Oshawa to Bowmanville Rail Service Extension: Environmental Project Report Addendum

# Appendix A7-4 Cultural Heritage Evaluation Report: Albert Street Bridge



**Final Report** 

August 24, 2023

Prepared for:

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Project Number: 165011019

#### **Executive Summary**

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for the Albert Street Bridge located in the City of Oshawa, Regional Municipality of Durham. The Albert Street Bridge is a Class A Listed Resource on the *Heritage Oshawa Inventory* and was identified as a potential cultural heritage resource in the Cultural Heritage Report: Existing Conditions Report and Preliminary Impact Assessment for the Oshawa to Bowmanville Rail Service Extension (Stantec 2023). Metrolinx is proposing that the Albert Street Bridge be replaced or temporarily removed (for potential replacement at a later date). This CHER was prepared according to the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016). The CHER is divided into two reports, the Cultural Heritage Evaluation Report and the Cultural Heritage Evaluation Recommendations Report.

The Albert Street Bridge is a hybrid bridge combining both the timber stringer bridge design and plate girder bridge design. The timber stringer sections of the bridge were likely built *circa* 1912 and the plate girder sections of the bridge were built *circa* 1957. The bridge is located in the City of Oshawa in an urban area between Albany Avenue and Olive Avenue. The Albert Street Bridge is a rare surviving example of a hybrid bridge that combines both the timber stringer bridge design and plate girder bridge design. By the mid-20<sup>th</sup> Century the timber stringer design was largely surpassed by concrete and steel, while the plate girder design remained popular.

A site visit was completed on October 13, 2021, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. The CHER was prepared by Meaghan Rivard, MA, CAHP, a Senior Cultural Heritage Specialist and Frank Smith, MA, CAHP a Cultural Heritage Specialist.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

### **Document History**

Revision	Description	Author	Quality Reviewer	Independent Reviewer
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2021				
2	Revisions to	Frank Smith	David	Tracie
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6	Final Report	Frank Smith	Lashia Jones	Tracie
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### **Table of Contents**

<b>1.0</b> 1.1 1.2 1.3 1.4	Introduction Study Purpose Historical Summary Description of Property Current Context	1 1 1 7
<b>2.0</b> 2.1 2.2	Methodology and Sources.Methodology.Sources.2.2.1Historical Research2.2.2Field Program.	<b>10</b> 10 10 10 11
<b>3.0</b> 3.1 3.2 3.3	Heritage Recognitions Albert Street Bridge Adjacent Lands Archaeology	<b>12</b> 12 12 13
4.0	Community Input	14
<b>5.0</b> 5.1 5.2 5.3	<b>Discussion of Historical or Associative Value</b> Settlement of Whitby Township and Oshawa Railway and Transportation History Albert Street Bridge History	<b>15</b> 15 17 18
6.0	Discussion of Design or Physical Value	26
7.0	Discussion of Contextual Value	29
8.0	Data Sheet	30
9.0	Chronology	33
10.0	) Closure	
11 0	References	

#### List Of Tables

Table 1: Community Input Results	14
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#### List of Figures

Location of Study Area	8
Study Area	9
Historical Mapping, 1877	20
Fire Insurance Plan, 1911	21
Fire Insurance Plan, 1921	22
Topographic Map, 1930	23
Fire Insurance Plan, 1948	24
Topographic Map, 1976	25
	Location of Study Area Study Area Historical Mapping, 1877 Fire Insurance Plan, 1911 Fire Insurance Plan, 1921 Topographic Map, 1930 Fire Insurance Plan, 1948 Topographic Map, 1976

#### List of Appendices

#### Appendix A 2019 OSIM Report

#### Appendix B Heritage Personnel Qualifications

### **Project Personnel**

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Independent Reviewer:	Tracie Carmichael, BA, B.Ed.
The qualifications of heritage	personnel are contained in Appendix B

### Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHER	Cultural Heritage Evaluation Report
CHERR	Cultural Heritage Evaluation Recommendation Report
CHVI	Cultural Heritage Value or Interest
CPR	Canadian Pacific Railway
MA	Master of Arts
МСМ	Ministry of Citizenship and Multiculturalism
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
OSIM	Ontario Structure Inspection Manual

## 1.0 Introduction

## 1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for the Albert Street Bridge located in the City of Oshawa, Regional Municipality of Durham. The Albert Street Bridge is a Class A Listed Resource on the *Heritage Oshawa Inventory* and was identified as a potential cultural heritage resource in the Cultural Heritage Report: Existing Conditions Report and Preliminary Impact Assessment for the Oshawa to Bowmanville Rail Service Extension (Stantec 2023). Metrolinx is proposing that the Albert Street Bridge be replaced or temporarily removed (for potential replacement at a later date).

### **1.2 Historical Summary**

The Albert Street Bridge is located in the City of Oshawa between Olive Avenue and Albany Street (Figure 1 and Figure 2). It is historically located on part of Lot 10, Concession 1 in the former Township of Whitby. The bridge spans Fisher Street and the Canadian Pacific Railway (CPR) tracks. The Albert Street Bridge was built *circa* 1912, likely shortly after the completion of the CPR route through Oshawa known as the Lakeshore Line. The Lakeshore Line supplemented an existing CPR route located to the north and reduced the travel time between Montreal and Toronto (Burnet 1989: 45).

### 1.3 Description of Property

Detailed information regarding the Albert Street Bridge is taken from the 2019 Ontario Structure Inspection Manual (OSIM) report prepared for the bridge in 2019 (City of Oshawa 2019) (Appendix A). The Albert Street Bridge is a 14-span steel and timber structure which is 70.1 metres in length and 9.8 metres wide with a total deck area of 686.98 metres. The steel sections of the bridge are located directly over Fisher Street and over the CPR tracks and the remainder of the bridge is of timber construction. The bridge is oriented in a north-south direction and carries two lanes of traffic on Albert Street over Fisher Street and the CPR tracks.

The north and south approaches to the bridge contain two w-beam steel guiderails and are paved in asphalt (Plate 1 and Plate 2). The bridge superstructure is steel and timber and contains a deck consisting of laminated timber boards (Plate 3 and Plate 4). The bridge is a hybrid design combining both the timber stringer bridge design and plate girder bridge design. Both sides of the bridge contain a pedestrian walkway consisting of a timber curb, timber deck, and timber and metal barrier railing (Plate 5 and Plate 6). The entire bridge deck is supported by longitudinal timber floor beams (Plate 7). The bridge substructure consists of transverse beams, piers, and the bridge abutments. The steel sections of the bridge contain steel transverse I-beam girders and the timber sections of the bridge contain timber transverse beams (Plate 8 and Plate 9). The steel sections of the bridge also have steel lateral bracing (Plate 10). The bridge piers are steel and timber. Steel sections of the bridge contain steel piers and timber sections contain timber piers (Plate 11). The piers are set in a mix of timber and concrete footings (Plate 12). The bridge abutments are timber (Plate 13). The bridge embankments are earth and armor stone on the north approach and earth and timber on the south approach (Plate 14 and Plate 15). The timber on the south approach is fastened by steel beams, most of these beams are marked "Lackawanna" and contain the years 1911, although at least one beam contains the year 1913 (Plate 16).



Plate 1: North bridge approach showing guiderails, looking south



Plate 2: South bridge approach showing guiderails, looking north



Plate 3: Bridge deck looking south



Plate 4: Bridge deck details looking west



Plate 5: Bridge sidewalk and barrier on east side of bridge, looking north



Plate 6: Bridge sidewalk and barrier on west side of bridge, looking north



Plate 7: Timber longitudinal floor beams



Plate 8: Timber transverse beam (denoted by arrow), looking south



Plate 9: Steel transverse beams, looking north



Plate 10: Lateral bracing, looking east



Plate 11: Bridge piers showing steel piers (foreground) and timber piers (background)



Plate 12: Timber pier footing, looking north



Plate 13: North bridge abutment, looking west



Plate 14: North embankment showing armor stone and earth, looking north



Plate 15: South embankment showing earth, timber, and steel, looking north



Plate 16: Steel "Lackawanna" beam with year 1911, looking north

### 1.4 Current Context

The Albert Street Bridge is located in Central Oshawa, within the City of Oshawa, Regional Municipality of Durham. The bridge provides a grade separation crossing from the CPR tracks which run east-west through the City of Oshawa (Plate 17). The character of the area surrounding the Albert Street Bridge is predominantly residential, commercial, and industrial and contains a mix of late 19<sup>th</sup> to mid-20<sup>th</sup> century detached and semi-attached structures. The southwest approach of the bridge is adjacent to a modern commercial building and the northwest approach is adjacent to a church and parking lot (Plate 18 and Plate 19). Timber utility poles with municipal streetlighting are located along the east side of the bridge and bridge approach (Plate 20).



Plate 17: Looking east along CPR tracks



Plate 18: Looking north on Albert Street showing residences, church, and parking lot



Plate 19: Looking west on Fisher Street showing residences



Plate 20: Timber utility pole and streetlight, looking south







## 2.0 Methodology and Sources

### 2.1 Methodology

This Cultural Heritage Evaluation Report (CHER) was prepared in accordance with the Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (Metrolinx 2016) and the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for the Conservation of Provincial Heritage* (MTCS 2010). Based on the guidance provided in these documents, this CHER contains:

- Historical research and review of previously completed reports
- Community input, as required
- Evaluation against Ontario Regulation 9/06 (O. Reg. 9/06)<sup>1</sup> and Ontario Regulation 10/06 (O. Reg. 10/06). Where CHVI was identified a statement of cultural heritage value of interest (CHVI)was prepared within the separate Cultural Heritage Evaluation Recommendations Report (CHERR)
- Identification of the property as "not a provincial heritage property", a "provincial heritage property" or a "provincial heritage property of provincial significance"

(Metrolinx 2016)

As per the terms of reference, the CHER is divided into two separate reports. An evaluation against the criteria of O. Reg. 9/06 and O. Reg. 10/06 are contained in the separate CHERR.

### 2.2 Sources

#### 2.2.1 Historical Research

To familiarize the study team with the Study Area, local historical resources available online were consulted, digitized archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, mapping from 1877, 1911, 1921, 1930, 1948, 1968, and 1976 was reviewed. This information was supplemented by the Ontario Structure Inspection Manual (OSIM) report prepared for the bridge in 2019. To facilitate historical research, the City of Oshawa and Museum Oshawa were contacted to inquire about potential historical materials and documents related to the bridge.

<sup>&</sup>lt;sup>1</sup> In 2023, O. Reg. 9/06 was amended by O. Reg. 569/22 (Government of Ontario 2023)



#### 2.2.2 Field Program

A site assessment was undertaken on October 13, 2021, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. Weather conditions were warm and overcast. The field program consisted of a survey of the bridge from the public realm and staff did not access the railway corridor.

## 3.0 Heritage Recognitions

### 3.1 Albert Street Bridge

#### Municipal

The Albert Street Bridge is a listed property on the *Heritage Oshawa Inventory*. The inventory lists the Albert Street Bridge as a "Class A" heritage property. These properties "have been evaluated by Heritage Oshawa and have a very high potential for designation" (City of Oshawa 2021a).

#### Provincial

As part of the Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment (Stantec 2023), the MCM and Ontario Heritage Trust (OHT) were contacted in order to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified the Albert Street Bridge as a cultural heritage resource. The bridge is not a provincial heritage property and is not subject to any OHT easements and it is not a trust owned property (Stantec 2023).

#### Federal

To determine if the Albert Street Bridge was subject to existing federal heritage recognition the Directory of Federal Heritage Designations database available at Parks Canada and the Canadian Register of Historic Places at Canada's Historic Places was digitally reviewed. Following a review of both databases, the Albert Street Bridge was not found to contain previous federal heritage recognition (Parks Canada 2023; Canada's Historic Places 2023).

### 3.2 Adjacent Lands

The Albert Street Bridge is part of the municipally owned collector residential roadway from Olive Avenue to Albany Street. No parcels adjacent to the bridge contain any municipal, provincial, or federal heritage status.

### 3.3 Archaeology

A Stage 1 Archaeological Assessment was prepared under a separate cover by Stantec in 2021 as part of the *Bowmanville to Oshawa Rail Service Extension* (Stantec 2023). The Stage 1 archaeological assessment was completed under Project Information Form number P1148-0004-2021 issued to Heather Kerr, MA, Project Archaeologist, by the MCM. The Stage 1 archaeological assessment of the study area was conducted between May 14, 2021, and May 17, 2021. A total of 42.76% of the Study Area assessed under P1148-0004-2021 retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*, Stage 2 archaeological assessment is recommended for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Government of Ontario 2011).

## 4.0 Community Input

In order to collect information pertaining to the history of the Albert Street Bridge and to identify community interest in the bridge, the City of Oshawa and Oshawa Museum were contacted. Results of the community input are provided in Table 1.

Organization	Contact	Results
City of Oshawa	Connor Leherbauer, Planner B, City of Oshawa	The Bridge is a "Class A" property on the Heritage Oshawa Inventory and was reconstructed in 2006. It was recommended that Stantec contact the Oshawa Museum for additional information.
Oshawa Museum	Jennifer Weymark, Archivist	The museum has no materials related to the Albert Street Bridge.
CPR	Andreas Grammenz, Senior Project Manager	No files specific to the bridge were provided. Based on oral discussions between Metrolinx and CPR in January 2022, the bridge was not considered to be a heritage property.

Table 1: Community Input Results

## **5.0** Discussion of Historical or Associative Value

### 5.1 Settlement of Whitby Township and Oshawa

#### Survey and 19<sup>th</sup> Century Development

The Study Area is historically located on part of Lot 10, Concession 1 in the former Township of Whitby. In 1791, the surveyor Augustus Jones was tasked with surveying a baseline from the Trent River to Humber River. This baseline would become the first concession of Whitby Township (Karcich 2013). In 1792, Simcoe issued a proclamation stating that townships located along navigable waters, which included the future Township of Whitby would have a frontage of nine miles and a depth of 12 miles. The proclamation also implemented plans to begin largescale settlement of Upper Canada (Canadiana 1792). The Township of Whitby was originally known as Township No. 8. The remainder of Whitby Township was surveyed by Augustus Jones between 1795 and 1796 (Karcich 2013).

The earliest settlers of Whitby Township were composed mostly of United Empire Loyalists, Loyalist-heirs entitled to their own land grants, military officers, and American settlers. There were also a significant number of absentee landowners, which hindered the early settlement of the townships (Humber 1997: 13; Johnson 1973: 44-45). To assist with the settlement of the lands along Lake Ontario and facilitate the movement of goods and people, Asa Danforth was contracted to build a roadway between Burlington and Kingston. This roadway followed a path similar to present-day Highway 2. The roadway was improved after the War of 1812 and became known as Kingston Road (Humber 1997: 15-16).

The Township of Whitby remained sparsely settled in the years following the War of 1812 (Beers 1877: 10). Beginning in the 1830s, the development of the township benefited from two natural harbours located at present-day Whitby and present-day Oshawa (Johnson 1973: 86). The township entered a period of rapid growth in the 1830s and 1840s, evidenced in the account of the township provided by William Smith in 1846. He described the township as "well settled...containing a large portion of excellent land, which is mostly rolling. The farms are generally well cleared and cultivated, and in good order" (Smith 1846: 218). In 1849, Oshawa was incorporated as a village and had grown as a result of its proximity to the harbour (Hood 1978: 50).

In 1857, the Township of Whitby was divided when the Township of East Whitby was formed (Beers 1877: 11). The division took place between Lots 17 and 18. Lots 1 to 17 became part of the Township of East Whitby, including the Study Area. Historical mapping from 1877 shows that Lot 10, Concession 1 was located entirely within the borders of the Village of Oshawa (). Development in the lot associated with Oshawa was clustered to the north, approximately north of present-day Olive Avenue. Albert Street had yet to be extended south of present-day Olive Avenue and the Study Area remained undeveloped (Figure 2). In 1879, Oshawa was reincorporated as a town (Hood 1978: 145).

Between 1881 and 1891 the population of East Whitby Township began to decline while the population of the Town of Oshawa remained relatively stable. The population of East Whitby Township decreased from 3,417 in 1881 to 3,080 in 1891 while the population of Oshawa increased from 3,992 to 4,066 during the same period (Dominion Bureau of Statistics 1953). The contraction of population in the Township and stability of Oshawa was part of a broader trend of urbanization in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Samson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario, such as Hamilton and Toronto (Drummond 1987: 30).

#### 20<sup>th</sup> Century Development

The population of East Whitby Township would begin to increase in the early 20<sup>th</sup> century and the Town of Oshawa would continue to grow. Between 1901 and 1921 the population of East Whitby Township increased from 2,631 to 3,886 and the population of Oshawa grew from 4,394 to 11,940 (Dominion Bureau of Statistics 1953). During this period, development of lands around the Study Area intensified. In 1924, Oshawa was reincorporated as a City (Hood 1978: 294). The growth of Oshawa was fueled by industrial development, particularly automobile manufacturing (City of Oshawa 2021b).

The Township of East Whitby and City of Oshawa continued to grow into the mid-20<sup>th</sup> century. The automobile industry remained a key component of the city's economy and the population of Oshawa grew to 41,545 by 1951. The expansion of Oshawa soon surpassed its borders and new neighbourhoods were constructed within East Whitby Township. In 1951, over 10,000 acres of land in East Whitby Township was annexed by Oshawa. This reduced the population of the township from 6,392 in 1941 to 1,564 in 1951 (Dominion Bureau of Statistics 1953; Hood 1978: 408). The Study Area was included in the annexation.



The postwar building boom continued into the 1970s and large swaths of land in the counties surrounding Toronto were facing increasing development pressure. In 1974, the Regional Municipality of Durham was established as a tool to coordinate planning amongst the municipalities of the former counties of Ontario and Durham (Globe and Mail 1973). The remainder of East Whitby Township was annexed by the City of Oshawa when the regional government was created. The population of the newly enlarged City of Oshawa was recorded as 102,876 in 1975 (Hood 1978: 406).

### 5.2 Railway and Transportation History

During the early to mid-19<sup>th</sup> century, the Kingston Road was the primary overland transportation route in the Townships of Whitby and Darlington. The proximity of Oshawa and Bowmanville to the roadway helped to spur their initial development. In 1854, the Grand Trunk Railway (GTR) began construction of a line from Belleville to Toronto. The completed railway line passed just south of Oshawa and Bowmanville and increased the prosperity and development of these communities. The completion of the railway facilitated access to markets in Toronto and an average trip from Toronto to Oshawa took two hours (Hood 1978: 110). In 1918, the GTR was subsumed by the government-owned CN (Hood 1978: 111).

In 1912, the CPR completed a line through the Townships of East Whitby and Darlington known as the Lakeshore line. The CPR originally had a route called the Ontario and Quebec Railway between Montreal and Toronto that ran north of the study area through Peterborough. Construction of the Lakeshore line, located further south of the former Ontario and Quebec Railway line, reduced the trip time between Montreal and Toronto (Burnet 1989: 45). Within Oshawa, the CPR was located north of the existing GTR trackage and was located closer to the downtown core of Oshawa.

During the 1930s, provincial officials began planning for a new east to west highway to alleviate congestion on King's Highway 2. The new highway would run from Windsor to the provincial border with Quebec. The first section of the new roadway, initially named King's Highway 2A, opened in 1947 and ran from Scarborough to Oshawa (Bevers 2021). The route of the highway through Oshawa led to considerable debate and the city council eventually agreed on a route through the City, along Bloor Street (Hood 1978: 287). In 1952, the name Highway 401 was adopted by the provincial government. The remaining sections of Highway 401 were completed by the mid-1960s (Bevers 2021).

### 5.3 Albert Street Bridge History

In 1912, the CPR line was completed through the Town of Oshawa and divided presentday Albert Street. During the early 20<sup>th</sup> century, Albert Street had developed into a north-south roadway that ran from Base Line to King Street. It was one of only three roadways within the town that extended such a distance (Oshawa Museum 1911). However, the main north-south roadway in Oshawa was Simcoe Street, which had existed since Oshawa was a hamlet (Hood 1978: 46-47).

To the west and east of Albert Street, the CPR was built through a cut of land constructed for the railway. Because of this, an at-grade crossing at Albert Street would have been impractical due to the drop in elevation towards the tracks from both the north and south and thus, bridges would be required to span Albert Street and Simcoe Street. By the early 20<sup>th</sup> century, Albert Street near the CPR tracks was becoming increasingly developed and fire insurance mapping from 1911 shows that the east side of Albert Street between Albany Street and Fisher Street was lined with residences (Figure 4). Therefore, any bridge across the CPR tracks would require a new alignment to avoid demolishing existing residences.

During this time, the west side of Albert Street between Fisher Street and Albany Street remained undeveloped. The Albert Street Bridge was built just to the west of the original alignment of Albert Street. The bridge also spanned Fisher Street, likely because its close proximity to the CPR tracks would necessitate a significant reconfiguration of the roadway. The original alignment of Albert Street from Albany Street to the CPR tracks was turned into a dead end while the original alignment north of the tracks ended at the intersection of Albert Street and Fisher Street. The timber sections of the Albert Street Bridge were likely built *circa* 1912. The south bridge approach contains steel beams along a timber embankment, the majority of which are stamped 1911. Therefore, a date of construction of 1912 is reasonable given the dating on the steel stamps and the opening of the CPR line through Oshawa in 1912. Fire insurance mapping from 1921 indicates that the Albert Street Bridge was entirely a timber structure (Figure 5). To the west of the Albert Street Bridge was a concrete bridge across Simcoe Street. Simcoe Street likely was a concrete bridge because it was a more heavily trafficked roadway compared to Albert Street. To the east of the Albert Street Bridge was railway siding belonging to the CPR. The railway siding caused a gap in the street grid and the next crossing over the CPR tracks east of Albert Street was Ritson Road.

During the mid-20<sup>th</sup> century, Oshawa and the area surrounding Albert Street continued to develop. Topographic mapping from 1930 shows that much of Albert Street had been heavily developed, including the lands around the Albert Street Bridge (Figure 6). Fire insurance mapping from 1948 shows that the area around the bridge was primarily industrial and residential. The mapping also noted that the Albert Street Bridge was an entirely wooden structure (Figure 7). Based on fire insurance mapping and the OSIM report, the steel sections were likely added in the mid-20<sup>th</sup> century. The OSIM report for Albert Street Bridge indicates a construction date of 1957, which likely refers to the installation of the steel sections of the bridge. Topographic mapping from 1976 shows the area around Albert Street remained heavily developed and that the railway siding east of the bridge remained (Figure 8). According to the Heritage Oshawa Inventory, the bridge was rehabilitated in 2006. Based on aerial photography, the railway siding east of the bridge was removed in the early 2010s.





Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.





Project Location Regioan Municipality of Durham 165011019 REVA Prepared by BCC on 2023-02-23 Technical Review by ABC on yyyy-mm-dd Independent Review by ABC on yyyy-mm-dd

Client/Project METROLINX, OSHAWA TO BOWMANVILLE RAIL SERVICE EXTENSION PROJECT CULTURAL HERITAGE EVALUATION REPORT—ALBERT STREET BRIDGE

Figure No **3** 

Title Historical Mapping, 1877







Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result



1.Source: Source: Department of National Defence. 1930. Topographic Map, Ontario, Oshawa Sheet.

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6

Topographic Mapping, 1930







Notes 1. Source: Source: Department of National Defence. 1968. Oshawa Ontario. Ottawa: Map Distribution Office.

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Figure No 8 Title

**Topographic Mapping, 1968** 

## 6.0 Discussion of Design or Physical Value

The Albert Street Bridge is a rare surviving example of a hybrid bridge combining both the timber stringer bridge design and plate girder bridge design (Plate 21 and Plate 22). Timber stringer bridges are among the oldest types of bridges in the world and were some of the first types of bridges built in North America. Although surpassed in popularity by iron, steel, and concrete bridges in the late 19<sup>th</sup> to early 20<sup>th</sup> century, these types of bridges remained fairly common on low trafficked rural roads. In Ontario, they became increasingly infrequently built during the 1930s. Therefore, it is rare to have an example of a bridge using this type of design in an urban area in the 21<sup>st</sup> century. Timber stringer bridges were also commonly built as approach spans to metal truss, beam or girder bridges, or trestle bridges (Parsons Brinckerhoff 2005: 80-81). The sections of the Albert Street Bridge which directly span Fisher Street and the CPR tracks are of the plate girder design. The Albert Street Bridge contains I-beam girders that became popular beginning in the 1930s. Plate girder bridges remain common throughout North America (Parsons Brinckerhoff 2005: 110). A desktop review of railway bridges in the City of Oshawa shows the only other remaining bridge incorporating the timber stringer design is the Farewell Street Bridge, located approximately 1.9 kilometres to the east. However, the Farewell Street Bridge is closed to vehicular traffic and the Albert Street Bridge is the only bridge incorporating a timber stringer design open to vehicular traffic in the City of Oshawa. Within the wider Regional Municipality of Durham, four other timber bridges were recorded along the CPR tracks, including:

- Rossland Avenue Bridge, Whitby: Demolished in 2001 and replaced with a concrete bridge (Whitby Public Library 2021)
- Salem Road Bridge, Oshawa: Demolished 2008 (Historic Bridges 2021)
- Providence Road Bridge, Clarington: Original timber bridge replaced with sympathetically designed new timber bridge in 2013 (Canadian Wood Council and Ontario Ministry of Natural Resources and Forestry)
- Private Bridge located on Lot 25, Concession 2 north of King Avenue East, Clarington (identified during desktop review)

As suburban development encroached upon formerly rural and agricultural lands in the Regional Municipality of Durham, timber bridges along the CPR tracks have been replaced. Due to their limited weight load and narrow deck width, timber bridges are often unsuited for high volume traffic. However, the Albert Street Bridge is wide enough to accommodate two lanes of traffic. The two-lane configuration of the bridge has made it more suitable for use in an urban setting.

While bridges incorporating timber stringer design are increasingly rare in the area, they cannot be considered to be a unique style. These types of bridges were widespread throughout North America and were one of the most common types of bridges prior to the widespread adoption of concrete and steel. These types of bridges were also commonly used as approaches to girder bridges, and the Albert Street Bridge incorporates the common plate girder design for sections of the bridge directly spanning Fisher Street and the CPR tracks. The materials used in the Albert Street Bridge are common to timber bridges and plate and girder bridges. According to the *Heritage Oshawa Inventory* the bridge was rehabilitated in 2006.



Plate 21: Looking north on Albert Street Bridge, showing deck and barriers



Plate 22: Looking southwest at superstructure and substructure, showing timber stringer and plate girder sections

## 7.0 Discussion of Contextual Value

The Albert Street Bridge is set in an urban landscape containing a mix of residential, commercial, and industrial properties dating from the late 19<sup>th</sup> to mid-20<sup>th</sup> centuries. In general the north side of the Albert Street Bridge contains a predominantly residential character consisting of examples of working class and middle class detached and semi-attached housing stock from the late 19<sup>th</sup> to mid-20<sup>th</sup> century. The area south of the Albert Street Bridge is generally more urban and contains residences with less of a setback from the roadway, large commercial buildings, and the late 19<sup>th</sup> century former Ontario Malleable Iron Company industrial buildings, located approximately 122 metres east of the south approach of the bridge. This varied character is not particularly unique or definable.

However, the Albert Street Bridge is a visually striking and prominent component of the Central Oshawa area. The timber deck, timber curbs, and timber barriers are notably memorable, conspicuous to users of the bridge, and easily discernible compared to other urban bridge crossings in the City of Oshawa and Regional Municipality of Durham. Therefore, the Albert Street Bridge is a landmark within the community.



Plate 23: Looking west from south approach showing commercial properties



Plate 24: Looking north showing residences and church

## 8.0 Data Sheet

#### **Property Data Sheet**

Field	Property Data	
Property Name	Albert Street Bridge	
Municipal Address	N/A (Located on Albert Street between Fisher Street and Albany Street)	
Municipality:	City of Oshawa, Region of Durham	
Lat/Long:	Latitude: 43°53'14.7" N Longitude: 78°51'25.0" W	
PIN	N/A	
Ownership:	Maintained by Canadian Pacific Railway	
Aerial Photograph:		
Current Photograph:		
Date of Construction:	Timber stringer sections: <i>circa</i> 1912 Plate and girder sections: <i>circa</i> 1957	
Date of Significant Alterations:	Rehabilitated in 2006	



Field	Property Data
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	N/A
Current Function:	Railway overpass
Previous Function:	N/A
Heritage Recognition/Protection:	Class A Listed Resource on <i>Heritage</i> Oshawa Inventory
Local Heritage Interest:	None identified
Adjacent Lands:	CPR corridor, suburban residences, commercial property, and industrial property
	No properties subject to municipal, provincial, or federal heritage recognition

## 9.0 Chronology

The following chronology indicates important dates, periods, and events in the evolution of the Albert Street Bridge and the surrounding area:

- **1791-1795:** The Township of Whitby is surveyed and opened for settlement
- **1849:** Following a period of steady growth, Oshawa is incorporated as a Village
- **1857:** The Township of Whitby is divided into Whitby Township and East Whitby Township, Oshawa and the Study Area become part of East Whitby Township
- **1879:** Oshawa is incorporated as a Town
- **1912:** The Canadian Pacific Railway line is built through Oshawa and East Whitby and the timber sections of the Albert Street Bridge are likely constructed
- **1924:** Oshawa is incorporated as a City
- **1957**: Albert Street Bridge likely modified to include plate girder sections
- **1974:** Durham Region is established and the remainder of East Whitby Township is annexed into the City of Oshawa

## 10.0 Closure

This report has been prepared for the sole benefit of the Metrolinx and may not be used by any third party without the express written consent of Stantec Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

#### Stantec Consulting Ltd.

Digitally signed by Meafarchiras Meaghan Rivard Date: 2023.09.21 12:13:45 -04'00'

Meaghan Rivard MA, CAHP Senior Heritage Consultant Cell: (226) 268-9025 meaghan.rivard@stantec.com

Tracie Carmichael Fracie Cornichae 2023.09.21 12:17:46 -04'00'

**Tracie Carmichael** BA, B.Ed. Managing Principal, Environmental Services Cell: (226) 927-3586 tracie.carmichael@stantec.com

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# Appendix A 2019 OSIM Report

# Appendix B Heritage Personnel Qualifications

### **Appendix B: Qualifications of Heritage Personnel**

**Meaghan Rivard, MA, CAHP:** Meaghan Rivard is Stantec's Senior Heritage Consultant with over 13 years of experience in the identification, research, evaluation, and documentation of heritage resources. Ms. Rivard attained her Bachelor of Arts degree with honours and distinction in history from Brock University in St. Catharines, Ontario and her Master of Arts degree in history (public history stream) from Western University in London, Ontario. Ms. Rivard is a member of the Canadian Association of Heritage Professionals and has experience managing and executing all aspects of the cultural heritage identification and evaluation process, including strategic conservation plans.

In addition to her role as project manager, Ms. Rivard has been the quality reviewer for these projects, reviewing them to be consistent with municipal, provincial, and federal guidelines where applicable. Through her specialization in the Environmental Assessment process, over the past decade Meaghan has reviewed, authored, and contributed in various capacities to hundreds of cultural heritage reports under a wide variety of reporting requirements for municipal, provincial, and federal clients. Meaghan has completed work directly for Ontario's Ministry of Transportation, Hydro One Networks Inc., Metrolinx, Ontario Power Generation, Niagara Parks Commission, and Infrastructure Ontario. She has been listed as the lead heritage consultant on retainer assignments for both the Ministry of Transportation and Infrastructure Ontario.

**Frank Smith, MA, CAHP:** Frank Smith is a Cultural Heritage Specialist with over eight years of experience in detailed historical research, interpretation, and conservation of cultural heritage resources. Mr. Smith attained his Bachelor of Arts degree magna cum laude in history from Adelphi University in Garden City, New York and his Master of Arts degree in history (public history stream) from Western University in London, Ontario. Before joining Stantec, Mr. Smith was the Curator of the John P. Metras Sports Museum and Research Assistant for the Census of Canada 1891 project. Frank's work involves cultural heritage reports for Ontario's Ministry of Transportation, Infrastructure Ontario, Metrolinx, Ontario Power Generation, and numerous municipal and private clients.

**Jenn Como, BA:** Jenn is both a Material Culture Analyst and Cultural Heritage Specialist with Stantec specializing in the archaeology of Euro-Canadian and Indigenous sites in Ontario alongside largescale built heritage and cultural heritage landscape inventories. She has worked on various types of heritage projects at Stantec, including Ontario Line and other transportation projects, the Maple Heritage Conservation District Study, the Grimsby Main Street Heritage Conservation District Study, alongside checklist screening for a variety of projects. In addition to her experience with the built heritage team, Jenn has four years of experience as a Material Culture Analyst and Field Technician working with the archaeology team on both Indigenous and Euro Canadian archaeological sites. Her archaeological experience includes municipal, provincial, and federal projects as well as private enterprise projects in such sectors as renewable energy, power transmission, nuclear energy,



transportation (including rail, highway, and waterways), housing development, and aggregate projects.

**David Waverman, OALA, CSLA, CAHP:** David is a Senior Landscape Architect offering more than 35 years of design and construction experience. He has been a Project Landscape Architect for several large-scale projects including: subdivision streetscape design, construction supervision, active and passive parks, recreational trails and greenways, wetland creation and extensive experience in restoration projects of naturalized open space systems. David also has extensive experience in a wide range of transportation orientated projects.

David is a Professional Heritage Consultant and practices as a Cultural Landscape Specialist, holding a professional status membership with the CAHP (Canadian Association of Heritage Professionals).

**Tracie Carmichael, BA, B.Ed.:** Tracie is a Principal at Stantec and the managing leader for the archaeology and heritage team based in Ontario. She has over 20 years of experience with Ontario archaeological and cultural heritage projects and has been responsible for the management and coordination of Stantec's Ontario Human Environment team for six years. She has worked with key clients to meet Ontario's regulatory requirements concerning all facets of cultural heritage permitting, maintaining a relationship with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries which is responsible for overseeing the compliance of all archaeology and heritage consulting projects in Ontario. She also has extensive experience in the quality and independent review of deliverables for archaeological and heritage projects throughout Ontario not only for Renewable Energy projects but also aggregate, community development, linear corridor, mining, and other sectors.

Lashia Jones, MA, CAHP: Lashia Jones is a Senior Cultural Heritage Specialist and member of Stantec's Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master's Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the Ontario Heritage Act, Provincial Policy Statement, Planning Act, Environmental Assessment Act, Ontario Heritage Tool Kit, Standards and Guidelines for the Conservation of Provincial Heritage Properties and the Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia's role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams.

