APPENDIX M

Cultural Heritage Evaluation Report – Dundas Street West Bridge
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5. Reviewed for conformance to scope and other statutory and regulatory requirements.
6. Determined suitable for submittal by the Project Manager.
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# Final Cultural Heritage Evaluation Report: Dundas Street West Bridge

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Prepared By: ASI  
09-08-2017
REPORT DISCLAIMER

NOTWITHSTANDING the results and recommendations presented in this study, Archaeological Services Inc. notes that no cultural heritage assessment, no matter how thorough or carefully completed, can necessarily identify every property and/or structure that has not been previously identified as a known or potential cultural heritage resource. Cultural heritage assessments for transportation related projects are limited to the public right-of-way, and as such, potential cultural heritage resources on private property may be screened from view by vegetation and/or other barriers. In the event that a potential cultural heritage resource is found during subsequent construction activities, the consultant cultural heritage specialist and approval authority should be immediately notified.
Executive Summary

ASI was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) for the Dundas Street West Bridge (Mile 3.37) along the Barrie rail corridor, as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP). Metrolinx is undertaking a Transit Project Assessment study under Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings for electrification of the GO Rail Network. The purpose of the Project is to convert the GO Rail Network from diesel to electric power. The Dundas Street West Bridge was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for this project.

The Dundas Street West Bridge is located at Mile 3.37 of the GO Transit Barrie rail corridor, and is owned by the City of Toronto. The overhead bridge carries four lanes of east-west vehicular traffic over the rail corridor.

Part 1 of this CHER provides a description of the potential cultural heritage resource, including a summary of historical and current context (Section 1), a description of methodology and sources (Section 2), existing heritage recognition of the resource (Section 3), a description of adjacent lands (Section 4), summary of previous archaeological assessment (Section 5), community input (Section 6), and discussion of cultural heritage value (Sections 7). Data sheets are provided in Section 8 and all figures, including mapping and photographs, are provided in Section 9. Part 2 of this CHER contains the Recommendations Report which presents the evaluation tables outlining criteria set out in Ontario Regulations 9/06 and 10/06 and recommended outcome of the evaluation.

The CHER was conducted by Heidy Schopf, Cultural Heritage Specialist, and Johanna Kelly, Cultural Heritage Assistant, both of ASI.
1 Introduction
ASI was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) for the Dundas Street West Bridge (Mile 3.37) along the Barrie rail corridor, as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP). Metrolinx is undertaking a Transit Project Assessment study under Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings for electrification of the GO Rail Network. The purpose of the Project is to convert the GO Rail Network from diesel to electric power. The Dundas Street West Bridge was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for this project.

1.1 Description of Property
The Dundas Street West Bridge is located at Mile 3.37 of the Barrie rail corridor, in the City of Toronto (Figure 1-2 and Figure 1-2). The bridge is a single-span, concrete beam structure with a concrete deck that carries four lanes of vehicular traffic in an east and west direction with sidewalks on both sides. The bridge is located within City of Toronto owned parcel PIN 21331-0170. The bridge is currently owned and maintained by the City of Toronto.

1.2 Historical Summary
The Dundas Street West Bridge is located in part of Lot 35, Concession I (from the bay) in the former Township of York, York County. The bridge is located within the historic community of Brockton, which was located south of Bloor Street West between Dufferin Street and Roncesvalles Avenue.

The Dundas Street West Bridge was built in 1938 to designs and specifications of the City of Toronto’s Department of Works Railway and Bridge Section. In 1984, the superstructure of the bridge was replaced as per the recommendations of city engineers. The 2007 rehabilitation of the bridge was designed by McCormick Rankin Corporation under engineers R.S. Stofko and D.G. Dixon.

1.3 Current Context
The Dundas Street West Bridge is located on a major east-west road in the City of Toronto. The general area around the Dundas Street West Bridge is residential, commercial, industrial, and institutional. The residential areas primarily consist of single family homes with some multi-dwelling buildings. The commercial areas feature a combination of more recently constructed commercial properties and older, established businesses. The institutional area includes the École Secondaire Catholique Saint-Frère-André, a Catholic secondary school.
Figure 1-1: Location of the Dundas Street West Bridge study area in the City of Toronto, Ontario (Open Street Map)

Figure 1-2: South elevation of the Dundas Street West Bridge
The Dundas Street West Bridge is located approximately 0.5 km north of the divergence of the Kitchener and Barrie rail corridors. The Dundas Street West Bridge is also located approximately 100 m east of another bridge, which carries Dundas Street over the Kitchener rail corridor.

The properties adjacent to the bridge include: a two-storey industrial building and associated parking lot to the northwest, a school complex immediately adjacent to the bridge to the northeast, commercial properties to the southwest and southeast. It should be noted that the commercial property located to the southeast is 222 Lansdowne Avenue, which is a designated heritage property under Part IV of the Ontario Heritage Act.

2 Methodology and Sources

2.1 Legislation and Policy Context

This cultural heritage screening considers cultural heritage resources in the context of improvements to specified areas, pursuant to Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (Transit Projects Regulation) and the Ontario Environmental Assessment Act (EAA 1990). Pursuant to the Environmental Assessment Act, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006). Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways such as loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The TPAP is defined in sections 6-17 in Ontario Regulation 213/08: Transit Projects and Metrolinx Undertakings, and provides a series of relevant provisions and definitions. The TPAP Guide (January 2014) includes provisions to consider when the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows (2014: 2):

...a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest...

The TPAP Guide further notes that identification and assessment of potentially impacted built heritage resources, cultural heritage landscapes, and protected heritage properties are relevant in determining if
a matter is of ‘provincial importance’ (2014: 10). It should be noted that the TPAP Guide acknowledges that a built heritage resource, cultural heritage landscape, or protected heritage property does not necessarily need to meet criteria set out under Regulation 10/06 of the Ontario Heritage Act to be considered of ‘provincial importance’.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- **Environmental Assessment Act (R.S.O. 1990, Chapter E.18)**
  - Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MCC – MOE 1992)
- **Ontario Heritage Act (R.S.O. 1990, Chapter O.18)** and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
  - Standards and Guidelines for the Conservation of Provincial Heritage Properties (MTC 2010)
  - Ontario Heritage Tool Kit (MCL 2006)
- **Planning Act (R.S.O. 1990, Chapter P.13)** and the 2014 Provincial Policy Statement

This assessment was also guided by the Cultural Heritage Management Process (Metrolinx 2013a), the Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (Metrolinx 2014).

### 2.2 Approach to Cultural Heritage Evaluation Report


- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;

- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

A site visit was conducted on 15 June, 2016 by Heidy Schopf, Cultural Heritage Specialist, ASI. The site visit included photographic documentation of the subject resources and adjacent lands. The assessment was conducted from publicly-accessible areas.

Using background information and data collected during the site visit, the cultural heritage resource is evaluated using criteria contained within Regulation 9/06 and 10/06 of the *Ontario Heritage Act*. The two criteria sets share a requirement to fully understand the history, design and associations of all cultural heritage resources of the property. The following differences between the two sets of criteria should be noted (Metrolinx 2014: 12):

- Regulation 9/06 requires a consideration of the community context
- Regulation 10/06 requires a consideration of the provincial context

### 2.2.1 List of Key Sources and Research Limitations

Background historical research, which includes the consultation of primary and secondary source documents, photos, and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in a study area. In addition, on-site archival research was undertaken at the following libraries and archives to build upon information gleaned from other primary and secondary materials:

- City of Toronto Archives; and
- Archives of Ontario

Where available, comprehensive bridge inventories were consulted for comparative analysis purposes to determine the potential design value of the subject bridge. The Metrolinx Master Bridge List (August 31, 2015) recording information such as bridge name, location, construction date, material, bridge type, number of spans and overall bridge length, was provided by Metrolinx and utilized for comparative purposes. Additional sources were considered for comparative analysis where relevant.

Available federal, provincial and municipal heritage inventories and databases were also consulted to obtain information about the property. These included:
• The City of Toronto’s Inventory of Heritage Properties and list of Heritage Conservation Districts;
• The Ontario Heritage Trust’s Provincial Plaque Program database;
• Park’s Canada’s Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses; and
• Park’s Canada’s Historic Places website: a searchable on-line register that provides information on historic places recognized for their heritage value at the local, provincial, territorial and national levels.

Previous consultant reports associated with potential above-ground cultural heritage resources and archaeological resources within and/or adjacent to the GO Rail Network Electrification TPAP included the following:

• Cultural Heritage Screening Report: GO Rail Network Electrification TPAP (ASI 2016)

A full list of references consulted can be found in Section 11 of this document.

Research Limitations
No research limitations were identified.

2.3 Consultation
Consultation with the City of Toronto was carried out as part of the Cultural Heritage Screening Report (ASI 2016).

Sherry Pederson and Mary MacDonald at the City of Toronto Heritage Preservation Services were contacted by email on November 3, 13, and 27, December 8, 2015, and February 18, 2016 to inquire about the heritage status of the Dundas Street West Bridge. No response had been received at the time of writing.

3 Heritage Recognitions

3.1 Municipal
The Dundas Street West Bridge is not listed as a heritage property or designated under Part IV or V of the Ontario Heritage Act by the City of Toronto.

3.2 Provincial
The Dundas Street West Bridge does not retain heritage recognition at the provincial level for the following reasons:
• The subject resource, which is owned by the City of Toronto, is not a Provincial Heritage Property; and
• The property has not been commemorated by the Ontario Heritage Trust.

3.3 Federal

The Dundas Street West Bridge does not retain heritage recognition at the federal level for the following reasons:

• The property does not contain a Federal Heritage Building; and
• The property does not contain a National Historic Site.

4 Adjacent Lands

As identified in the CHSR, the Dundas Street West Bridge is adjacent to a protected heritage property. The National Cash Register Company at 222 Lansdowne Avenue is designated under Part IV of the Ontario Heritage Act (By-law 436-2003).

5 Summary of Archaeological Assessments

The Stage 1 Archaeological Assessment for the GO Rail Network Electrification TPAP is currently underway (ASI, in progress). Once completed, this report will provide information about archaeological potential in the study area.

6 Community Input

A number of stakeholder groups were contacted and asked to complete a questionnaire to collect any information relating to the Dundas Street West Bridge. See Appendix A for questionnaire responses received and Table 6-1 for a list of organizations contacted and a description of information received. At the time of writing, a response was received from the Sunnyside Historical Association about the Dundas Street West Bridge. No concerns regarding the heritage value or local community interest were identified.

A review of various online sources did not reveal any interest from the community in the potential heritage value of the Dundas Street West Bridge.

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7 Discussion of Cultural Heritage Value

7.1 Discussion of Historical or Associative Value

7.1.1 Settlement History

*York Township and the Community of Brockton*

The history of York Township as a territorial division began in 1791 when Augustus Jones surveyed the township. The first land patents were granted in 1796 and by 1813 all of the township lands had been parcelled. By 1802, the township, bounded by the Humber River and Etobicoke Township to the west and sharing a border with Scarborough Township to the east, had a grist mill, two saw mills and two taverns. In 1801, the combined population of York, Etobicoke and Scarborough Townships and the Town of York numbered only 678 but by 1840 the population of York Township numbered more than 5,000 and an economic boom during the 1850s helped to triple the population. This growth is demonstrated in the 1860 Tremaine Map (Figure 9-1) which depicts the area surrounding the location of the Dundas Street West Bridge as within the community of Brockton. The McDonell Estate borders the study area to the east while municipal lots fronting Dundas Street West form the western boundary. Dundas Street West and the rail line are depicted in their extant locations.

Continued growth required the growing urban area to stretch its northern limits from Queen Street to Bloor Street. Outside of the core of the city, especially north along Yonge Street, Yorkville (above Bloor) was a prosperous village and some Torontonians settled between Bloor and Eglinton as new street railway services improved suburban to urban access. This trend of continual growth is demonstrated in the 1878 Illustrated Historical Atlas Map (Figure 9-2), which clearly depicts the growth experienced by the Town of York represented by further division of lots and roadway improvements. The study area vicinity is shown to have undergone considerable residential development, most notably with the further subdivision of the former McDonell Estate to the east of the study area, south of Dundas Street West.

The Village of Brockton, formerly known as “Lippincott”, was centered around Dundas Street West and Lansdowne Avenue (Brown 1997). The village became known as Brockton after James Brock, first cousin...
to Sir Isaac Brock, was granted 100 acres of land north of Lot (present day Queen) Street in Park Lot 30 and 240 acres south of Lot Street between Dufferin Street and Jameson Avenue (Brock et al. 2009). A post office was established here on June 1, 1855, with John Henderson appointed as the first postmaster. In 1873, Brockton contained a rope factory and several stores (Crossby 1873:48.). The population was estimated to number approximately 250. While the area became known as Brockton by 1850 it wasn’t incorporated as a village until 1881 (Brock et al. 2009). Only three years later Brockton was amalgamated with the City of Toronto. The 1884 Fire Insurance Plan (Figure 9-3) shows few buildings on the adjacent lots except for the property to the southwest of the Dundas Street Bridge (present day 222 Lansdowne Avenue), which illustrates a Roman Catholic Church and associated school as well as several outbuildings.

A large number of suburban residences were constructed along the Davenport Ridge, an early Aboriginal trail. Villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s. The annexation of East Toronto occurred in 1908.

The evolution of the city continued at an even greater pace through the late nineteenth and early twentieth centuries, with the consolidation of rail systems and the growth of numerous industrial and commercial operations within the city limits and along the rail corridors. With the coming of these railways to Toronto in the 1850s, parts of the city were radically altered, as trackways, terminals, freight stations, utilities and new wharves were erected. Industrial districts followed the railway lines, such as the area known as the West Toronto Junction, which developed clusters of factories and residences around the intersection of several tracks. As resident families settled near the crossroads and created other institutions and amenities of village life, population growth, diversified industries and a consolidation of a strong agricultural base allowed villages to flourish beyond their initially transient economies. In this way, the history of Toronto’s expansion after this time, and the development of key junction communities are inextricably linked to the city’s railway and industrial history. Between 1850 and 1870, Toronto formed the centre of operations for Canada’s earliest railways, whose tracks skirted the southern edge of the city, following the shoreline (ASI 1996).

Urban planning became more coordinated in the twentieth century, and a move toward more spatial control was made in 1904 with legislation that controlled non-residential land use in the city. This was soon applied to residential areas, as municipal officials attempted to alleviate certain kinds of congestion and undesirable overlap. The development of internal urban transport also promoted a wider spread community and the establishment of discrete business and residential districts. The 1909 topographic map (Figure 9-4) shows further development of these road networks. A wood structure now stands to the southwest of the Dundas Street Bridge and a school occupies the former Roman Catholic Church property at the current 222 Lansdowne Avenue location. Trees are depicted to the northeast of the bridge, suggesting that this area remains mostly undeveloped.
Throughout the rest of the city, economic prosperity and urban opportunity drew people to various parts of the city to live and work. Industrial districts followed the railway lines, and new immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912, and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fuelled the construction of new office towers. Increased automobile use necessitated improvements to local roads and crossings. The 1924 Fire Insurance Plan (Figure 9-5) shows increased development of the lands to the northwest of the Dundas Street Bridge, between the single rail track of the Canadian National Railway and the rail tracks to the west. A frame structure is again shown on the property to the southwest. Multiple wood structures are shown on the property to the southeast, at 222 Lansdowne Avenue. The land to the northeast remains undeveloped.

Few new buildings were constructed during the 1930s depression, and unemployment remained high until the war economy lifted companies up and out of their downturns. Before the war ended, a post-war reconstruction plan was put together for the city, and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city’s density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded. The 1931 topographic map (Figure 9-6) reflects this as there are very few new structures shown in the vicinity of the Dundas Street West Bridge.

The 1954 aerial photograph (Figure 9-7) shows that significant development had taken place by the mid-1900s. The northeast property is no longer undeveloped, showing several structures, it is unknown whether these structures are linked to the school that currently occupies the property. The National Cash Register Building, built in 1936, can be seen at 222 Lansdowne Avenue, immediately adjacent to the southeast of the Dundas Street West Bridge. Further development has also taken place to the west of the bridge with development to the north extending right to Dundas Street West.

The 1985 NTS map and the 1992 aerial photograph (Figure 9-8 and Figure 9-9) show similar patterns to the development that took place in the mid-twentieth century. Developed land surrounds the Dundas Street West Bridge. The property to the northeast shows a school and associated recreational facilities. The remaining adjacent properties remain relatively unchanged.

### 7.1.2 Significant Themes, Events and/or People

**Railway Transportation and the Barrie Corridor: Nineteenth Century**

The Ontario Simcoe and Huron Railroad Union Company was established in 1849 as the Toronto, Simcoe & Lake Huron Union Railroad Company. Construction on the tracks between Toronto and Aurora (formerly Matchell’s Corners) began in 1851. The following year the company was renamed the Ontario, Simcoe & Huron Railroad Union Company. The line from Toronto to Aurora opened in the May of 1853.
This original railway was expanded with service to Bradford beginning June 13, 1853, and further expanded to Barrie by October of 1853. This expansion to Barrie formed the path for the present Barrie rail corridor. The original 48 kilometre track was extended to Collingwood in 1856, to serve the port towns on Georgian Bay (Andreae 1997).

In 1858 the Ontario, Simcoe and Huron Railroad Union Company changed names a second time, becoming the Northern Railway Company (NR). In June of 1879 the NR merged with the Hamilton and Northwestern Railway, becoming the Northern and Northwestern Railway (NNR). The Grand Trunk Railway Company of Canada (GTR), incorporated in 1855, formally absorbed the NNR in January of 1888, along with 48 other companies, in an attempt to strengthen their position as a leader in the lucrative Ontario railway business.

*Railway Transportation and the Barrie Corridor: Twentieth Century*

In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with the Canadian National Railway (CNR) (Andreae 1997). The CNR began a commuter service in 1972 which was taken over by VIA Rail in 1978 and then again by GO Transit in 1982, who shortened the line to end at Bradford. New stations were added at Rutherford (2001), York University (2002), and East Gwillimbury (2004) as commuter traffic increased. Service was once more extended to Barrie in 2007 when the Barrie South station opened. Allandale Waterfront station was added in 2012. Metrolinx now owns the entire line from Toronto to Barrie.

The Barrie rail corridor extends from downtown Toronto to the north towards Maple, continuing north through King City, Aurora, Newmarket, Bradford, and finally Barrie. This railway is associated with the first steam locomotive to operate in Ontario. The NR’s locomotive called Toronto, left the NR station at the southeast corner of Bay and Front Streets towards Aurora on May 16th, 1853 (Paterson & George 1988:14).

*City of Toronto Public Works*

The Dundas Street Bridge was built by the City of Toronto Public Works. The bridge was designed in 1937 by R. W. Willis, and approved by J. S. Burgoyne (Engineer Railways and Bridges), M. A. Stewart (Principal Assistant Engineer), G. G. Powell (Deputy City Engineer), and R. C. Harris (Commissioner of Works). The Department of Public works was responsible for constructing many road bridges during the early twentieth century, most notably the Prince Edward Viaduct, commonly called the Bloor Viaduct. R. C. Harris, the city’s lead commissioner for over 30 years, is known for his long term perspective in his approach to public works projects.
7.2 Discussion of Design and Physical Value

7.2.1 Physical Characteristics

The Dundas Street Bridge is located along the Barrie rail corridor at Dundas Street West. The Dundas Street West Bridge was constructed in 1938 and later underwent significant alterations in 1984 and 2007.

The replacement of the Dundas Street Bridge was authorized in 1937 under By-law No. 14707. The original Dundas Street West Bridge, also known as the Brockton Bridge, was a Warren Pony Truss bridge that carried Dundas Street over the CNR main track and service track (Figure 9-10). The date of construction for this bridge is unknown and the original construction drawings are unavailable. The entire original bridge was replaced in 1938 with the exception of portions of the stone abutments, which were modified by adding reinforced concrete bearing seats and ballast walls (Figure 9-11). The stone abutments from the original bridge remain in place today although they have been modified and repaired in subsequent alterations (discussed below).

The 1938 Dundas Street Bridge featured two simple concrete spans of 13.3 m, which were supported on a centre concrete pier consisting of six columns and a pier cap (Figure 9-12 and Figure 9-13). The deck consisted of eight precast beam and slab units at each span with an expansion joint over the pier and longitudinal joints between the slabs, sealed with asphalt mastic. The handrails were made of structural carbon steel, featured decorative patterning, and were painted black. The original bridge deck was 20 m wide and included four lanes of traffic, with streetcar tracks in the centre lanes and two 2.4 m wide sidewalks. The bridge carried Dundas Street traffic over the CN main track and service track. The service track is shown on 1909, 1924, and 1931 mapping but is no longer in place (see Figure 9-6 to Figure 9-8). Original drawings for the bridge show the site plan, abutment details, centre pier details, cross sections, and handrail and pediment details (Figure 9-18 to Figure 9-23).

The Dundas Street West Bridge underwent significant alteration in 1984 in order to upgrade the superstructure of the bridge to meet loading requirements at the time (Lavalin 1983). An inspection of the bridge was carried out in 1983, which noted that the substructure and superstructure of the bridge had deteriorated but that the abutments were in good condition (Figure 9-15 to Figure 9-17). The 1983 inspection report recommended the replacement of the superstructure of the bridge (Lavalin 1983).

The Dundas Street West Bridge underwent significant alteration again in 2007. This round of alterations included the removal of the central concrete pier and the construction of new parapet wall posts and railing, new concrete in bearing seat ballast wall and new bearings (Figure 9-24). The original stone abutments were retained.

Currently, the Dundas Street Bridge features a bridge deck with four lanes of traffic with streetcar tracks in the two centre lanes, two bike lanes (westbound on the north side of the bridge, eastbound on the...
south), and concrete sidewalks (Figure 9-25). The parapets are cast-in-place concrete and the handrails are aluminum (Figure 9-26). The retaining walls on the north side of the bridge feature the original (1938) steel handrails, which are painted green (Figure 9-27). The original stone abutments are still in place but the bridge deck has been updated to a concrete beam deck (Figure 9-28 and Figure 9-29).

7.2.2 Comparative Analysis
The Dundas Street West Bridge is a single span, vehicular, concrete beam bridge with a deck length of 39 ft (11.9 m). No information is available on the width of the bridge.

According to the Metrolinx Master Bridge List, the subject bridge was built in 1937 and is the third oldest vehicular concrete beam bridge, with the oldest being the Dundas Street BM Span Overhead built in 1911. Dundas Street West Bridge is the 13th oldest concrete beam bridge, with the oldest being the Rough River Pedestrian Crossing built in 1902.

The subject bridge is the 12th longest vehicular concrete beam bridge, with the longest being the Highway 407 Span Overhead (eastbound and westbound) at 115 ft (35 m). The Dundas Street Bridge is the 24th longest concrete beam bridge, with the longest being the Sunnyside Pedestrian overhead being the longest at 135.6 ft (41.3 m).

7.3 Discussion of Contextual Value

7.3.1 Description of Setting and Character of the Property and Surroundings
The Dundas Street West Bridge is located between St. Helens Avenue and Sterling Road in the City of Toronto. The bridge carries vehicular, bicycle, and pedestrian traffic over a single track of the Barrie rail corridor, which runs is a general north/south direction (Figure 9-30 and Figure 9-31). The west side of the bridge is bordered by an industrial complex building on the north and by a car dealership on the south (Figure 9-32 and Figure 9-33). The east side of the bridge is bordered by a high school on the north and by a pharmacy and grocery store on the south (Figure 9-34). The pharmacy, located at 222 Landsdowne Avenue, is a designated property under Part IV of the Ontario Heritage Act (By-law 423-2003) (Figure 9-35 and Figure 9-36). The Dundas Street West Bridge is located approximately 0.5 km north of the divergence of the Kitchener and Barrie rail corridors. The Dundas Street West Bridge is also located approximately 100 m east of another bridge, which carries Dundas Street over the Kitchener rail corridor.

With the exception of the deck, handrails, and parapets visible along Dundas Street, the Dundas Street West Bridge cannot be viewed from the public right-of-way. Views of the bridge profile and substructure are only available from the southwest corner of the high school property and northwest corner of the grocery store/pharmacy parking lot. Further, the rail line and bridge are largely screened by the vegetation that lines the rail corridor. The original (1938) abutments are not visible from the public right-of-way. The stone abutments and concrete retaining walls feature graffiti (Figure 9-37).
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<td>Municipality:</td>
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<td>Metrolinx/GO Transit Rail Corridor:</td>
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<tr>
<td>PIN:</td>
<td>21331-0170</td>
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<tr>
<td>Ownership:</td>
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<tr>
<td>Date of Construction:</td>
<td>Stone abutments from original bridge (pre-1938)</td>
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<td></td>
<td>Current bridge constructed in 1938</td>
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<tr>
<td>Date of Significant Alterations:</td>
<td>1984 and 2007 (municipal plaque)</td>
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<td>Architect/Designer/Builder:</td>
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<td>Previous Owner(s)/Occupant(s):</td>
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<td>Current Function:</td>
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<td>Heritage Recognition/Protection:</td>
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<td>Local Heritage Interest:</td>
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<td>Adjacent Lands:</td>
<td>Adjacent to 222 Lansdowne Street, Part IV Designation (By-Law 436-2003)</td>
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Prepared By: ASI 09-08-2017
9 Figures

9.1 Historic Map Review

Figure 9-1: View of the study area on 1860 historic mapping (Tremaine 1860)

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9.3 Site Plan and Profiles

Figure 9-18: Dundas Street West Bridge–1937 Bridge Site Plan and Profiles
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Figure 9-37: Photo of graffiti on the abutments of the Dundas Street West Bridge.
10  Chronology

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<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>1849</td>
<td>The Ontario Simcoe and Huron Railroad Union Company is established, as the Toronto, Simcoe &amp; Lake Huron Union Railroad Company</td>
<td>Andreae 1997</td>
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<tr>
<td>1853</td>
<td>Rail corridor completes extension to Barrie, forming the path for present day Barrie Rail Corridor</td>
<td>Andreae 1997</td>
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<tr>
<td>Pre-1937</td>
<td>Earlier Warren Pony Truss Bridge with stone abutments.</td>
<td>City of Toronto Archives (1937)</td>
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<tr>
<td>1937</td>
<td>By-Law 14707 passed to authorize the replacement of the bridge. Stone abutments from previous bridge retained.</td>
<td>Archives of TO reference</td>
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<td>1972</td>
<td>CNR commuter service begins</td>
<td>Garcia and Bow 2014</td>
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<td>1982</td>
<td>GO Transit takes over commuter service</td>
<td>Garcia and Bow 2014</td>
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<tr>
<td>1984</td>
<td>Bridge rehabilitation</td>
<td>Municipal Plaque on Dundas Street West Bridge</td>
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<tr>
<td>2007</td>
<td>Bridge rehabilitation</td>
<td>Municipal Plaque on Dundas Street West Bridge</td>
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11  Bibliography


City of Toronto Archives

1937  *Dundas Street (Brockton) bridge looking north on Main line C.N.R.* Fonds 1231, Item 1950.


Prepared By: ASI 09-08-2017
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Department of Militia and Defence
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1931       Toronto Sheet No. 34

Garcia, D. and J. Bow
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2010       Standards and Guidelines for the Conservation of Provincial Heritage Properties.
2010       Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage
Resources and Cultural Heritage Landscapes

Ministry of Environment, Ontario
2006       Environmental Assessment Act
12 Project Personnel

**Corporate Responsibility:** Lisa Merritt, MSc (P094)
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*Environmental Assessment Projects (East)*
*Environmental Assessment Division*

**Senior Project Manager:** Lindsay Graves, MA, CAHP
*Cultural Heritage Specialist*
*Assistant Manager, Cultural Heritage Division*

**Cultural Heritage Specialist:** Heidy Schopf, MES, CAHP
*Cultural Heritage Specialist*

**Project Coordinator:** Sarah Jagelewski, Hon. BA
*Staff Archaeologist*
*Assistant Manager, Environmental Assessment Division*

**Project Administration:** Carol Bella, Hon. BA
*Research Archaeologist*
*Administrative Assistant*
Report Preparation: Johanna Kelly  
*Biological Anthropologist and Cultural Heritage Assistant*

Heidy Schopf

Graphics: Blake Williams, MLitt  
*Geomatics Specialist*

Report Reviewer: Lindsay Graves
APPENDIX A: Cultural Heritage Evaluation Report Sample Questionnaire

Response by:

Name of Organization:

Date:

1. Have you collected any historical information on the property? If yes, please provide a short description of this collection:

2. Is there any local interest in the history of the property relating to:
   a. Historical or Associative Value
   b. Design or Physical Value
   c. Contextual Value
   d. Other

   Please provide additional information regarding your selections above:

3. Do you know whether the lands where the property is located may be valued by the community, including First Nations? If yes, please provide a brief description:

4. Are there any other additional comments that you think are relevant?