APPENDIX M

Cultural Heritage Evaluation Report – Birchmount Road Overpass
Metrolinx

Cultural Heritage Evaluation Report
Birchmount Road Overpass
Lakeshore East, Mile 326.50
Toronto, Ontario

Prepared by:
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Project Number: 60315654

Date: January, 2017
Distribution List

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Revision Log

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<td>Michael Greguol</td>
<td>October 21, 2016</td>
<td>Revised based on comments received from Metrolinx</td>
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<td></td>
<td>Emily Game</td>
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<tr>
<td>2</td>
<td>Michael Greguol</td>
<td>January 17, 2017</td>
<td>Finalized based on request from Metrolinx</td>
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AECOM Signatures

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Executive Summary

Metrolinx retained AECOM to conduct a Cultural Heritage Evaluation Report (CHER) for the Birchmount Road Overpass as part of the Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO Station Transit Project Assessment Process (TPAP).

Metrolinx is evaluating expanding and improving the Lakeshore East Rail Corridor between the Don River and Scarborough GO Station (Mile 332.50 to Mile 324.97) in the City of Toronto. The proposed works include:

- Addition of a fourth track on the south side between the Don River Bridge and Gerrard Street with the track shifting to the north side between Pape Avenue and Scarborough GO Station;
- Widening of bridges at: Woodbine Avenue, Warden Avenue and Danforth Avenue;
- Widening works under the Birchmount Road Bridge;
- Layout changes at Danforth GO Station;
- Retaining walls;
- Three culvert extensions: east of Coxwell Avenue (Mile 329.50), east of Kennedy Road (Mile 325.74) and Scarborough Junction (Mile 325.55).

This project will support service reliability and future service expansions as part of the transformational GO Expansion Program.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act. As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review.

A field review of the Birchmount Road Overpass, located at Mile 326.50 (Map 1) was undertaken on April 5, 2016 by Emily Game of AECOM.

The Birchmount Road Overpass (Map 1) consists of a continuous three span reinforced concrete structure, supported on intermediate concrete piers and concrete abutments. Its total span is 165 feet and an overall width of 62 feet. The structure appears to have been built as designed (Figures 1 to 3). The bridge was designed to have an overall clearance of approximately 23 feet between the bridge and the rail corridor below.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in O. Reg. 9/06 and O. Reg. 10/06, as required by the Ministry of Tourism, Culture, and Sport’s (MTCS) Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the Birchmount Road Overpass are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

The CHER was prepared by Michael Greguol, M.A., Cultural Heritage Specialist and Emily Game, B.A., Heritage Researcher with AECOM. Charlton Carscallen, M.A., Cultural Resources Technical Practices Manager acted as project lead.
1. Introduction

1.1 Historical Summary

The Birchmount Road Overpass is located on what was historically between part of Lot 30 and 31, Concession B, in the Township of Scarborough, York County. The Grand Trunk Railway (GTR) was constructed through the lots in the 1850s. In 1860, the properties on either side of the railway crossing at what would become Birchmount Road belonged to John Walton (Lot 31) and Thomas Brownlie (Lot 30), who were farming the land. In 1878, the properties are shown belonging to John Frame (Lot 31) and Robert Brown (Lot 30), also both farmers.

The GTR undertook an ambitious double-tracking program during the 1890s to twin their existing lines between Toronto and Montreal. The GTR became a part of the Canadian National (CN) in the 1920s. In June of 1925, CN began the Toronto Waterfront Grade Separation project, a massive undertaking which included the construction of a viaduct and several subways and bridges along the rail corridor. Metrolinx acquired a portion of the CN Kingston Subdivision in 2011, and the property continues to be maintained as an operating railway corridor.

1.2 Description of Property

Built in 1957, the overpass structure carries vehicular traffic over the Metrolinx Lakeshore East Rail Corridor. The structure was designed as a continuous three span reinforced concrete structure, supported on intermediate concrete piers and concrete abutments. Its total span is 165 feet and an overall width of 62 feet. The structure appears to have been built as designed. The bridge was designed to have an overall clearance of approximately 23 feet between the bridge and the rail corridor below.

1.3 Current Context

The properties adjacent to the overpass structure at Birchmount Road reflect a variety of land uses including residential, public parks, and commercial/industrial properties. To the north of the structure and the corridor, Birchmount Road continues in a north-south orientation and is bordered by mostly commercial properties. South east of the structure is a residential neighbourhood that is bound by the railway corridor to the north and Danforth Avenue to the south. South west of the structure is a large industrial/commercial building.
Map 1: Aerial Photograph Indicating the Location of the Birchmount Road Overpass
Figure 1: View to the north of the east side of the Birchmount Road Overpass (AECOM, 2016)
2. Methodology and Sources

2.1 Study Approach

This CHER was prepared in accordance with Metrolinx’s Interim Cultural Heritage Management Process (Fall 2013) and the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (February 2014) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O. Reg. 9/06 and 10/06;
- Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets criteria of being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference (Metrolinx, February 2014) the heritage evaluation is to be separated into two stand-alone components: a CHER and a CHERR The Cultural Heritage Evaluation Report includes the research conducted for the CHER and is aimed to address the criteria set out in O. Reg. 9/06 and O. Reg. 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Emily Game and Michael Greguol, Cultural Heritage Specialists for AECOM conducted a site investigation to visually inspect and document the Birchmount Road Overpass on April 5, 2016.

2.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as a part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes – Lakeshore East Metrolinx Corridor Expansion (CHSR) prepared by AECOM in June 2016 provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor for the purposes of the study. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Toronto, and railway development throughout the 19th and 20th centuries, were consulted for contextual purposes. A complete list of the sources reviewed for the report is contained in Section 14 (Bibliography).

2.3 Primary Sources

Where available, primary source Birchmount Road Overpass. A review of the following primary sources aided in the evaluation of the structure:

- Illustrated Historical Atlas of the County of York;
- Tremaine’s Map of York County; and
- National Topographic Series Maps; and

A complete list of the sources reviewed for the report is contained in Section 14 (Bibliography).
2.4 Consultations

As part of this CHER, AECOM undertook consultation with municipal and provincial staff in order to identify any existing heritage recognitions for the structure. The following individuals and organizations were consulted while undertaking this CHER:

- Yasmina Shamji, Support Assistant, Heritage Preservation Services, City of Toronto;
- Jeremy Collins, Acquisitions Coordinator; Ontario Heritage Trust; and
- Rob vonBitter, Archaeological Data Coordinator, Ministry of Tourism, Culture and Sport.

The results of the consultation efforts have been summarized in Section 6 (Community Input).
3. Heritage Recognitions

3.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the searchable Inventory of Heritage Properties administered by Heritage Preservation Services at the City of Toronto as well as existing Heritage Conservation Districts (HCD) within the City of Toronto, and HCDs currently under study within the city.

The Birchmount Road Overpass property was not included on the City’s Inventory of Heritage Properties. In addition, consultation with Yasmina Shamji, Support Assistant for Heritage Preservation Services, City of Toronto confirmed that the structure is not on the City’s Heritage Register and is not designated under the Ontario Heritage Act.

3.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the Ontario Heritage Trust’s (OHT) Provincial Plaque Guide, and list of OHT easements. The overpass is neither a subject of a provincial plaque or a provincial easement. In addition, OHT staff was contacted to review the Ontario Heritage Act Register to confirm that the overpass is not included on the register and that an OHT easement does not exist for the property.

Erin Semande and Jeremy Collins from the Ontario Heritage Trust confirmed that the OHT did not have an entry relating to the Birchmount Road Overpass.

3.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. The Birchmount Road Overpass and the adjacent properties are not subject to any existing federal heritage recognitions.
4. **Adjacent Lands**

The properties adjacent to the overpass structure at Birchmount Road reflect a variety of land uses including residential, public parks, and commercial/industrial properties. To the north of the structure and the corridor, Birchmount Road continues in a north-south orientation and is bordered by mostly commercial properties. South east of the structure, is residential neighbourhood that is bound by the railway corridor to the north and Danforth Avenue to the south. South west of the structure, is a large industrial / commercial building.

Properties adjacent to the Birchmount Road Overpass are not subject to heritage recognitions at the municipal, provincial, or federal levels, or designations under the *Ontario Heritage Act*, municipal heritage listings, or heritage easements and/or commemorations.
5. **Archaeology**

In addition, AECOM has completed a Stage 1 Archaeological Assessment (AA) for the project; refer to *Stage 1 Archaeological Assessment, Lakeshore East Rail Corridor Expansion, Don River to Scarborough GO Station (Segment 1), City of Toronto, Ontario (June 2016)*.

The results of the Stage 1 AA indicate that, while the majority of the lands within the study area appear to have been disturbed by past development, there are portions which still retain archaeological potential. This is based on the presence of historic homesteads, the proximity of historic roads and railway, other archaeological sites and certain physiographic features in proximity the study area.

For lands within the study area that contain archaeological potential and will be impacted by the proposed Lakeshore East Rail Corridor Expansion - Don River to Scarborough GO Station Project, AECOM makes the following recommendations:

1) A Stage 2 AA should be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in areas of archaeological potential.

2) Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations, Stage 2 AA will be required, following Section 2.1.7, Standard 2 of the *Standards and Guidelines for Consultant Archaeologists*. Should test pitting by hand not reach subsoil (i.e. the area is found to have potential but it may be deeply buried), the survey methodology outlined in Section 2.1.7, Standard 3 or Guideline 2 for survey in deeply buried conditions must be adhered to.

3) Areas that are disturbed have been identified and require no further archaeological assessment.

4) The Stage 2 AA will follow the requirements set out in the 2011 *Standards and Guidelines for Consultant Archaeologists (MTCS 2011)*.
6. Community Input

As a part of the consultation process for this report, AECOM undertook consultation with Heritage Preservation Services at the City of Toronto, the Ontario Ministry of Tourism, Culture, and Sport, and the Ontario Heritage Trust. The results of the consultation efforts are identified below in Table 1.

Table 1: Community Input and Consultation Undertaken for the Birchmount Road Overpass

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<th>Contact</th>
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<tr>
<td>Jeremy Collins, Acquisitions Coordinator, Ontario Heritage Trust</td>
<td>416-325-5017 <a href="mailto:jeremy.collins@heritagetrust.on.ca">jeremy.collins@heritagetrust.on.ca</a></td>
<td>May 27, 2016</td>
<td>The Ontario Heritage Trust does not have an Ontario Heritage Act entry relating to the Birchmount Road Overpass, nor is the structure protected by an existing easement held by the Ontario Heritage Trust.</td>
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<tr>
<td>Yasmina Shamji, Support Assistant, Heritage Preservation Services, City of Toronto</td>
<td>416-392-1975 <a href="mailto:yshamji@toronto.ca">yshamji@toronto.ca</a></td>
<td>February 1, 2016</td>
<td>The Birchmount Road Overpass is not designated under Part IV of the Ontario Heritage Act, and is not included on the City of Toronto’s Heritage Register. In addition, the City did not identify any further heritage concerns related to the structure.</td>
</tr>
<tr>
<td>Rob vonBitter, Archaeological Data Coordinator, Ministry of Tourism, Culture and Sport</td>
<td><a href="mailto:Robert.vonBitter@ontario.ca">Robert.vonBitter@ontario.ca</a></td>
<td>January 20, 2016</td>
<td>No archaeological assessments completed within 50 metres of study area; resulting in the identification of no archaeological sites. In addition, AECOM submitted a Stage 1 Archaeological Assessment for the Project (Section 5).</td>
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<tr>
<td>Parks Canada - Canadian Register of Historic Places and Directory of Federal Heritage Designations</td>
<td><a href="http://www.historicplaces.ca">www.historicplaces.ca</a></td>
<td>February 24, 2016</td>
<td>Subject property is not included in the Canadian Register of Historic Places nor the DFHD</td>
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7. Discussion of Historical or Associative Value

7.1 Historic Theme/Cultural Pattern

7.1.1 Transportation

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed Indigenous hunting trails or were dictated by the topography of the land that they crossed. The Dundas Road which was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road, designed to provide a military link between Toronto and Kingston were some of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation – both passenger and freight – greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the GTR between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Sarnia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Sarnia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were merged with or purchased by the CN or the Canadian Pacific Railway (CPR). The GTR became a part of the CN network in 1923. In 2011, Metrolinx acquired a portion of the CN-owned Kingston Subdivision which included the Birchmount Road Overpass.

7.2 Local History

The Birchmount Road Overpass is located within the City of Toronto, Ontario. Historically, the overpass was located within the Township of Scarborough in the County of York. The subsections below include historic information related to the settlement and growth of these municipalities.

7.2.1 Settlement History

York County: York County is described in detail in the Illustrated Historical Atlas of the County of York of 1878. Governor Simcoe had previously organized Upper Canada into nineteen counties, one of which was named York County. The County consisted of two ridings, east and west, bounded by Durham to the east, and the River Thames on the west. York was originally comprised of what are now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto. By 1851 it had dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had been separated from the County. Survey along the lake began in 1791, with eleven Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York

contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury. The settlement of York began slowly, with no more than 12 houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga’s for 10 shillings. Many of the first settlers were United Empire Loyalists, who were supplied with either a Town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly to 17,025, and York was incorporated as the city of Toronto in 1834.

The Township of Scarborough: The Geographic Township of Scarborough, now Scarborough, made up the eastern portion of York County. Scarborough was named after the English town of the same name, by Elizabeth Simcoe. It is bordered on the east by Pickering and the Rouge River, to the south by Lake Ontario, to the north by Steeles Avenue and to the west by Victoria Park Avenue. The study area is located in the southwest corner of the township. The Township of Scarborough was surveyed in 1793 using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and side road allowances were surveyed after every fifth lot. In Scarborough, the survey was modified with side roads between every second lot rather than every fifth lot.

The Canada Company purchased several hundred acres, the Legislature was granted 384 acres, and King’s College purchased approximately 2000 acres. In the early 1800’s the Township consisted mostly of scattered villages. The Township of Scarborough was declared a borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It was declared a city in 1983, due to its rapid growth and large population size.

Several historic roads are found within Scarborough, and include Danforth and Kingston Roads. These transportation routes followed early Aboriginal trails. The Danforth was completed in this part of the province in 1799, originally contracted to Mr. Danforth from York to the Bay of Quinte². Kingston Road, initially Kingston Street, was first constructed in 1800, connecting Kingston and York.

With the clearing of land for farming and the vast variety and quantity of lumber materials, the lumber industry thrived in this area. As a result, sawmills began to emerge as early as 1804 and eventually dozens could be found along the Highland Creek and the Rouge River. This continued until the depletion of the forests in the area. Grist and Flour-mills were also found along the watercourses, but a flood in 1850 carried away the last of the old dams³. Other common trades found in the township included blacksmiths, wagon makers, shoemakers, and ship builders. Several 19th century churches and school houses can found be in the immediate vicinity of the study area. The population of the Township was 89 in 1802, with a total of 477 inhabitants by 1820, and 3,821 by 1850.

There are several historic villages located within the township, including the historic village of L’Amaroux, Scarborough Village, the village of Ellesmere, and Agincourt. With the building of the railway lines beginning in 1856, several communities were created at junction stops. The Grand Trunk Railway (GTR), the location of the current Lakeshore East corridor, runs along the southern portion of the Township. The historic Toronto and Nipissing Railway diverges from the GTR beginning at the Scarborough Junction and crosses the township to the north for approximately two miles (3.2 km).

Within Scarborough, the baseline for the concessions ran east west. The concession lines were opened as road allowances and these have become the major east west roads within Scarborough. The Don River crosses the southernmost section of the Lakeshore East Rail Corridor, the corridor then continues in a north easterly direction towards what is now known as Danforth Avenue. The corridor then crosses Eastern Avenue, Queen Street East,
Dundas Street East, Gerrard Street East, Pape Avenue, Jones Avenue, Greenwood Avenue, Coxwell Avenue, Woodbine Avenue, Main Street, Warden Avenue and Birchmount Road.

7.2.2 Site History

In the 1860s the properties that the GTR cut across in Scarborough Township were primarily farmland. The 1860 *Tremaine’s Map of the County of York* indicates that the lots had already been subdivided; and two small lots were privately owned on the east and west side of what is now Birchmount Road and were owned by John Walton and Thomas Brown. Approximately 20 years later, in 1878, the lot is depicted in the *Illustrated Historical Atlas of the County of York* as belonging to John Frame and Robert Brown (Map 4). On both maps, the lot, and surrounding lots to the north of the overpass appear to have been used primarily for mixed farming.

The CNR – who acquired the GTR corridor in 1923 – awarded the contact to an unknown builder. Prior to the construction of the existing overpass, a previous structure was in place at Birchmount Road, consisting of a central through plate girder spans and two approach half through plate girder spans, supported on intermediate steel bends, concrete pedestals and abutment.

7.3 Person/Event/Organization

7.3.1 Grand Trunk Railway

The GTR was created in the 1850s to build a railway line between Toronto and Montreal. The route was opened in 1856 and opened further west to Sarnia by the end of the 1850s. Specifically, a GTR line cut across Scarborough Township by 1850s. The line, as depicted on the 1860 Tremaine Map, and the 1877 map in the *Illustrated Atlas of the County of York* tends north easterly through the township, between Kingston Road and the Danforth Road. The expansion of the GTR across Ontario was meant to offer competition to the United States’ shipping network.

During the late-19th century the GTR undertook an aggressive double-tracking program to twin its service between Toronto and Montreal. During this period (between 1903 and 1913) the first grade separation at Gerrard and Carlaw was built. Gerrard was realigned south to allow a single structure to serve both streets (Figure 5). By the early-20th century, the GTR had expanded its service through a series of mergers and partnerships with other lines. However, in 1923 the newly formed and publically-owned CN absorbed the GTR through a reorganization of the company. The CN had assumed operation and management of the line between Toronto and Montreal including its structures such as bridges and culverts, which were maintained throughout the 20th century. In 2011, Metrolinx acquired the Kingston subdivision of the original route which included the Birchmount Road Overpass.

7.3.2 Designer

The bridge appears to have been designed by CN staff in the 1950s. Although signatures are included on the attached design drawings (Appendix A), it is unclear who served as the primary designer of the bridge. It is most likely that the “Bridge Engineer” identified on the designs undertook the design work; however, the engineers name is illegible. The general layout drawing for the bridge was approved by not only the “Bridge Engineer” but also the “Chief Engineer” for CN in the 1950s. Municipal approvals for the Township of Scarborough were also included as signatories.
8. Discussion of Design or Physical Value

8.1 Style/Type/Tradition

Built in 1957, the overpass structure carries vehicular traffic over the Metrolinx Lakeshore East Rail Corridor. The structure was designed as a continuous three span reinforced concrete structure, supported on intermediate concrete piers and concrete abutments. The three-span overpass structure currently carries four lanes over the Lakeshore East Rail Corridor; the overpass has pedestrian sidewalks on both sides (Figures 1 to 3). Its total span is 165 feet and an overall width of 62 feet. The structure appears to have been built as designed. The bridge was designed to have an overall clearance of approximately 23 feet between the bridge and the rail corridor below. The three span structure includes 44 foot spans on each end of the bridge as well as a centre span of approximately 77 feet. In addition, the roadway surface on top of the bridge was designed to be 48 feet wide, with two 5 foot sidewalks.

8.2 Function

The structure has always functioned as an overpass structure since its construction in 1957. Prior to the Birchmount Road Overpass, the GTR, later CN tracks crossed under a central through plate girder spans and two approach half through plate girder spans, supported on intermediate steel bends, concrete pedestals and abutment.

8.3 Fabric

The overpass consists of both concrete and steel, both common construction materials for railway structures in the 1920s. The substructure is constructed on reinforced concrete. At the turn of the 20th century, most railway structure abutments and piers were built of concrete as opposed to the earlier masonry structures. Railway structures constructed completely of concrete were not used much in Canada until the 1930s, despite being popular for highway construction. The construction company who completed the concrete work could not be determined.
9. Discussion of Contextual Value

9.1 Social Meaning

The Birchmount Road Overpass Bridge is one of many structures over a rail corridor and has no contextual value. The structure was designed as a continuous three span reinforced concrete structure, supported on intermediate concrete piers and concrete abutments, a common construction method between the 1930s and the 1950s. Unlike most of the structures along the Lakeshore East Rail Corridor, the rail corridor passes under this structure as opposed to over the road. As such, and in relation to its mid-20th century construction date, the overpass is not associated or connected to the grade separation efforts that resulted in the construction of different structures.

9.2 Environment

The Birchmount Road Overpass does not contribute to the general character or cultural value of the surrounding environment, nor is it a defining element in the landscape. As a railway overpass, the bridge carries the roadway over the rail corridor resulting in a relatively hidden structure that is not easily viewed unless on the corridor.

9.3 Formal Recognition

The Birchmount Road Overpass is not formally recognized at the municipal, provincial, or federal level.
## 10. Data Sheet

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</tr>
<tr>
<td>Date of construction of built resources (known or estimated, and source)</td>
<td>1957</td>
</tr>
<tr>
<td>Date of significant alterations to built resources (known or estimated, and source)</td>
<td>Unknown</td>
</tr>
<tr>
<td>Architect/designer/builder (and source)</td>
<td>Unknown</td>
</tr>
<tr>
<td>Previous owner(s) or occupants</td>
<td>Unknown</td>
</tr>
<tr>
<td>Current function</td>
<td>Vehicular overpass</td>
</tr>
<tr>
<td>Previous function(s)</td>
<td>Vehicular overpass</td>
</tr>
<tr>
<td>Heritage recognition/Protection (municipal, Provincial or federal)</td>
<td>None identified</td>
</tr>
<tr>
<td>Local Heritage Interest</td>
<td>None identified</td>
</tr>
<tr>
<td>Adjacent Lands</td>
<td>No protected heritage properties</td>
</tr>
</tbody>
</table>
11. Figures

Figure 2: View to north of the Birchmount Road Overpass (AECOM, 2016)

Figure 3: View of east face of the Birchmount Road Overpass (City of Toronto, Bridge and Structure Condition, 2014)
12. Maps

Map 2: Location of the Birchmount Road Overpass
Map 3: Location of the Birchmount Road Overpass on the 1860 Tremaine Map of the County of York, C.W. (Tremaine, 1860)
Map 4: Location of the Birchmount Road Overpass on the 1878 Historic Atlas Map (Miles and Co., 1878)
13. Chronology

The following indicates milestone dates, periods, and events in the structural evolution of the Birchmount Road Overpass and its surrounding environment:

1852  The Canadian Government announces its plan to build a railway between Toronto and Montreal

1853  The Grand Trunk Railway is formed by the amalgamation of the Grand Trunk Railway of Canada, Grand Junction Railway, Grand Trunk Railway Company of Canada East, Quebec and Richmond Railway, St. Lawrence and Atlantic Railway and the Toronto and Guelph Railway

1856  The GTR begins operating trains between Toronto and Montreal

1859  The GTR line between Toronto and Sarnia is complete

1887  The GTR begins double tracking the main line between Toronto and Montreal, the work was completed by 1903

1923  GTR becomes part of Canadian National Railway

1925  CN begins work on the Toronto Waterfront Grade Separation project

1957  The existing Birchmount Road Overpass is constructed and opened for railway traffic

2011  Metrolinx acquires the Kingston Subdivision from CN
14. Bibliography

Telephone and Email Conversations


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Appendix A

Selected Drawings

Birchmount Road Overpass 1957

4 The drawings included in this Appendix are a selection of the most representative historic drawings, provided for the purposes of inclusion in the CHER. For a complete collection of drawings associated with the structure please refer to the drawings held on file with Metrolinx.