

# The Unique Story of Island Park Drive

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## 1.0 Cultural Heritage Value

The spirit and intent of participants in the creation of Island Park Drive in 1922, the Ottawa Improvement Commission (hereafter OIC), and landholders, was to conform to the OIC's intent for said lands to be enjoyed "in perpetuity" per the commissioned reports produced by Frederick G. Todd (*"Preliminary Plan to the Ottawa Improvement Commission 1903"*) and Edward H. Bennett and Sir Herbert Samuel Holt (*"Report of the Federal Plan Commission on a General Plan for the Cities of Ottawa and Hull, 1915"*). The Todd and Bennett/Holt report foundations were influenced by the City Beautiful Movement, first introduced at the 1893 World's Columbian Exposition in Chicago, from where Bennett hailed and participated in its creation.

Ottawa's commitment to the City Beautiful Movement is evidenced by the extraordinary expense and commitment, procuring counsel of world-renowned experts such as Frederick G. Todd, Edward H. Bennett, Sir Herbert Samuel Holt, Noulan Cauchon, and Jacques Grébert to ensure the Capital's beautification in perpetuity for the enjoyment of all residents and visitors.

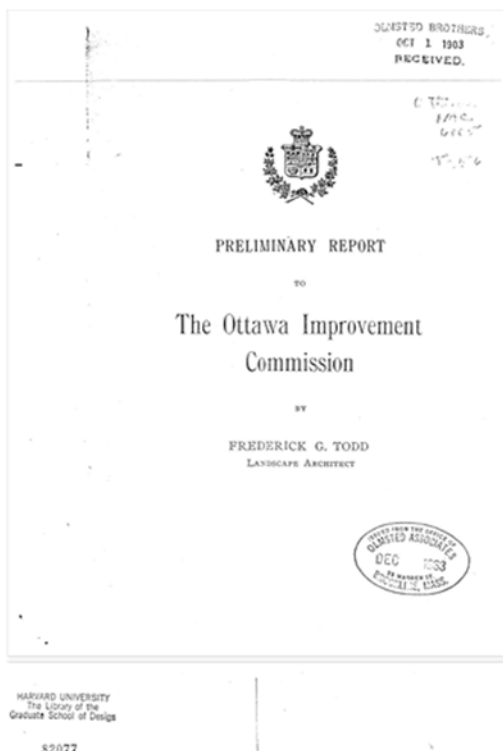
The OIC confidently followed-through on Todd, Holt/Bennett's recommendations given each had considerable experience executing similar plans for major high-profile cities and centers such as Chicago, San Francisco, Westpoint Military Academy, and more.

When specifically executing the creation of Island Park Drive, the OIC used the maximum allowable term for any legal instrument at the time, which was 99 years.

## 2.0 Historical Analysis

### 2.1 The Todd Report

Early planning for Island Park Drive started in 1903 when the Ottawa Improvement Commission (OIC, predecessor to National Capital Commission or NCC) hired Frederick G. Todd who produced a preliminary report highlighting the need for Ottawa to preserve greenspace and develop a network of parks interconnected by parkways and pathways. In his report, Todd specifically identifies the need for a “western parkway”, now Island Park Drive, forming a gateway to Ottawa and ultimately connecting the Ontario side of the Capital to Gatineau over Champlain Bridge, and to the Parliament Buildings via the Riverside Parkway. The development and preservation of said parkways and parks was to ensure the beautification of the Capital, and ensure the mental and physical health of residents and guests in perpetuity (*see Figure 5*). Todd’s vision and recommendations, heavily influenced by the City Beautiful Movement of 1896 were temporarily suspended for various reasons, including regional flooding and WWI, though ultimately actioned.



In his report, Todd outlines a general comprehensive scheme for the systematic improvement of the city, recognizing Ottawa's special status as the Capital of the Dominion of Canada. Todd’s plan called for a federal parkway system to link the Parliament Buildings, the Rideau Canal and the Central Experimental Farm. His plan also called for the development of a series of regional, urban and suburban parks throughout the city.

Figure 1: Preliminary Report to the Ottawa Improvement Commission by Frederick G. Todd, 1903, source: Harvard University Archives

beauty, and thus throw discredit on the Nation. As a Capital city, the parks and open spaces should be numerous, and ample boulevards and parkways should skirt the different waterways, as well as connect the principal parks and the different public buildings.

Figure 2: Frederick G. Todd Report 1903, p. 6.

The goal was not just to look a few years ahead, but to consider the growth of the capital over hundred years, making sure that Ottawa does not pay the cost of not realizing that the future prosperity and the beauty of the city depends on the ability to look ahead and grasp the needs and requirements of the future population. He insisted that the improvements should be carried out in a systematic manner and in strict accordance with the plan, which, as to not affect the whole, must “on no account be subject to alterations to meet the wishes or whims of self-interested parties” (see Figure 6, and Figure 7).

carried out in a thoroughly systematic manner and in strict accordance with a pre-conceived plan, which once approved must on no account be subject to alterations to meet the wishes or whims of self-interested parties.

I cannot well conceive of anything more disastrous to such a scheme than that when once it has been sanctioned and partially carried out the general idea should be liable to alteration, and the general effect of the whole thereby destroyed.

It gives me much pleasure to extend my thanks to Hon. J. P. B. Casgrain, C.E., a member of your Commission, whose valuable professional advice has been freely placed at my disposal during the preparation of this report. My thanks is also due to Mr. Suttees, the engineer of your Commission, whose cheerful and ready assistance and thorough knowledge of Ottawa and its vicinity, I have much appreciated.

Respectfully submitted,

FREDERICK G. TODD.

Figure 3: Todd Report, 1903, p. 39

Todd believed parks and open spaces should be numerous, with ample boulevards and parkways skirting its waterways, connecting the principal parks and the different public buildings.

Victoria Parkway, also known as the Cowley Driveway, Western Parkway and currently Island Park Drive, was recommended to connect the Experimental Farm to Chaudière Park, and ultimately Gatineau Park,

its path identified as we see Island Park Drive with Island Park Crescent prior to the Queensway (see Figure 8).

*Victoria Parkway.*

Should your Commission decide to take the land for Chaudiere Park it would seem desirable that the parkway be extended beyond the Experimental Farm to this park. I have been over the land between the Experimental Farm and the proposed park quite carefully in order that I might be able to suggest a location for this parkway, and it seems to me that a desirable route would continue within the Experimental Farm almost to the toll-gate. From this point unoccupied land could be taken for the entire distance, crossing near the head of Merivale Avenue and hence for some distance through beautiful woods (Photo. No. 26) in the rear of Victoria Park, across the Canadian Pacific Railway, and through more fine woods (Photo. No. 14), over a high elevation where the Parliament Buildings are in full view (Photo. No. 15), and where a view is obtained of the distant Laurentian Mountains, across Richmond Road, a little west of the toll-gate, and hence by the nearest route to the proposed park. Land could easily be taken for this parkway now before being developed, and while for the greater part of the distance the taking might be of a uniform width of eighty feet, there are two or three places where the woods are particularly beautiful that the width might be increased, so as to provide a little park between the two roads, as is done in two or three places along the Rideau Canal Parkway.

20

*Figure 4: Todd Report, 1903 p. 20*

## **2.2 The Holt/Bennet Report 1915**

Established in 1913 by Order-In-Council of Prime Minister Robert Borden authored a comprehensive plan for the rapidly growing Federal Capital, lead by Sir Herbert Samuel Holt President of the Royal Bank of Canada. The Report, titled "Report of the Federal Plan Commission on a General Plan for The Cities of Ottawa and Hull", or Holt Report/Bennett report (see Figure 9) was written by renowned Chicago architect and urban planner Edward H. Bennet (1874-1954) a highly regarded architect of America's "City Beautiful" movement, who worked on plans for both cities of Chicago, San Francisco and West Point Military Academy.

Holt/Bennett report recommended expanding on Todd's 1903 beautification proposal report recommendations, acting on the development of a cohesive network of federal parks and parkways, including formally establishing Gatineau Park. The report further recommended the creation of a Federal District similar to Washington, D.C., giving full federal authority over development of the lands it acquired.

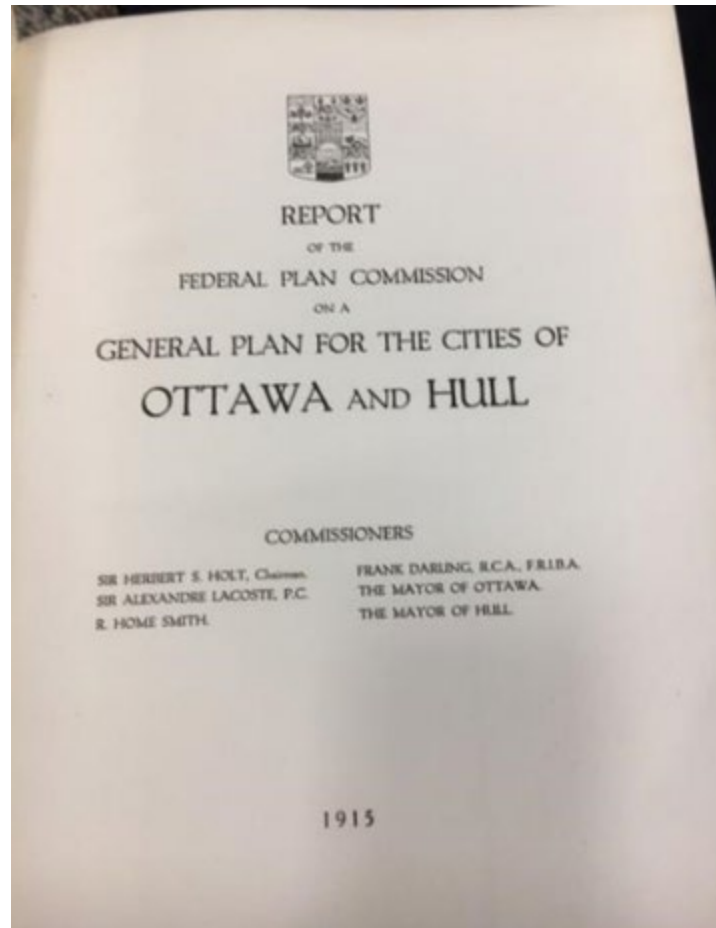


Figure 5: Holt/Brennan, Report of the Federal Plan Commission on a General Plan for the Cities of Ottawa and Hull

### 2.3 Governance – The Cowley Covenants

After acquiring the lands recommended by Todd and Holt/Brennan, a legal document referred to as the “Cowley Covenants” was signed on April 26, 1922 between the Ottawa Improvement Commission and the land owner, Robert H. Cowley. Per the recommendation of Todd and Holt/Brennan, the goal was to ensure a strict adherence to the development and use of the land in perpetuity, however, the longest



term available at the time for such an instrument was 99 years. The goal of the covenants was to keep the driveway true to its original intention as part of a comprehensive parkway system and a gateway to the city, a key element in the City Beautiful movement. Among other details, the covenants stipulated the following:

- That land be sold for residential purposes only
- That no building or portion of the building, fence or other erection shall be placed at a closer distance than 25' from the line of the lot contiguous to the driveway
- That all buildings be approved by the Grantee
- That all buildings shall conform to buildings that have already been erected along other portions of the Driveway
- That no business traffic be allowed on the Driveway

The covenants were similar to those enacted for Rockcliffe Park with required set-back from the street, minimum home value and quality construction (see Figure 10: Front page and signature page of Ottawa Improvement Commission Covenants and Land Owner Participants).

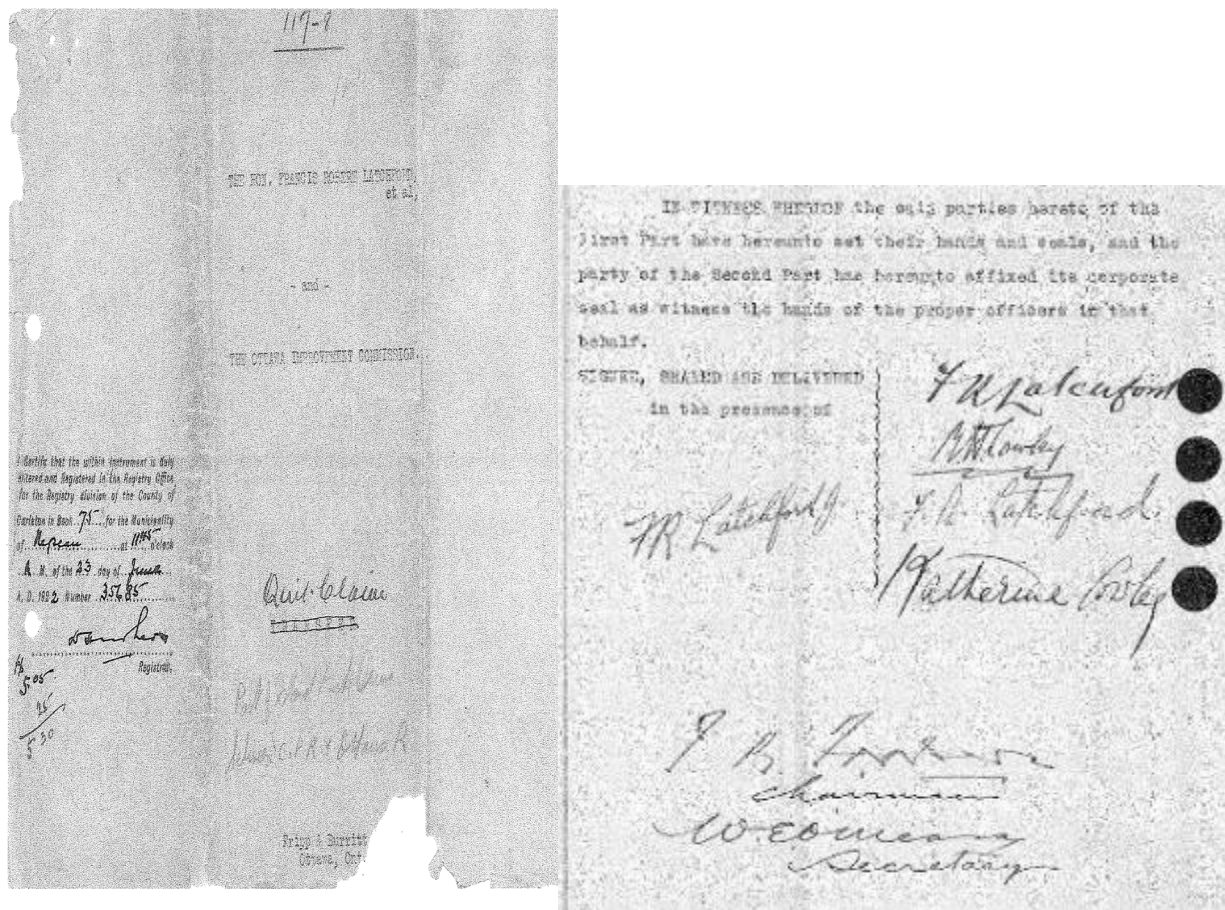


Figure 6: Front page and signature page of Ottawa Improvement Commission Covenants and Land Owner Participants

## 2.4 The Gréber Report 1950

In 1936, Prime Minister William Lyon Mackenzie King commissioned French town planner Jacques Gréber (1882 – 1962, well-known contributor to the *City Beautiful movement*) to act as an advisor for planning in the Capital, though due to WWII, the plan known as the Gréber Report was not completed until 1950 (see Figure 11). In accordance with Todd, and Holt/Bennet, Gréber urged the importance of lands unencumbered from intensification, he called “The Greenbelt”, advocating for the perpetual preservation of natural parks and parkways for the health of the capital’s residents, while concurrently avoiding urban sprawl – an initiative revived by Mayor Jim Watson in February, 2019 (see Figure 12).



Figure 7: "Greber Report", Plan for the National Capital, General Report, 1950

Figure 8: Jim Watson to Modernize Greber Plan, Feb. 2019, source: Wikipedia

The image is a screenshot of a Wikipedia article. At the top left is the Wikipedia logo and the text 'WIKIPEDIA The Free Encyclopedia'. To the right is a search bar with the text 'Search Wikipedia' and a 'Search' button. The article title 'Greber Plan' is centered. Below the title are tabs for 'Article' and 'Talk', and a 'Read' button. The main text of the article begins with 'From Wikipedia, the free encyclopedia'. The first paragraph states: 'The **General Report on the Plan for the National Capital** (1946–1950), or **Gréber Plan**, was a major urban plan developed for Canada's National Capital Region in 1950 by Jacques Gréber, commissioned by the Federal District Commission of Ottawa, Ontario.' The second paragraph states: 'The report was ordered by William Lyon Mackenzie King at the end of the Second World War and was used as the model for the development of the National Capital Region for more than 50 years.<sup>[1]</sup> Parts of Gréber's Plan were made into reality, and have since contributed to some of Ottawa's most iconic areas: the landscaping and plaza surrounding the National War Memorial, the design of Major's Hill Park and Confederation Park, and the reorganization of traffic in the city center.<sup>[2]</sup>' The third paragraph states: 'In February 2019, Ottawa mayor Jim Watson began the process to develop a modern version of the Gréber Plan.<sup>[3]</sup>' On the left side of the page, there is a sidebar with a list of links: 'ents [hide]', 'components', 'ry', 'ferences', 'scr reading', and 'nal links'.

### 3.0 Building the Western Parkway – Island Park Drive

#### 3.1 Progression of Parkway Development

Despite lands being acquired, and route identified years earlier, and newspaper announcements, work started much later in 1921 with more than 100 men working on the construction (see Figure 13, Figure 14, and Figure 15).



Figure 10: Excerpt from 1922 letter from JB Fraser, OIC Chairman to Hon. VS Fielding, Minister of Finance, p. 2, LAC (below)

Figure 9: Newspaper Articles: 1909 Ottawa Citizen article 'To Go On Next Year', and Ottawa Journal article, 'OIC To Start Work At Once On New Road', source: Dave Allston, Kitchissippi Museum

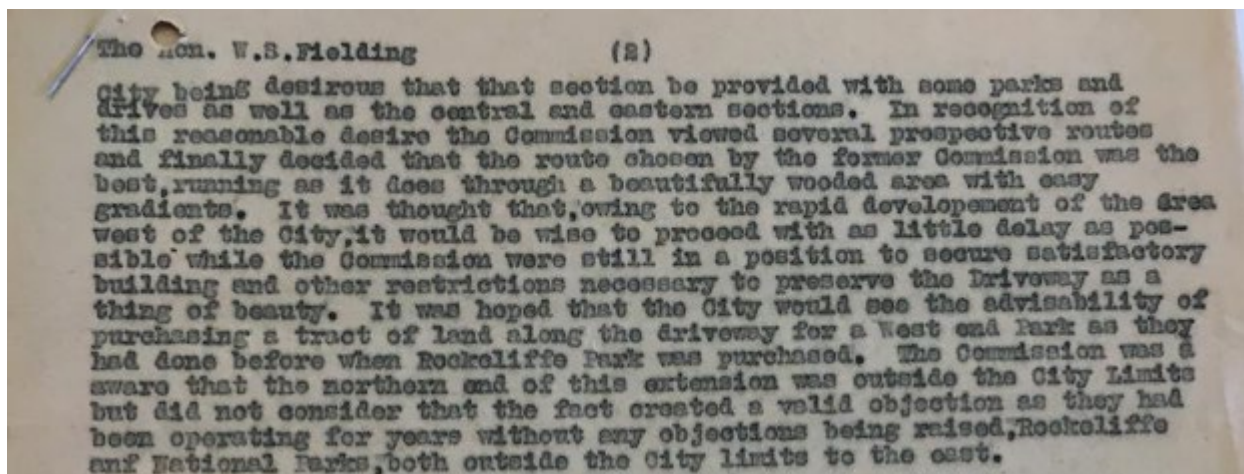
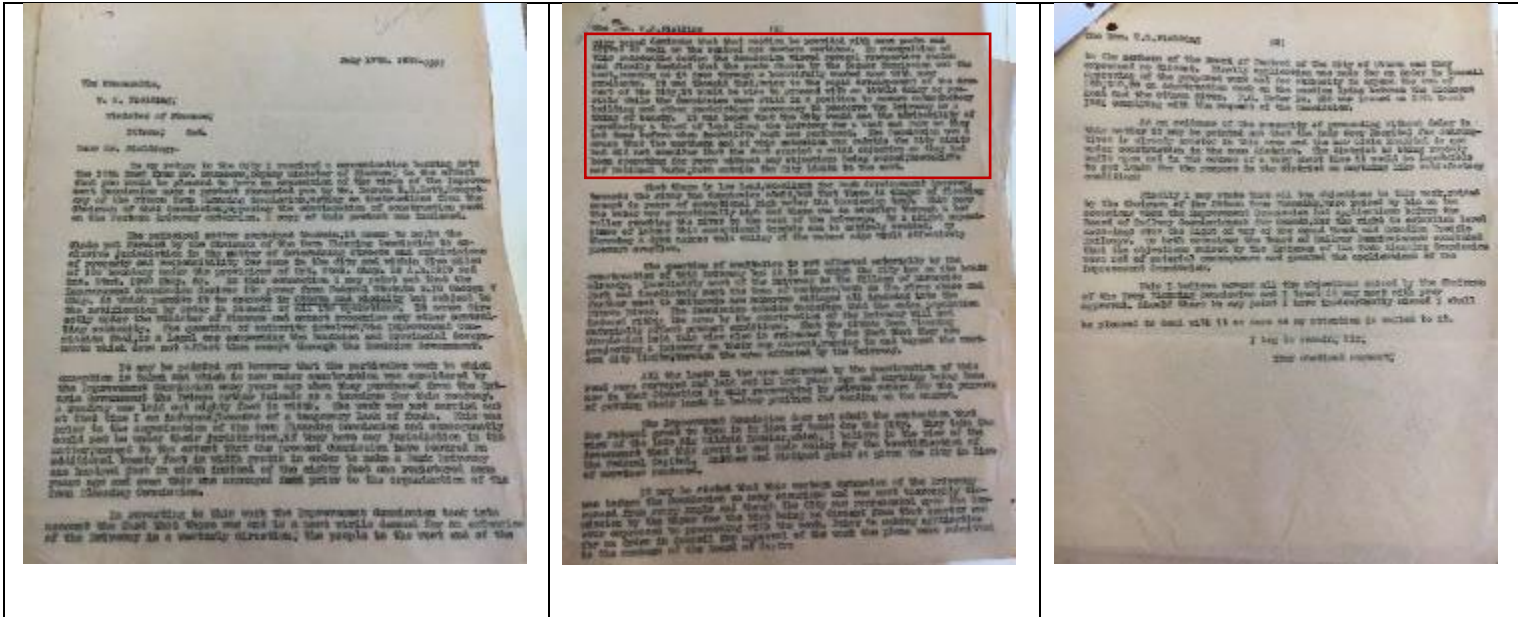




Figure 11: Full 1922 letter from OIC Chairman JB Fraser to Hon. VS Fielding, Min. Finance, LAC



### 3.1.1 Development Timeline

Development Timeline: (see Figure 17, Figure 18, Figure 19)

- 1921 (July) – Preliminary work on West End Driveway starts on 1<sup>st</sup> segment from River to Richmond Road
- 1922 (May) – Segment of Western Driveway from Ottawa River to Richmond Road completed
- 1923 (October) – West End Driveway officially opened for use
- 1927 – West End Driveway officially renamed Island Park Drive
- 1927 – Bridge span from Riopelle and Cunningham Islands to Bate Island Completed
- 1928 (October) – Bridge span to Québec completed
- 1928 – 1<sup>st</sup> house on Island Park Drive recorded to be 605 Island Park (Crescent)
- 1928 – Traffic circle installed at IPD and Richmond Road
- 1938 – Traffic circle installed at IPD and Carling Avenue
- 1958 – Queensway excavation starts, redirecting Island Park Drive and creating Island Park Crescent
- 1963 – Queensway offramp completed

The driveway was officially opened to the public in 1923 (see Figure 16). At that time, there were practically no houses along the driveway, but most of the land had been passed to private ownership.

Figure 12: Jan 3, 1908 Ottawa Citizen 'New Portion of the Driveway...', courtesy Dave Allston, Kitchissippi Museum, and Oct. 13, 1923 Ottawa Citizen Article, 'West End Driveway Open for Traffic', courtesy Terry Martin, Lost Ottawa

**NEW PORTION  
OF THE DRIVEWAY**

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**From Farm Down to  
the Islands.**

---

**BEGIN IN SPRING**

---

**Plan Completed and the  
Route Staked  
Out.**

---

If the Ottawa Improvement commission gets the parliamentary grant which, there is every reason to believe, it will get, it is intended to go on early in the spring with the new driveway from the experimental farm down to the islands in the Ottawa river. The plan has been completed and the route gone over and staked out. The driveway which will be a continuation of the general system, will branch off from the northwest corner of the farm, pass through the Land association's property, go down Cowley avenue and so on near the Holland and Heney properties to the river. It is intended to lay out the islands as parks and establish connection between them by means of ornamental bridges. The plan indicates that the western part of the driveway will be fully in keeping with the beauty of arrangement of the rest of it.

**SATURDAY, OCTOBER 13, 1923**

**WEST END DRIVEWAY  
OPEN FOR TRAFFIC**

**To Be Put In Use On Sunday  
Morning.**

An event of particular interest takes place Sunday morning when the completed portion of the Driveway, known as the West End Drive, will be thrown open for traffic. The West End Drive runs from the Ottawa river opposite Remic Islands to the northwest corner of Carling avenue at the Experimental Farm making a stretch of almost one and a half miles according to Mr. Alex Stuart of the Ottawa Improvement Commission by whom the Driveway was constructed.

Mr. Stuart did not know the exact length of the entire Driveway including the newly completed portion but it is about 33 miles long.

There will be no ceremony attending the opening of the West End Drive. The barricades will be taken down Saturday night. Had it not been for several delays last fall, and a controversy with the Town Planning Commission, the Drive would have been finished much sooner. The Ottawa Improvement Commission is contemplating the erection of a bridge from the end of the Driveway to span the islands in the river known as Remic's but nothing definite has been decided on yet.

**- MUST STAY AT SCHOOL.**

Three boys appeared before Judge J. P. McKelvey at the weekly sessions of the Ottawa Juvenile Court yesterday afternoon in answer to the charge of having been absent from school without excuse. The judge impressed the fact upon the boys that they were not to be absent from school or they would have to remain in a reformatory until they had made up their school work. One of the boys had been staying away from school for several days during the forenoon and early afternoon. Speaking to the boys' parents, the judge requested them for allowance that children be absent themselves from school while under 14 years of age.

**OF ASSIGNMENTS.**

Assignments of business terms under the Bankruptcy Act officially gazetted this week number 64.

"October 13, 1923. An event of particular interest takes place Sunday morning when the completed portion of the Driveway, known as the West End Driveway will be thrown open for traffic. The West End Driveway runs from the Ottawa River opposite Remic Islands to the northwest corner of Carling Avenue at the Experimental Farm making it a stretch of almost 1 1/2 miles according to Mr. Alex Stuart of the Ottawa Improvement Commission by whom the driveway was constructed. Mr. Stuart did not know the exact length of the entire driveway including the newly completed portion, but it is almost 33 miles long. There will be a ceremony attending the opening of the West End Drive. The barricades will be taken down Saturday night. Had it not been for several delays last fall, and a controversy with the Town Planning Commission, the Drive would have been finished much sooner. The Ottawa Improvement Commission is contemplating the erection of a bridge from the end of the Driveway to span the islands in the river known as Remic's but nothing definite has been decided on yet."

- deciphering courtesy of Terry Martin, Lost Ottawa

Figure 13: Image of macadamized construction phase 1 of West End Driveway facing south of Ottawa River, LAC



Figure 14: IPD facing north just south of Iona. Note St. George's Parish far back right (image left), and IPD facing south in front of approximately 200 IPD.





Figure 15: 1928 Aerial photo of IPD reconstruction of bridge approach as it is today; and IPD @ Richmond Road 1929 traffic circle (image right), courtesy Dave Allston, Kitchissippi Museum



### 3.2 Progression of Home Development

According to a 1929 letter from the Department of Public Works Canada to the Federal Development Commission (LAC), the first lots sold on Island Park Drive between the Ottawa River and Richmond Road were from Plan 402 which was part of Cowley's land holdings, though the first from title registry pages at OnLand show the following homes being the sole homes on IPD/IPC prior to 1928:

- September 1923 – Plan 402, lot 40 (cottage along what is now Sir John A MacDonald Pkwy)
- September 1924 – Plan 402, lot 16 – 193 Island Park Drive – Hans T. Güssow
- April 1925 – Plan 402, lot 38 (cottage along what is now Sir John A MacDonald Pkwy)
- September 1927 – Plan 402, lot 16 – 239 Island Park Drive – Thomas A and Susan Parks
- August 1925 – Plan 408, lot 190 – 605 Island Park (Drive) Crescent – Betha M. Low
- June 1927 – Plan 169018, lots 246 and 247 – 734 Island Park Drive – James D. Shields



605 Island Park (Drive) Crescent



193 Island Park Drive

Despite the section of IPD to the river being the earliest section to be constructed, it was the last to fully develop due to flooding of the Ottawa River and insufficient sewer drainage.

While 193 IPD appears to be the earliest home on the north end of IPD, geoOttawa maps from 1928 show 705 and 734 Island Park Drive in existence before 1928.

The development of Island Park Drive is evidenced by its architecture:

- Majority of oldest homes south of Byron on its east side to 417 and both sides to Carling
- Majority of homes on west side of Island Park between Hampton Park to Scott built in late 1930's and 1940's
- Modern homes (save for homes torn down in the last 15 years) are mostly focused north of Scott



## 4.0 Island Park Drive’s Unique Character

### 4.1 International Influence – a Street of Embassies

As IPD and IPC are prominent and important streets in Ottawa, only next to Rockcliffe Park, there are 8 Embassies and ambassadors’ residences located within the proposed study area. In addition, both IPD and IPC facilitate security risk mitigation with land separation between homes, large lots, and set-back from the street. The embassy presence on Island Park Drive includes:

*Ethiopia*

*Thailand*

*Myanmar*

*Ukraine*

*Peru*

*Yemen*

*Portugal*

### 4.2 Monuments & Commemorations on IPD

IPD includes the Monument to Fallen Diplomats, underscoring the international recognition of the street and its close ties to embassies. The monument was proposed by the Turkish Embassy in Ottawa and was broadened to honor “all diplomats and public servants who have fallen in foreign service”. The monument was completed in 2012 and was dedicated on September 20, 2012, by the Turkish and Canadian foreign ministers (see Figure 20).

Figure 16: The 2012 Dedication Ceremony of the monument to Fallen Diplomats, with then Foreign Affairs Min. John Baird at podium (source: [www.forumdiplocan.ca](http://www.forumdiplocan.ca))



Additionally, the NCC installed a number of repeating stone cairns as gateways announcing the entry of a distinctive section of the Nation’s Capital. Said cairns commemorate Island Park Drive’s significant role as a gateway to NCC lands, bearing the leaf used in the Island Park Community Association logo, reflecting the neighbourhood and NCC’s mission of preserving greenspace (*see Figure 21*).



*Figure 17: Repeating NCC stone cairns announcing Gateway to Island Park Drive entering IPD @ Ottawa River Parkway, and throughout Island Park Drive*

### **4.3 Architectural Uniqueness of Island Park Drive**

#### **4.3.1 Premium Construction a Requirement to Build on Island Park Drive**

Most buildings in the Study Area date back to 1920s/1930s, with 92% of the homes over 80 years old. Upon its creation, the Cowley Covenants required homes along the Westend Driveway be high standard, constructed with impeccable craftsmanship, high quality, and focus on both exterior and interior special finishes and details. All the houses on IPD are distinctive, and vast majority confirm to NCC’s covenants requiring that any new building conform to buildings already erected along the Driveway, resulting in a harmonious flow of unique, one-of-a-kind buildings that rival any city in Europe.

Many of the homes were built to showcase the architect’s talent including prominent architects such as Verner Noffke, Younghusband, and Sidney Lithwick.

99% of the homes in the Study Area are made of brick and/or stone, some Tudor or stucco.

### 4.3.2 High-Quality Architectural Diversity

Island Park not only benefitted from the Cowley Covenants' requirement that all homes be over a set price threshold with premium quality materials, such as stone, stucco, brick and wood, adding to IPD's beauty is that you will see no cookie-cutter design homes as found in suburbs. Each home is uniquely customized with a wide-range of architectural designs throughout its length.

Examples of architecture that can be found on Island Park Drive includes:

- 2<sup>nd</sup> Empire Georgian Revival
- Georgian Revival, Vernacular
- Arts & Crafts
- Post Modernism
- Tudor Revival
- Art Moderne
- Edwardian Classicism
- ... and more

The properties included in the Study Area meet the following Heritage Conservation District criteria:

- The property has design value or physical value because it is a rare, unique, representative, or early example of a style, type, expression, material, or construction method.
- The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
- Through the strong links to the Jewish Community, the property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.
- The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- The property has contextual value because it is important in defining, maintaining, or supporting the character of an area.
- The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings.
- The property has contextual value because it is a landmark. O. Reg. 569/22, s. 1.

## **4.4 Residents Who Significantly Contributed to the City and/or Country**

### **4.4.1 High Percentage of Notable Residents Who Have Contributed to Ottawa's Cultural Fabric**

Given the requirements to be on Island Park Drive, and the attractive benefits offered by the Covenants, Island Park Drive attracted many notable residents who have contributed significantly to Ottawa, and Canada's cultural fabric – a considerable number having received Governor General's Awards or Meritorious Service Awards. These residents include and are not limited to those listed on the next page, Table 1: Notable Residents of Island Park Drive and Island Park Crescent, and include immediate family members of lumber and rail baron JR Booth, architect Sidney Lithwick, Olympic and National and World figure skating champion Barbara Ann Scott, Queens University Metallurgist Dr. Stafford Kirkpatrick, Clayton Fitzsimmons, Robert Gamble, Joe Feller, Hans Theodor Güssow, Dr. Patrick Maloney, Governor General Award winner, Julie Maloney, Miss Canada 1969, jeweler Jack Snow, Joe Feller, Canadian Aviation Hall of Famer, John Bogey, Corinne and Herbert Zagerman, and many more.

### **4.4.2 Island Park Drive's Jewish Contribution to the Capital Region**

Equally of interest during our research was the high concentration of notable Jewish families who called Island Park Drive and Island Park Crescent home with the highest concentration north of Iona Street.

Upon further research, antisemitism was prevalent in Ottawa in the 30's and 40's, Jewish families unwelcomed in Rockcliffe, and not allowed to be members of the Rideau Club or Royal Ottawa Golf Club. These families chose Island Park Drive for their home given the similar attributes to Rockcliffe Park. To address antisemitism, many of the families met to discuss how to enjoy the beautiful outdoor lifestyle Ottawa offers, and chartered the Rideauview Golf Club in the basement of 674 Island Park Drive (*see Table 1, Figure 22, Figure 23*). The founding members are prominent Jewish families who have significantly contributed to the fabric of the National Capital Region and beyond and include:

- Mike Dworkin - owner/founder of Dworkin Furs
- Sam Caplan - founder, Caplan's Department Store (currently The Bay Rideau) and his brother Lou Caplan
- Bill Holzman - father of Jaqueline Holzman (former major of Ottawa)
- Hy Soloway - founder, Soloway Wright law firm
- Jack Mirsky - brother of John Mirsky, Hy Soloway's first business partner
- Jack Snow - founder of Snow Jewelers
- and many others

On Sunday, October 23rd, 1955, a group of men met at the residence of Mr. Jack Snow to discuss the feasibility of building a Golf Course for the Jewish Community.

Fourteen people were present and the proposition was discussed from various angles and figures were presented by Mr. Snow.

Harry Adlesman	\$100.00	Archie Levitan	\$1000.00
Joe Adlesman	100.00	David Loeb	1000.00
Morris Berlin	2000.00	Sam Macy	1000.00
Gordon Caplan	1000.00	Murray Rosman	1000.00
Aleck Cohen	1000.00	Harry Saxe	1000.00
Moe Koffman	1000.00	Hy Soloway	1000.00
		Jack Snow & Family	2000.00

In addition to the above-mentioned the following have also expressed their support to the extent of \$100.00 each.

Abe Adlesman  
~~Sam Caplan~~  
 Hy Horlick  
 Roy Saibe.

Sam Caplan	\$1000.00	Julie Loeb	\$1000.00
Lou Coplan	1000.00	Jack Mirsky	1000.00
Bill Holzman	1000.00	Sam Raport	1000.00
Wally Kronick	1000.00	Harold Shenkman	1000.00
		<del>Mike Shwartz</del>	<del>1000.00</del>

Figure 18: 1955 Rideauview board meeting minutes listing original founding members of Rideauview Golf Club



Figure 19: Photo of Rideauview Golf Club founding families (left to right) Nancy Mirsky, Lawrence Soloway (Hy's son), John Mirsky, Isidore Stone, Jack Sow, Alex Betcherman, Morris Berlin, Hy Soloway, Harold Shenkman, Lawrence Slover, Morris Zagerman, Lou Achbar, M. Rosman – courtesy Ottawa Jewish Archives

## 5.0 Important Events

### 5.1 The Royal Visit of 1939: King George VI & Queen Elizabeth

Island Park Drive was the entry point into Ottawa for King George VI and Queen Elizabeth during their 1939 North American tour, the purpose of their trip two-fold:

1. To acknowledge the new Dominion's independence from Britain; and
2. To shore-up western allied support in the event of an imminent war in Europe (WWII).

The King and Queen chose Island Park Drive as their Ottawa arrival point into the city, via the Royal Train at a specially erected platform for their reception at the Ottawa Improvement Commission Parkway and the Canadian National Rail line (now 417), also known as the Grand Trunk Railway crossing (*see Figure 24*). After arriving, the royals mounted a horse-drawn carriage for a leisurely ride through the Experimental Farm and Canal on their way down Queen Elizabeth Drive to Parliament, taking in all the development achieved to date (*see Figure 25*).



Figure 20: (left) Tent erected at Train Platform on Island Park Drive for the Royal train's arrival May 20, 1939, LAC and (right) King George VI and Queen Elizabeth's train arrives at IPD platform.



Figure 21: King George VI and Queen Elizabeth board horse-drawn carriage at Island Park Drive, May 20, 1939, LAC

## 5.2 Byron House School Provides Shelter for British Children of War

In 1940, Dr. Stafford Kirkpatrick, a metallurgist who taught at Queens University, lived at 539 Island Park Drive and donated his 539 IPD residence to a group of 20 British school children from Byron House School in Highgate, London and their teacher, looking for a haven away from Nazi bombing. After its donation, the Kirkpatrick residence was named Byron School, coincidentally, in close proximity to Byron Ave, Ottawa. Renowned photographer Malak Karsh (Yousuf Karsh's brother) photographed the children. Images below shows 539 Island Park Drive awaiting the children at their arrival, and Christmas images, 1940 (Library and Archives Canada, see Figure 26).

The residence was later purchased by the government of Peru not long after the war. A framed image of all of the children along the banister holds a place of honor at the bottom of the stairs in the front hall of the ambassador's residence. Some of the children have come back to visit over the years.





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PAGE 8 \*\*\*

## Brilliant Scientist Dies at Home Here

Dr. Stafford Frederick Kirkpatrick, 4851 Belmont Avenue, prominent scientist, professor and business man, died at his home Monday afternoon.

Dr. Kirkpatrick was born in Ostersund, Manitoba, in 1878 and came to Vancouver in 1939 after donating his Ottawa home for the use of refugee children. It is now known as the Byron House School.

After a brilliant record at McGill University, he became professor of metallurgy at Queen's University where he served from 1902 until 1918.

**WON SPECIAL PRIZE**

In 1917 he won the McCharles prize for his research work in connection with the processing of cobalt ores.

He joined the Deloro Smelting and Refining Company of Ottawa in 1918 and retired as vice-president and managing director in 1939.


Dr. Kirkpatrick was previously an engineer and worked on the construction of the Canadian Pacific Railway.

**MEMBER OF CLUBS**

He was a member of the Canadian Club and Royal Vancouver Yacht Club.

He leaves his wife, Lina Dorothy; two daughters, Mrs. Edward B. Wait, Ottawa; Mrs. Theodore M. Gaetz, Sudbury; two sons, William Stafford, Trill; James Bruce, with the Canadian Army overseas.

Funeral arrangements will be announced later.



**DR. S. F. KIRKPATRICK**  
Prominent Canadian scientist, who died at his Vancouver home on Monday.

### Burnaby Garbage Zoning Considered

*Special to The Vancouver Sun*

BURNABY, Nov. 16.—A report on zoning Burnaby for a garbage collection system is being considered by the Municipal Council.

The report, submitted to the council Monday, provided for 100 percent, once-a-week collection in four areas, north, west and East Burnaby and Broadview.



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Figure 22: Vancouver Sun, Nov. 16, 1943, p. 8 article of Kirkpatrick donating 539 IPD manor to Byron House School children; Malak Karsh 1940 photos of Byron House School, LAC.



### 5.3 The Royal Visit of 1951

Princess Elizabeth and Prince Phillip were the second royal visit to come to Ottawa and use the same ceremonial route as Princess Elizabeth's parents in 1939.

### 5.4 The Construction of Kingsway United Church, Now Kitchissippi United Church

In honour and recognition of the two royal visits arriving at the intersection of the Grand Trunk Railroad and Island Park Drive, the Anglican Church erected a church which they named Kingsway United Church, now known as Kitchissippi United Church.

On July 2, 1948, work began on a new church (at 632 IPD near the Queensway crossing) that was situated very close to the reception platform that was erected for the royal visit. In honor of the royal visits, the church was named Kingsway United Church. It was later renamed to Kitchissippi United Church (see Figure 27).



Figure 23: Sod turning ceremony at Kingsway United Church, July 1948, LAC

## 6.0 Forward Looking from Our Past: The Defining Features that Makes the Study Area so Unique

### 6.1 List of Defining Features of the Study Area

The following is a list of defining features of the 100-year streetscape, where NCC Covenants were used to create the streetscape:

- Visual coherence created by symmetrical tree-lined boulevard
- Distinctive NCC light standards, consistent with other NCC maintained lands
- Impressive historic houses with shared relationship to the street
- Quality building materials: 99% of homes in the study area are made of brick and/or stone, stucco, and Tudor
- Traditional design and characteristics – 92% of homes are over 80 years old
- Showcasing architectural details and design
  - Many of the homes were built to showcase the architect’s talent including prominent architects such as Verner Noffke, Younghusband, and Sidney Lithwick
- Generous lot sizes with ample space between many homes
  - Over 90% of homes are sizeable with older, traditional designs
  - Sizeable greenspace maintained between many homes has created a park-like element
  - Grander buildings for prominent residents were built on double lots
- Boulevard look-and-feel
  - Original NCC driveways and walkways maintain cottage/country feeling
  - 20-foot setbacks preserve NCC parkland experience
  - Sizeable greenspace between many homes
  - Parks and greenspaces along the street
- No fences or structures out front of the home
- No parking allowed on lawns
- Distinctive elements
  - NCC light standards are consistent with other NCC maintained lands
  - Unique street signs
  - Repeating stone gate posts along the street

## Summary

### Unique Street With Special History Dating More Than 100-Years

IPD is a very unique, purpose-built street, that was envisioned to remain an enjoyable drive “in perpetuity” (Todd), unchanged for future generations, as part of Canada’s Capital Beautiful Plan, and an integral part of our nation’s capital parkway system.

IPD was long in the planning with OIC recognizing the value in having a beautiful boulevard that formed part of the parkway network connecting different parks in the Ottawa-Gatineau area to key areas of the city. In preparation for IPD, OIC purchased King Arthur’s islands and land around the area well in advance, to make sure that the vision could be realized as planned without obstacles.

Frederick G. Todd’s plan took a comprehensive look at the area, with a focus on city’s continued growth, and mapped out IPD similar to what it is today. By considering the whole area and forward-looking requirements, the goal with the Driveway was to plan it, build it, and leave it for future generations to enjoy.

The uniqueness and special character of IPD has also been recognized internationally with 8 embassies and ambassadors’ residences located on the street.

### High-Quality Buildings

Only buildings of the highest quality and craftsmanship were allowed to be built along IPD, enforced by the requirement to have certain price associated with the homes, and with all homes fitting into the street with similar look and feel. This inspired many important architects of its time, including Verner Noffke, Younghusband, and Sidney Lithwick, to design and build their masterpieces on the street.

To ensure that the Driveway would not be adversely affected by development and short-sighted views, OIC (later NCC) signed a covenant for 99 years (now expired), which was the maximum allowed, keeping a watchful eye on the street and its development.

IPD, through NCC stewardship, is a unified street with unique, prominent buildings and greenspaces - worthy of the great Capital of Canada. Something like this is difficult to duplicate nowadays, and once eroded, will be lost forever.

### Significant Historical Value

IPD has been the stage for some of the most important events in our Capital’s history, a gateway to the city on two royal visits, with special stops along IPD.

The significant Jewish Heritage with many affluent Jewish families and other important residents of the Capital chose to call Island Park home, including family members of lumber and rail baron JR Booth, the founder of Winterlude, the founding families of the Rideauview golf club, highly-regarded, world-leading architects, Governor General Award winners, Olympic gold-medalist, two Miss Canadas, seven embassy properties, and many more notable residents who have left an indelible contribution to our city. The relative ratio of notable residents to the catchment area is impressive.

## Supplementary Information and References

### 1.1 External References

- GeoOttawa (<https://maps.ottawa.ca/geottawa/>)
- OnLand (<https://www.onland.ca/ui/>)
- Google Maps (<https://www.google.com/maps>)
- The Ottawa Jewish Historical Society (<https://www.jewishottawa.com/our-community/community-directory/ottawa-jewish-historical-society>)
- Kitchissippi Times (<https://kitchissippi.com/>)
- Kitchissippi Museum (<https://kitchissippimuseum.blogspot.com/>)
- Lost Ottawa (<https://lostottawa.ca/>)
- Library and Archives Canada (<https://library-archives.canada.ca/eng>)
- Ottawa Archives (<https://ottawa.ca/en/arts-heritage-and-events/city-ottawa-archives>)
- Ottawa Room – Ottawa Public Library (<https://bibliottawalibrary.ca/en/ottawa-room>)
- Personal interviews

## APPENDIX A: STORIES CELEBRATING OUR HISTORY

### *Jack Snow Story*

# Historical Nugget ~

## Architecture & People Who Shaped History 674 Island Park Drive

I'd always admired 674 Island Park, with its beautiful Wedgewood blue stucco, and front windows designed with diamond-shaped leaded glass pieces. The windows actually sparkle as you drive by, the exact goal of original owner Jack Snow when he had the home built. Snow, who founded Snow Jewellers in the 1920's was arguably the city's most famous jeweler, and a well-respected philanthropist, best known for his "Jack Snow Dog Derby" fundraiser on the frozen canal, which is credited with being the precursor to Winterlude.



674 Island Park Drive



Jack Snow Dog Derby 1950's



Riches & Snow Jewellers

When 674 went on the market this past summer, I contacted outgoing owners, Chris and Don Jarvis (30-year residents of IPD), and asked if they had information on the history of their home.

Don Jarvis, past IPCA President explained that it was in their basement that Jack Snow met with the founders of the Rideauview Golf Club. Embarrassing to admit as a Canadian, anti-Semitism did exist in Ottawa in the 1950's. Jewish golfers were not allowed to be members of the Royal Ottawa in the 1950's, so Snow and his friends decided to build their own golf club, the Rideauview. The Jarvis' showed me the basement room where the meetings were held to discuss the creation of a golf club where all were welcome. The impressive room is designed to look like the interior



an antique boat, with its fine wood paneling (photo right – Meeting Room), and nautical port/starboard lanterns that book-end the mantle wall.

After our meeting, I visited the Jewish Community Center’s library and found the documents for the initial board meeting for the Rideauview Golf Club mentioning the meeting taking place at the Snow residence (image below). Many of the members are recognizable



Meeting Room (basement room at 674 IPD)

On Sunday, October 23rd, 1955, a group of men met at the residence of Mr. Jack Snow to discuss the feasibility of building a Golf Course for the Jewish Community.

Fourteen people were present and the proposition was discussed from various angles and figures were presented by Mr. Snow.

Harry Adleman	\$1000.00	Achie Levitan	\$1000.00
Joe Adleman	1000.00	David Loeb	1000.00
Morris Berlin	2000.00	Sam Macy	1000.00
Gordon Caplan	1000.00	Murray Rosman	1000.00
Aleck Cohen	1000.00	Harry Saxe	1000.00
Moe Koffman	1000.00	Hy Soloway	1000.00
		Jack Snow & Family	2000.00

In addition to the above-mentioned the following have also expressed their support to the extent of \$1000.00 each.

Abe Adleman  
~~Sam Caplan~~  
 Hy Horlick  
 Roy Salpe.

Sam Caplan	\$1000.00	Julie Loeb	\$1000.00
Lou Coplan	1000.00	Jack Mirsky	1000.00
Bill Holzman	1000.00	Sam Raport	1000.00
Wally Kronick	1000.00	Harold Shenkman	1000.00
		MIKE DWARKIN	1000.00

names from the Ottawa business community. To quote Shimon Peres, “Optimists and pessimists die the exact same death, but they live very different lives”. In the face of adversity, these men paved a better life for their community, and for Ottawa as a whole.

Thank you Jack Snow.

Rideauview Golf Club Initial Investors – Rideauview Board Meeting Minutes 1955 (left)

Mike Dwarkin – owner/founder Dwarkin Furs, Sam Caplan – founder, Caplan’s Department Store (current “The Bay” Rideau), Lou Caplan – brother of Sam Caplan, Bill Holzman – father, Jacqueline Holzman (former mayor of Ottawa), Wally Kronick, Hy Soloway – founder, Soloway Wright lawfirm, Ottawa Jack Mirsky – brother of John Mirsky, Hy Soloway’s first business partner at Soloway Wright, Abe Adleman, Mike Dwarkin – son of Abe Dwarkin (founder Dwarkin Furs), Roy Salpe – son-in-law of Abe Dwarkin, Sam Raport



Founders of the Rideauview Golf Club (left to right): L to R: Nancy Mirsky, Lawrence Soloway (Hy’s son, current member), John Mirsky, Isidore Stone, Jack Snow, Alex Betcherman, Morris Berlin, Hy Soloway, Harold Shenkman, Lawrence Slover, Morris Zagerman, A. L. (Lou) Achbar and Murray Rosman.

## Meet Your Neighbour

by Jen Gillespie – IPCA Memberships

### Vera & George Gara

I met Judy Bosloy in our kids' school library. She mentioned that her mother was a Holocaust survivor and handed me a copy of her book "Least Expected Heroes." I read it and was amazed with the memoirs of an 11-year-old Hungarian-Jewish girl and the terrifying journey that eventually ended-up with her husband and two daughters in Ottawa, Canada. In fact, Vera and George Gara live on Island Park Drive.

The only child of Moric and Irma Pick, Vera had a middle-class lifestyle. Her father started the famous Pick Salami business in Szeged, Hungary, and was a well-respected figure in the community. At the age of 11, the Nazi's took over her city, seizing all assets. Their home was turned into a boarding house that included three other families and their neighbourhood was condemned as a Jewish ghetto. Thereafter, they were rounded up onto cattle cars and were sent to a work camp in the small village of Loitzendorf, Austria, then to Bergen-Belsen concentration camp. Later enroute to Theresienstadt the allies derailed the train, ending their captivity.

George Gara grew up in a similar way in Budapest, Hungary. As a young boy in WW2, he remembers being taken from his home with his parents when crowds of people, including neighbours gathered in the streets shouting for the Nazis to "finish them off." Time and again, through pure luck and random acts of kindness, George and his family found freedom.

Vera's only possessions to accompany her during her ordeal



were her prayer book, watch and diary. They, along with all the prisoner's possessions were taken and placed in a basket beside an SS officer. At only 11 years old, Vera walked up to the basket, took her belongings, and said, "This belongs to me and I want it." The guard let her take them.

I don't think it's a coincidence that the diary survived along with Vera. Inside its pages are lists

written by Moric Pick of the names and birthdates of the people who shared their home in Szeged, the barn in Loitzendorf, and other locations. The next day, I was on the phone with the US Holocaust Memorial Museum who has since requested to see Vera's diary.

Vera and George's story is a tribute to random acts of kindness and heroic deeds of those she met along her journey.

Today, Vera volunteers at the Ottawa Heart Institute and spends countless hours at schools throughout the city to talk about the Holocaust.

Vera's book, *Least-Expected Heroes of the Holocaust*, 2011, ISBN: 978-0-9877789-0-1, \$15 can be obtained from the author at [vgara@rogers.com](mailto:vgara@rogers.com).

*If you have a recommendation for an IPCA member that we should consider writing about, please send an email to [jen.gillespieipd@gmail.com](mailto:jen.gillespieipd@gmail.com)*



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Heather, Daniel, Duff, Paul, Hans,  
David, Mike, Cat & Jenn





*History* | *&* ARCHITECTURE

385 Island Park Drive was built in 1953 by Sidney Lithwick (1921 – 2008), as his primary residence with his wife Ida (née Witchel, 1925 – 2013). The residence is loaded with the highest quality materials, including a front entrance centered brass doorknob, dramatic terrazzo entrance, living room and dining room with ribbed birch accent walls and Italian rough slate floors, Brazilian walnut panelling in den, pine ceiling with ornamental beams, build-in message centre, stainless steel lining for cutlery drawers, three pull-out auxiliary work surfaces (Jewish-style food preparation), quarry tile floor in breakfast room, radiant heating, and heated floors. The home even had a secret tunnel structure behind the family room for the children to play



*Sandy and Gayle Davidson holding photo of Ida and Sidney Lithwick*

Lithwick quickly became a fast-rising star when he joined the firm of A. J. Hazelgrove in 1946, shortly after Lithwick graduated from Mc Gill University. One of the preeminent architects in the city of Ottawa, his firm designed the Children’s Hospital of Eastern Ontario, the Ottawa Heart Institute at the Ottawa Civic Hospital, many of the schools for the Ottawa Board of Education, the Agudeth Israel and Beth Shalom Synagogues and the original Hillel Lodge. Some of his early and works that ushered in a wave of clean-lined, Contempo designs included the iconic People’s Credit Jewellers Shop that adorned the jazzy Sparks Street.



*People's Credit Jewellers 1950*

His wife Ida (nee Witchel, 1925 – 2013) was a top-mark student and talented dancer, and was recruited to Hollywood, CA for showbusiness when she met her beloved Sidney.

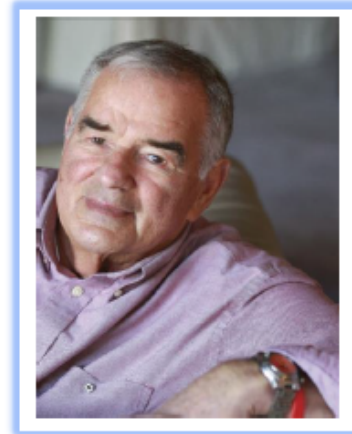
Both Sidney and Ida were lifetime members of the Kiwanis Club of Ottawa, and the Kiwanean Club respectively, donating much of their time and resources to the Ottawa community.

The home’s current owners, Gayle and Sandy Davidson were generous to share a document that they’d found in the home that was left behind by Lithwick – one of the pages from the architectural drawings for the Ottawa Civic Hospital’s “Cancer Project” facility 1976.

Meet Your Neighbour – Dr. Dave Smith

by Jen Gillespie

You may have heard of the name Dave Smith, owner of arguably the most famous lunch hotspot by the Hill, Nate's Deli, or his equally famous Place Next Door Restaurant. You may have heard Dave's name in the news for his charitable missions that have raised over \$150 million for local, national and international causes, including \$2.2M for Save Our Native Grandchildren long before Native issues were mainstream media. He sits on numerous boards and serves as an advisor to many organizations. He was appointed Member of the Order of Canada and the Order of Ontario, awarded the Queen's Diamond Jubilee Medal, named an honorary Colonel of the Canadian Forces, received an honorary doctorate degree from Ottawa University, honorary law degree from Carleton University, keys to the city of Ottawa, a street named after him, and the list goes on. Dave also owns the tremendously popular Creative Kosher Catering, renowned for servicing public and private events for celebrities, royalty, and dignitaries. When asked where he got his passion for the food biz, Dave explained that he'd always wanted to be an architect, but instead, became a passionate architect of food.



But there's more to Dave's story. He lives on Island Park Drive, and was gracious to open his home for this interview. He shared many incredible stories from being a guest at Frank Sinatra's New Year's Eve party, to meeting Princess Diana and Pope John Paul II. There's too many stories to fit into this article. What I wanted to know was more about the man and what inspired him.

When asked which charity is dearest to his heart, Dave said the Dave Smith Youth Treatment Centre for addiction, which has helped over 15,000 youth in its 23 years of existence. I asked how this cause came to be important to him. "I got a call one night from a friend who asked me, 'Dave, what would you do if you thought your son was doing drugs?' At the time, no youth treatment centre existed in Ontario – only adult addiction centres. I bought a building, raised some money, and that's how it all started. Years later, I received a call at my restaurant from a woman who said, 'Bless you for what you do. A man will arrive at your restaurant within the hour.' When the man arrived, he handed me an envelope. In it was a cheque for \$500,000 for the Youth Treatment Centre!" I asked Dave where his inspiration came from. He explained that his parents always welcomed the homeless into their home and shared what they had. "My father was a shoe cobbler, and there were twelve kids in our family. We didn't have much," explained Dave, "but we always had a pot of hot soup on the stove and a loaf of bread on the counter. Homeless people would come into our kitchen, take a bowl of soup and a slice of bread, sit down, eat, clean-up after themselves, say thank you, then leave. No one ever abused the offering." Dave recalled a story where his mother came home in the winter with no coat. "It was freezing cold outside, but my mother was glowing when she came through the door. When we asked her where her coat was, she said that she'd met someone who needed it more than she did, so she gave it to them."

It became clear that helping others was engrained in Dave's mind from a young age. Yes, indeed, bless you Dave Smith for the work that you do.

---

*For the full interview with Dave and full copy of Dave's biography, please visit the Island Park Community Association website. For more information on Dave's initiatives, please visit [www.davesmithcares.ca](http://www.davesmithcares.ca).*

## Meet Your Neighbour: Elizabeth and Al Clark

- by Jen Gillespie

Elizabeth (Hayden) Clark (*right with figure-skating partner Eric Loucks*) moved into a newly constructed home on Island Park Drive with her family in 1947. Except for a period following her marriage, she has lived in that same house where she and husband Albert raised three children. With Eric Loucks, she competed in the Canadian National Figure Skating Championships. Following her competitive career Elizabeth became a Figure Skating judge.

Over the years, Elizabeth judged many qualifying competitions leading to the Canadian Championships and the Canadian Championships themselves. Elizabeth went on to judge at many international events, including the International Skating Union competitions of Junior Worlds, World Team Trophy, World Figure Skating Championships, the 1994 Olympic Games in Lillehammer and the Special Olympics. These events took her all around the world, often with three to four international assignments a year. Following these major events, you could find her almost every weekend encouraging and judging young skaters at a local rink. For 30 years,



*Elizabeth (Hayden) Clark (right with figure-skating partner Eric Loucks) is an accomplished Canadian National Figure Skating competitor, and went on to become a figure skating judge at multiple World Championships and the Lillehammer Olympics with many wonderful stories of triumph and heartbreak.*



*Al Clark inside Beyond The Pale Brewing Company*

Elizabeth was the technical representative and quiet driving force behind Minto Summer Skate which brought hundreds of skaters, including top Canadian competitors, to Ottawa for the August long weekend. Elizabeth's contacts in the judging community meant the best judges came to participate in the event. She received many awards from the skating community for her contributions and in 2012 received the Ottawa Sports Awards Lifetime Achievement Award for Officiating. You can find her name on the trophy at City Hall.

Al Clark (*left*), started his career as a geologist at the age of 21, working throughout BC. Later in life, he, his son Shane (a former Island Park Drive resident), and Rob McIsaac founded Beyond the Pale Brewery at City Centre in Lebreton Flats, one of the largest breweries in the region. His professional integrity earned BTP a distribution contract with the LCBO. Al's generosity and support of local charities is legendary. He wants no more than a paragraph written about him. 'Nuff said.