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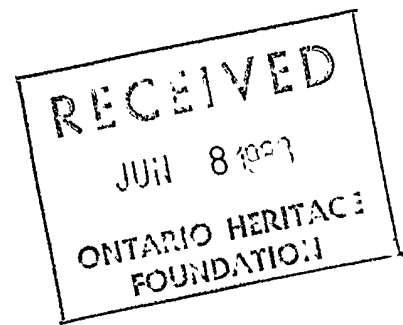


Un organisme du gouvernement de l'Ontario

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IN THE MATTER OF THE ONTARIO HERITAGE ACT  
R.S.O. 1980, CHAPTER 337 AND THE PRINCE EDWARD  
VIADUCT, CITY OF TORONTO, PROVINCE OF ONTARIO

NOTICE OF PASSING OF BY-LAW

To: Municipality of Metropolitan Toronto	Municipality of Metropolitan
c/o Mr. Sam Cass, Commissioner	Toronto
Roads and Traffic Department	c/o Mr. Daniel Crombie
30th Floor	Metropolitan Clerk's Department
401 Bay Street	2nd Floor, West Podium
Toronto, Ontario	100 Queen Street West
M5H 2Y4	Toronto, Ontario M5H 2N2

✓Ontario Heritage Foundation

Take notice that the Council of the Corporation of the City of Toronto has passed By-law No. 378-88 to designate the above-mentioned property.

Dated at Toronto this 7th day of June, 1988.

Barbara Caplan  
Deputy City Clerk

No. 378-88. A BY-LAW

*To designate the Prince Edward Viaduct (Rosedale Valley and Don Valley Bridges) of architectural and historical value or interest.*

(Passed May 2, 1988.)

Whereas by Clause 11 of Neighbourhoods Committee Report No. 22 adopted by Council on November 16, 1987, authority was granted to designate the Prince Edward Viaduct (Rosedale Valley and Don Valley Bridges) of architectural and historical value or interest; and

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

Whereas the Council of The Corporation of the City of Toronto has caused to be served upon the owners of the lands and premises at Prince Edward Viaduct (Rosedale Valley and Don Valley Bridges), and upon the Ontario Heritage Foundation notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having a general circulation in the municipality once for each of three consecutive weeks; and

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

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

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

1. There is designated as being of architectural and historical value or interest the real property more particularly described in Schedule "A" hereto, the Prince Edward Viaduct (Rosedale Valley and Don Valley Bridges).
2. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper land registry office.
3. The City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Toronto.

ARTHUR C. EGGLETON,  
*Mayor.*

BARBARA G. CAPLAN  
*Deputy City Clerk.*

Council Chamber,  
Toronto, May 2, 1988.  
(L.S.)

## SCHEDULE "A"

In the City of Toronto, in the Municipality of Metropolitan Toronto and Province of Ontario, being composed of:

**FIRSTLY: (Registry Office)**

That part of the public highway known as the Prince Edward Viaduct being the Bridge and Bridge abutments over Rosedale Valley Road and being part of the lands expropriated and taken for the extension of Bloor Street to Danforth Avenue by City of Toronto By-laws 6466 and 6865 registered in the Land Registry Office for the Registry Division of Toronto (No. 63) as Instruments 40226T and 42517T, respectively, the said highway being part of Park Lot 2 in the said City of Toronto; parts of Lots A, B, D, 1, 2 and 3 according to plan 148E and parts of Lots 4 and 5 according to plan 686 both the said plans being registered in the said Land Registry Office, parts of the said Bridge and Bridge abutments being designated as PARTS 3, 4, 5, 6, 7 and 8 on a plan of survey deposited in the said Land Registry Office as 63R-3026.

**SECONDLY: (Land Titles Office)**

That part of the public highway known as the Prince Edward Viaduct being the Bridge over Rosedale Valley Road and being part of the lands expropriated and taken for the extension of Bloor Street to Danforth Avenue by City of Toronto By-laws 6466 and 6865 registered in the Land Registry Office for the Registry Division of Toronto (No. 63) as Instruments 40226T and 42517T, respectively, the said highway being part of Park Lot 2 in Concession 1 From the Bay in the original Township of York, the said Bridge lying south of the southerly limits of PARTS 1 and 2 on a plan of survey deposited in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (No. 66), as 66R-13900 and north of the northerly limit of PART 3 on the said Plan 66R-13900.

Being part of Parcel 344 in the Register for Section N Toronto.

**THIRDLY: (Land Titles Office)**

That part of the public highway known as the Prince Edward Viaduct being the Bridge abutments over Rosedale Valley Road and being part of the lands expropriated and taken for the extension of Bloor Street to Danforth Avenue by City of Toronto By-law 6466, 6865 and 7156 registered in the Land Registry Office for the Registry Division of Toronto (No. 63) as Instruments 40266T, 42517T and 389875, respectively, the said highway being part of Park Lot 2 in Concession 1 From the Bay in the original Township of York, the said Bridge abutments being designated as PARTS 1, 2 and 3 on a plan of survey deposited in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (No. 66) as 66R-13900.

Being part of Parcel 344 in the Register for Section N Toronto.

**FOURTHLY: (Registry Office)**

That part of the public highway known as the Prince Edward Viaduct being the Bridge and Bridge abutments over the Don Valley and being part of the lands expropriated and taken for the extension of Bloor Street to Danforth Avenue by City of Toronto By-laws 6466, 6865 and 7156 registered in the Land Registry Office for the Registry Division of Toronto (No. 63) as Instruments 40266T, 42517T and 389875, respectively, the said highway being part of the original Road allowance between the First and Second Concession From the Bay; parts of Lots 11 and 20 Concession 2 From the Bay; parts of Lots A and B according to plan 1308 and parts of Lots 6, 7 and 8 according to plan 403E both the said plans being registered in the said Land Registry Office, parts of the said Bridge and Bridge abutments being designated as PARTS 15, 16, 17, 18, 19, 20 and 21 on plan 63R-243; PARTS 6 and 8 on Plan 63R-410; PARTS 28, 29, 30, 32 and 33 on Plan 63R-250; PARTS 1, 16, 23, 30, 31 and 32 on Plan 63R-246; and PART 1 on Plan 63R-3024; the said plans being deposited in the said Land Registry Office.

SCHEDULE "B"

Reasons for the designation of the Prince Edward Viaduct (Rosedale Valley and Don Valley Bridges)

The Prince Edward Viaduct, comprising the Rosedale and Don Valley Bridges, joining Bloor Street East to Danforth Avenue, is designated on architectural and historical grounds.

Begun in 1915 and completed in 1919, the Prince Edward Viaduct was a major engineering achievement which created a new north-eastern exit from the City prompting the rapid development of East Toronto. It had a profound impact on the history and urban development of Toronto. Thomas Taylor was the project's design engineer, and architect, Edmund Burke designed the Viaduct's architectural features. Final documentation and supervision of the structure was carried out by the City's Public Works Department under Roland C. Harris, Commissioner.

The Rosedale and Don Valley sections are constructed of steel arches carried on reinforced concrete piers with reinforced concrete approaches and cantilevered sidewalks. Both bridges were constructed with lower level decks, intended to accommodate an electric railway. The deck under the Don Valley section was later used for the Bloor-Danforth subway. The Don Valley Bridge comprises five main arches while the Rosedale section contains one. The deeply panelled concrete approaches of both give the bridges their massive appearance. The large concrete piers are finished with handsomely designed and proportioned pilasters, with the central pilasters of the Don Valley section being slightly rounded. The pierced hand railings have a crushed red aggregate finish and the piers were originally surmounted by lampstands.

The Prince Edward Viaduct is a major early engineering project and a significant architectural landmark in Toronto.