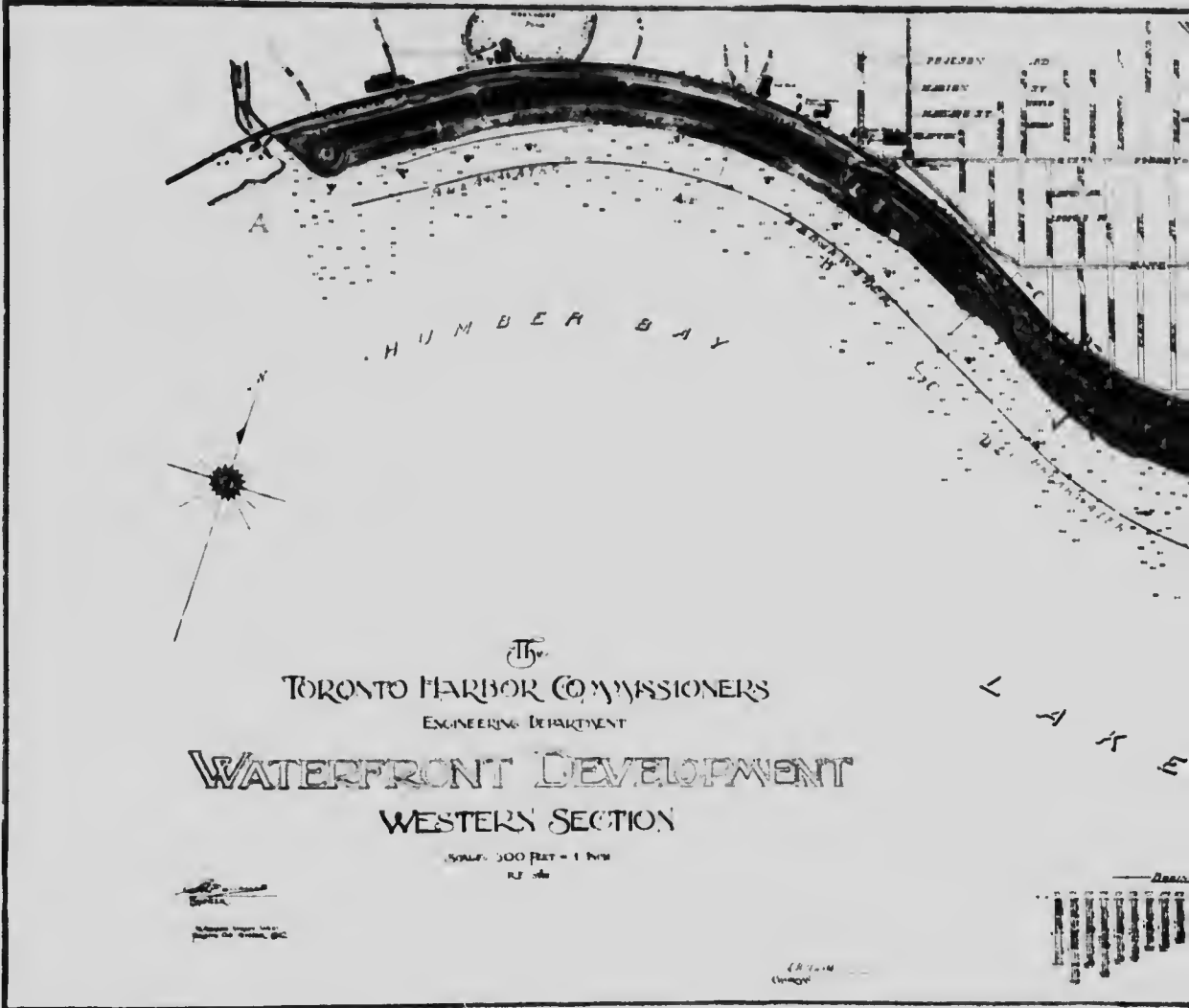
Outside the boulevard and driveway, which includes  
path, there will be a fine sand bathing beach, fronting

on Grounds the driveway is carried to the top of the high bank, from  
w over the lake is afforded, and will continue along this high bank to a  
nny-side Station, where it will descend again to the elevation of eight feet  
vation through to the Humber River, where connection will be made with  
by the city up the Humber Valley.

tance of slightly over a mile, one of the most interesting portions of the  
carried out. Provision will be made for a four-track radial railway entrance  
equal to that occupied by the G.T.R. Tracks. From these radial tracks  
sired, with any subway system from Sunnyside to the centre of the city.  
s southerly limit will be an average of thirty feet south of the present

reet will be provided to replace the present Lake Shore Road, and south  
be the reservation for commercial purposes previously mentioned. The  
is area will front on a terrace, fifty-five feet wide, and at an elevation  
and sixteen feet above the lake. This terrace will be equipped with wide  
eatment in the centre, and will be divided from the boulevard proper  
oken at short intervals by openings forty feet in width, through which  
ete steps to the lower promenade and boulevard.

ch includes also throughout its whole length promenade walks and bridle  
, fronting on the protected waterway for a distance of about a mile and



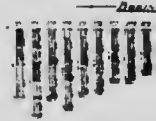
The  
TORONTO HARBOR COMMISSIONERS  
ENGINEERING DEPARTMENT

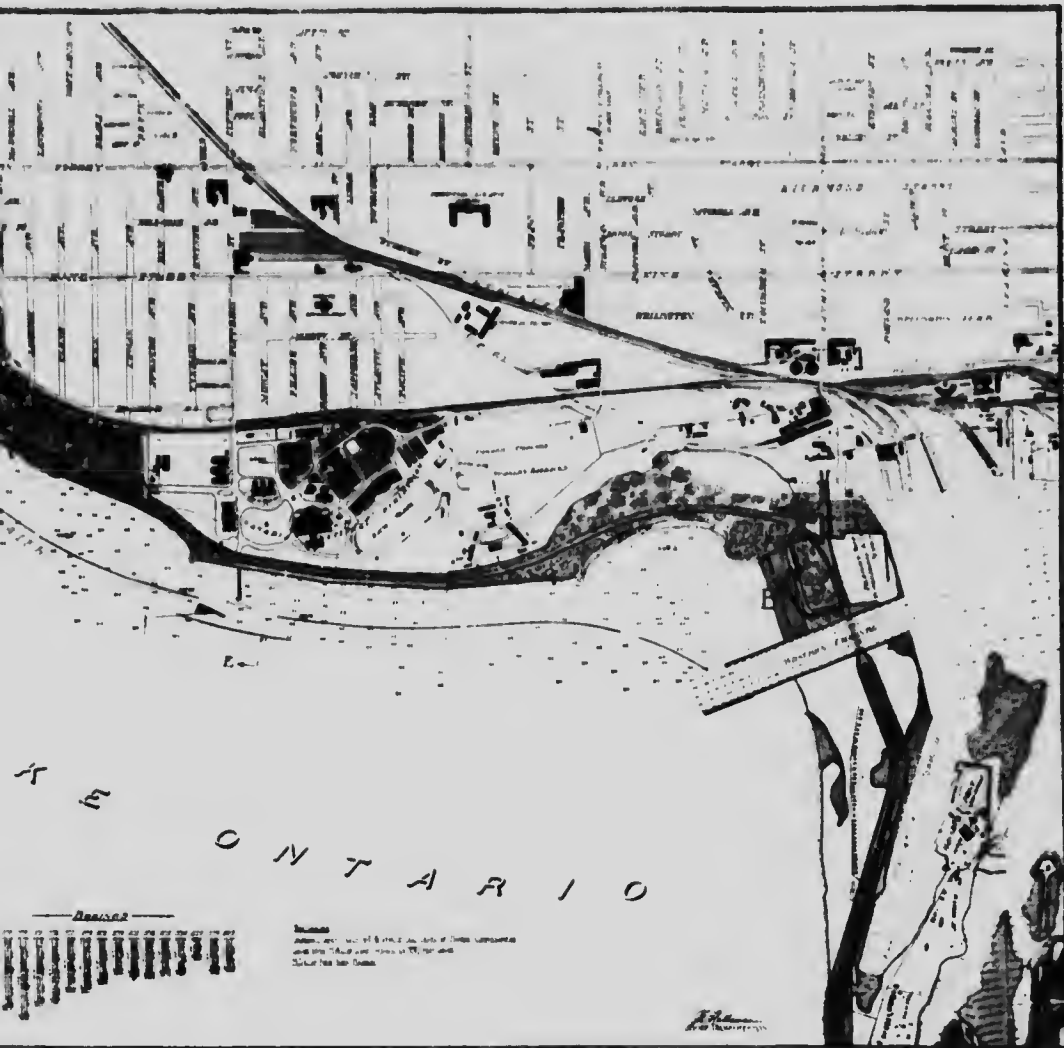
WATERFRONT DEVELOPMENT  
WESTERN SECTION

SCALE: 500 FEET = 1 INCH  
BY 1/16

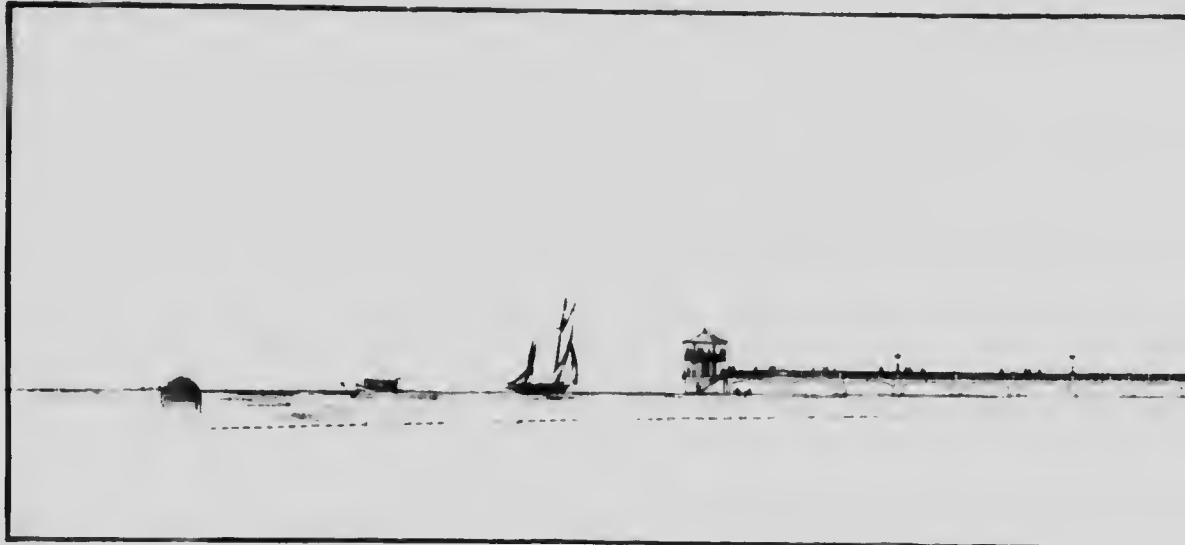
Approved by the  
City of Toronto, 1911.

CR 1214  
Chicago









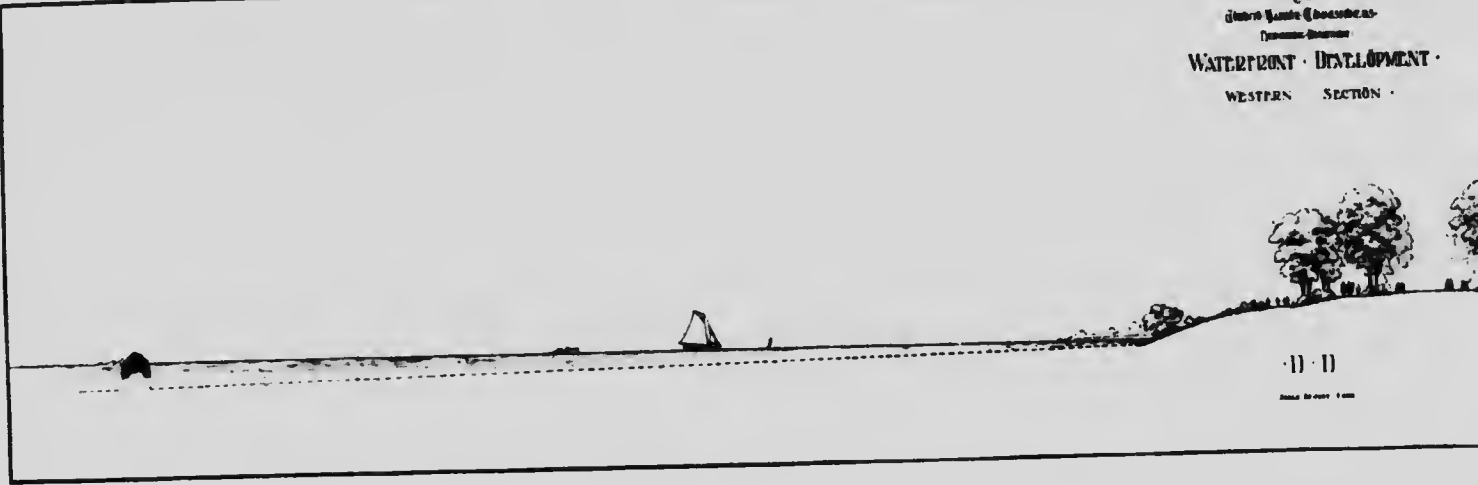
ARCH BRIDGE IN FRONT  
TERMINATE IN A T  
DECK LANDIN

City of Seattle  
Public Works Department  
WATERFRONT DEVELOPMENT  
WESTERN SECTION  
BB



FRONT OF EXHIBITION PARK WHICH WILL  
A THREE HUNDRED FOOT DOUBLE  
LANDING AND RECREATION PIER

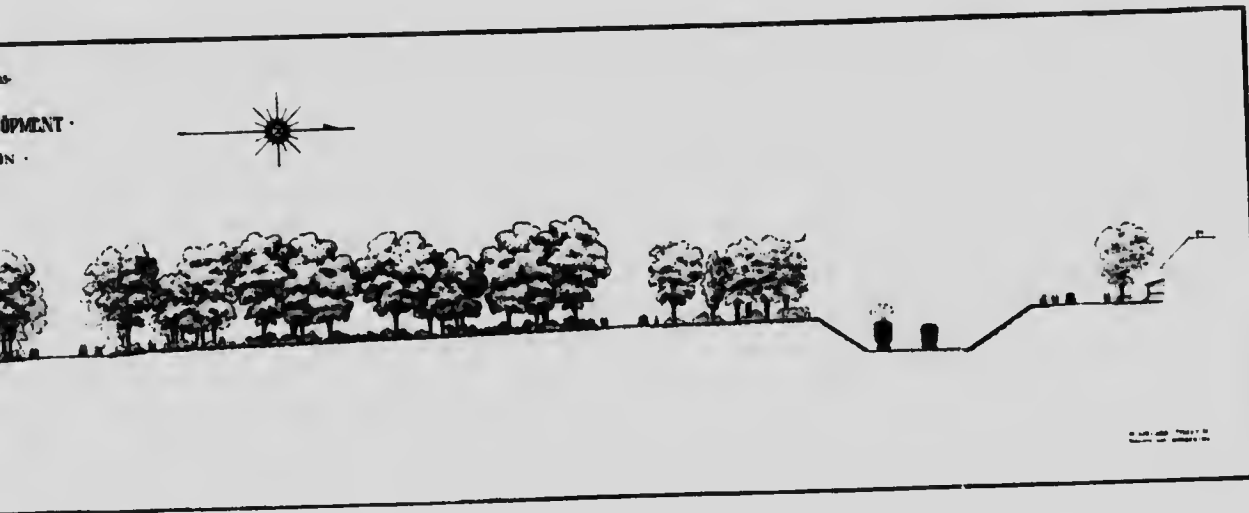
John J. ...  
INCORPORATED  
WATERFRONT DEVELOPMENT  
WESTERN SECTION



· 11 ·  
Scale 1/4" = 1' - 0"

CROSS-SECTION SHOWING DEVELOPMENT  
AT THE FOOT OF DOWLING AVENUE.  
BE ON THE HIGH BANK OVERLOOKING  
WATERWAY. WITH THE BREAK  
LEFT SIDE OF THE

OPMENT  
ON



MENT IN THE WESTERN SECTION  
NUE. THE BOULEVARD WILL  
ERLOOKING A PROTECTED  
BREAKWATER AT THE  
THE PICTURE

a quarter, and provision has been made for the  
the beach. In all, 190 acres of new park lands

The City Council will construct the necessary  
Industrial District in the east, and will build a road  
order to separate the grounds from the boulevard  
work by undertaking the construction of the necessary  
including Island bridges. The total cost of the work  
engineer at \$1,802,883.00.

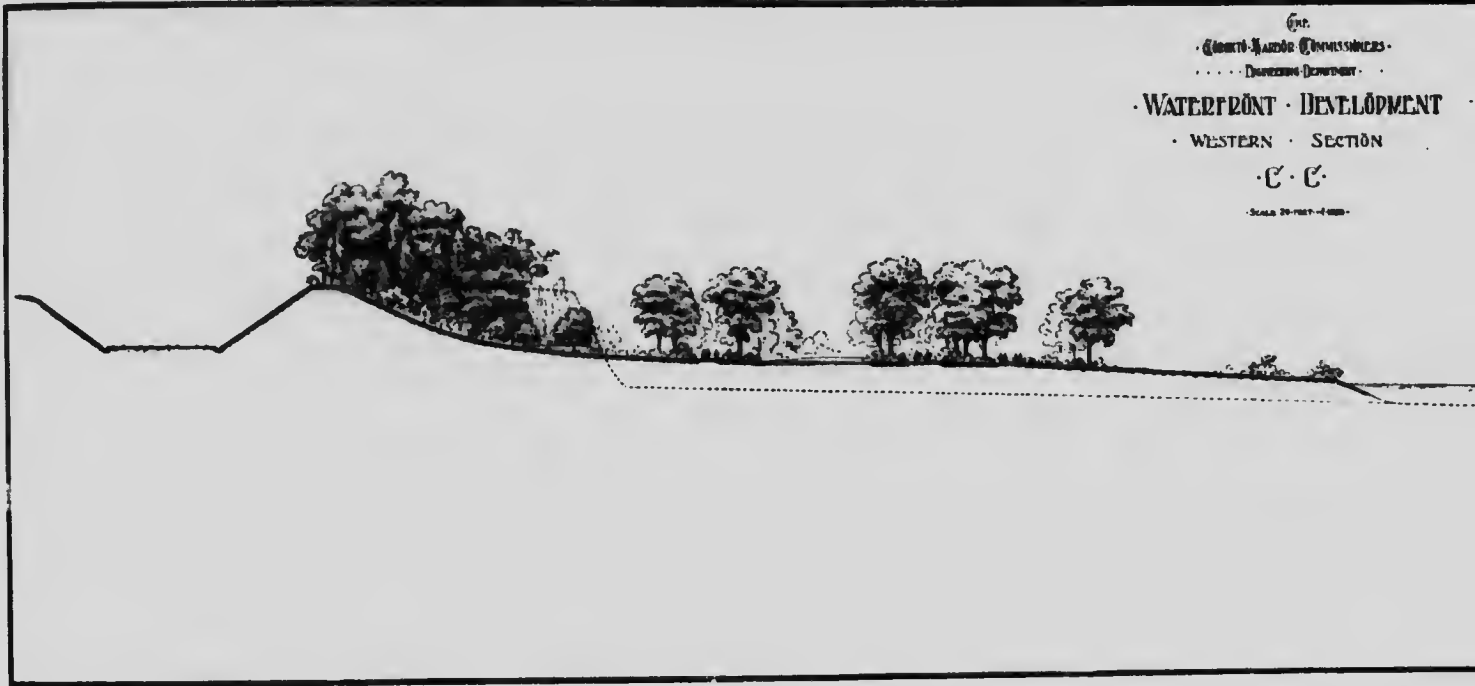
**Dominion Government's** The work allotted to  
**Share of the Work** : : and harbor extension  
end of the inner harbor  
Entrance to the east city limit; the construction of  
River and the construction of the necessary lift bridge  
the ship channel in the Industrial District. The  
of the work consists of the necessary dredging  
including the filling of 1,000 acres in the Industrial  
construction of docks, freight sheds and warehouses  
of model factory buildings at the foot of Bathurst  
and railroad reservations and the construction of  
development planned for the western summer resort



or the erection of a modern and artistic public bath house in connection with  
lands will be reclaimed between Bathurst Street and the Humber.

the necessary highway bridge over the Don to provide proper entrance to the  
build a retaining wall along the front of the Exhibition Grounds in the west in  
boulevard while the Exhibition is in progress, and will follow up this initial  
the necessary roadways, pavements and park features on the boulevard-drive.  
t of this portion of the work has been estimated by the Commissioners'

otted to the Dominion Government is the construction of the ship channel  
extension in the Industrial District; the necessary shore protection at the east  
inner harbor; the construction of the breakwater from the Eastern Harbor  
construction of the breakwater from the Western Harbor Entrance to the Humber  
ry lift bridges across the Eastern and Western Harbor Entrances and across  
. The cost of this work has been estimated at \$6,123,284.00. The balance  
edging for reclamation purposes all across the entire front of the city and  
e Industrial District and the creation of 894 acres of new park lands, the  
warehouses in the east and west and on the central waterfront; the erection  
Bathurst Street and at the foot of Cherry Street; the laying out of roadways  
ction of railroad facilities in the Industrial District, and carrying out the  
mer resort section.



CHAS. H. HARRIS & COMPANY  
 ARCHT. & ENGINEERS  
 100 N. BROAD ST. N. Y. C.  
 WATERFRONT DEVELOPMENT  
 WESTERN SECTION  
 C. C.  
 SCALE 20'-1" = 1"

CROSS SECTION AT CLIFF ROAD WHICH  
 DESCENDS TO THE LEVEL OF  
 ABOVE THE LAND

RES-  
OPMENT  
ON



PLANNED BY THE  
BUREAU OF PUBLIC WORKS

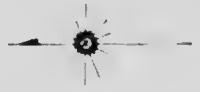
D WHERE THE BOULEVARD  
EL OF EIGHT FEET  
E LAKE





W  
*LEFT TO RIGHT:*  
INTERSECTION OF KING STREET  
SECTION THROUGH OVERH  
DRIVE, SUGGESTED TR  
PARK AND B  
BREAK

1911  
From the House of Commons  
Waterfront Development  
WESTERN SECTION  
BB  
Scale 1/2 inch = 1 mile



### WESTERN SECTION

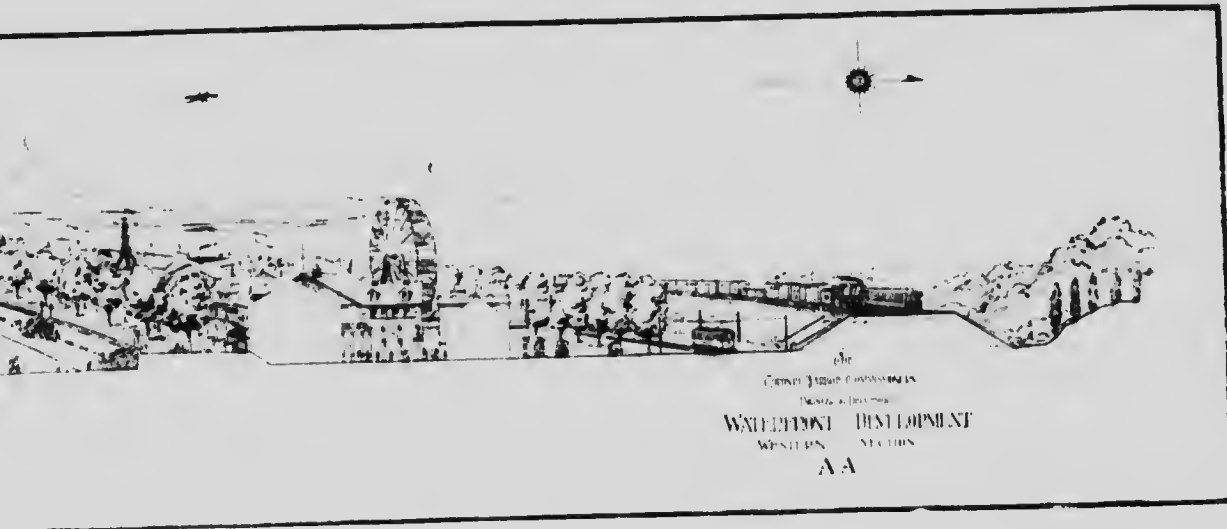
STREET, QUEEN STREET AND RONCESVELLES AVENUE  
OVERHEAD BRIDGE, STEPS DOWN TO BOULEVARD  
TREATED TREATMENT FOR PUBLIC BATH HOUSES  
AND BEACH, PROTECTED WATERWAY,  
BREAKWATER, LAKE ONTARIO



WESTERN SUMMER R  
PERSPECTIVE VIEW, LOOKING WEST FROM KEEL  
TO THE HUMBER RIV

*LEFT TO RIGHT*

LAKE ONTARIO, BREAKWATER, PROTECTED WATER  
PATH, DRIVEWALK, WALK, STEPS TO WALK E  
YARD DRIVE, WALK, PARK, BOARDWALK  
RESERVATION FOR AMUSEMENT  
SIXTY-SIX FOOT STREET, EIGHT  
TRACK RADIAL RAILWAY RE  
GRAND TRUNK RAILWAY  
AND HIGH PARK



ER RESORT

KEELE STREET AND INDIAN ROAD  
R RIVER

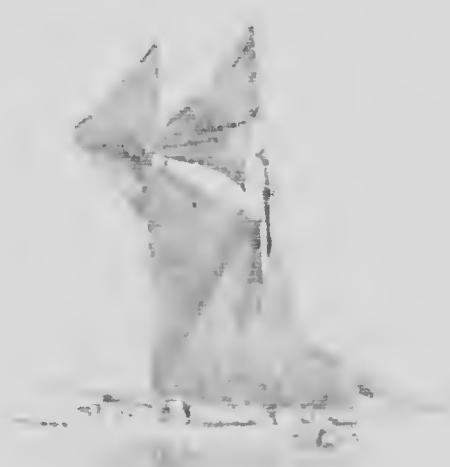
D WATERWAY, BEACH, WALK, BRIDGE  
WALK EIGHT FEET ABOVE BOULE-  
WALK FIFTEEN FEET WIDE  
ENT FEATURES, ETC.  
EIGHTY FOOT FOUR  
AY RESERVATION  
LWAY SYSTEM  
PARK

The total cost of the Commissioners' portion  
from all sources

It has been conservatively estimated  
eight years from date of com  
to present to the pub  
as shown

portion of the work is estimated at \$11,215,920.00, making a total expenditure  
sources on the work planned of \$19,142,088.00.

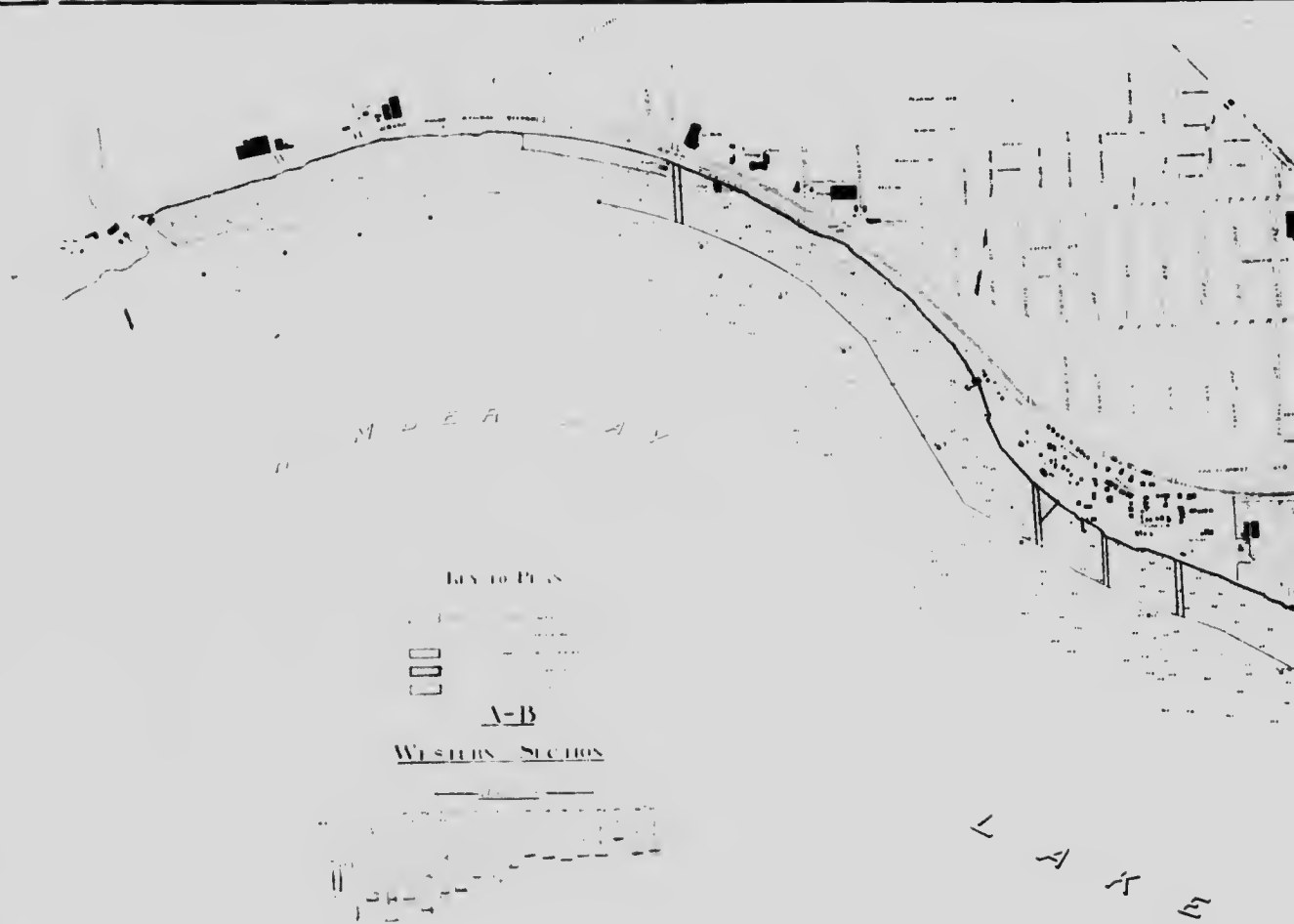
estimated that the entire work can be carried to completion within  
of commencement and the Commissioners confidently expect  
the public within that time a remodeled water-front  
shown on the plans now submitted.











THE  
**TORONTO HARBOUR COMMISSIONERS**

— ENGINEERING DEPARTMENT —

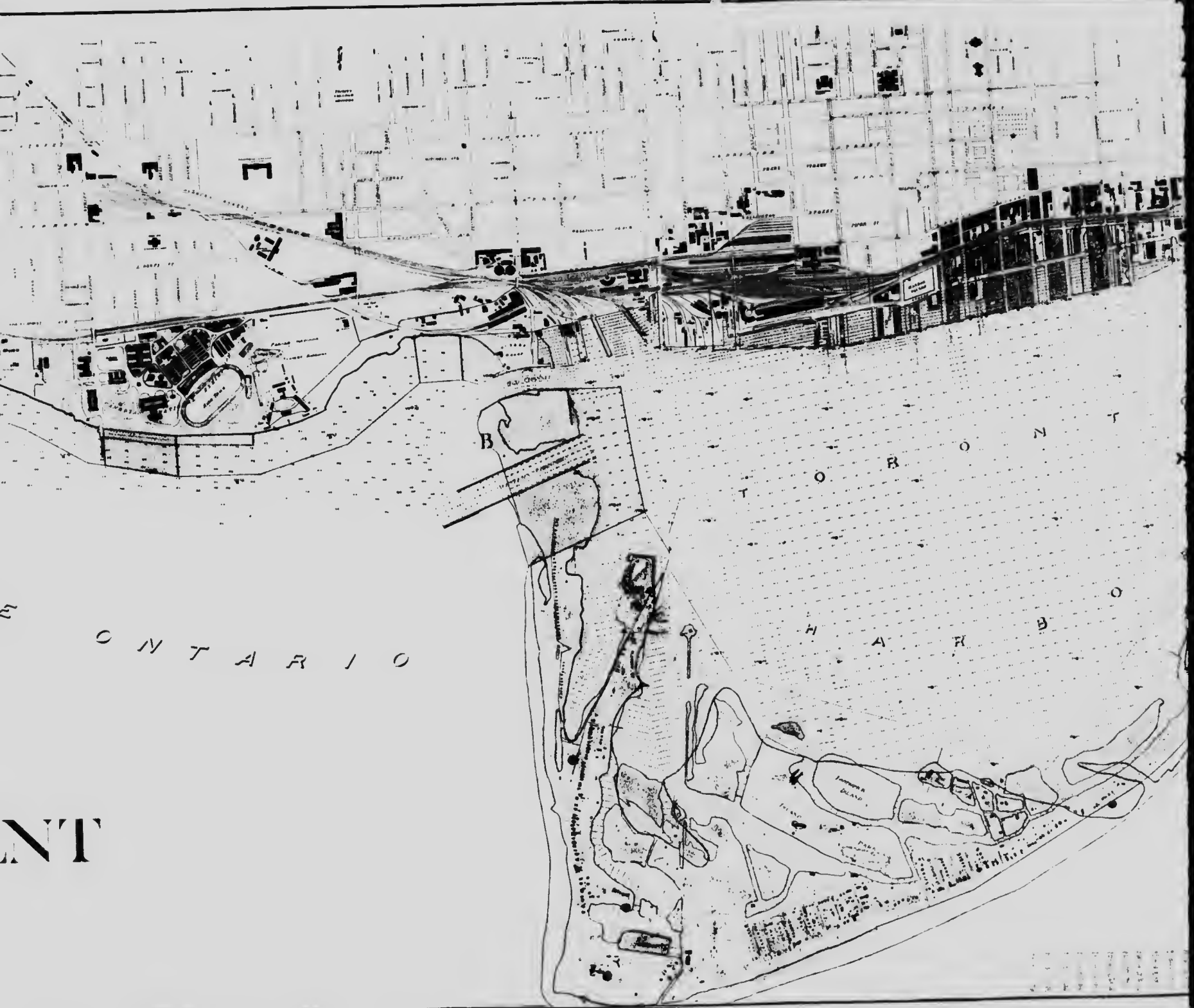
**WATERFRONT DEVELOPMENT**

SCALE 50 FEET TO 1 INCH

PROPERTY OWNERSHIP PLAN

ENCL.

CHIEF



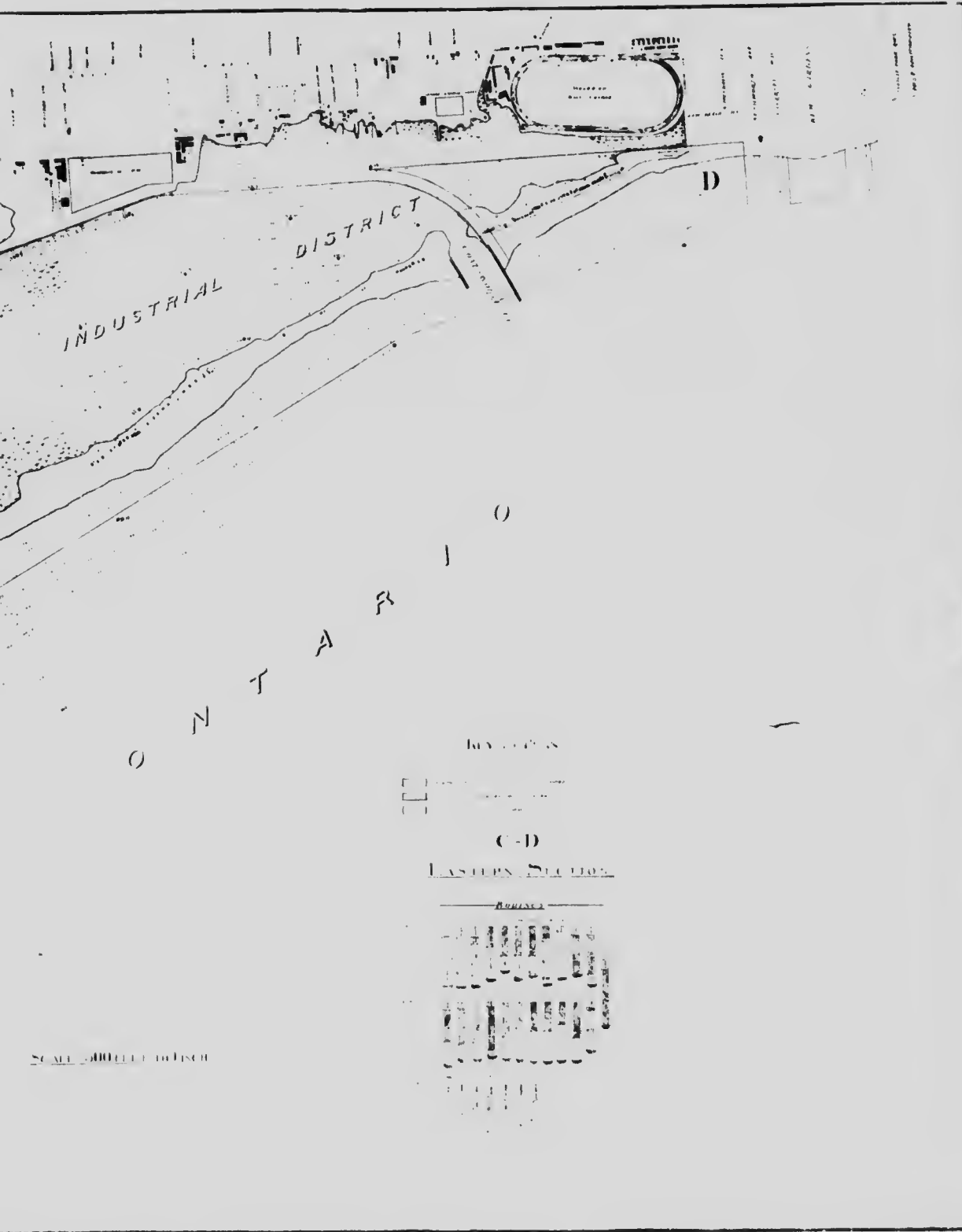
PLAN SHOWING THE OWNERSHIP OF TORONTO'S WATERFRONT  
THE PROPERTY OWNED BY THE TORONTO HARBOR COMMISSIONERS IS SHOWN COLOR  
COMPRISES OVER EIGHTY PER CENT. OF THE WATERFRONT PROPERTY



TORONTO'S WATERFRONT

IS SHOWN COLORED PINK AND

WATERFRONT PROPERTY



INDUSTRIAL DISTRICT

O N T A R I O

LEGEND

C-D

EASTERN SECTION

BUSINESS

1	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	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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SCALE 1:10000

