Appendix A7-2
Cultural Heritage Evaluation Report: Farewell Street Bridge

Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report - Farewell Street Multi-Use Bridge

Final Report

August 24, 2023

Prepared for:

Metrolinx
20 Bay Street, 6th Floor
Toronto, Ontario M5J 2W3

Prepared by:

Stantec Consulting Ltd.
600-171 Queens Avenue
London, ON N6A 5J7

Project Number: 165011019

Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for the Farewell Street Multi-Use Bridge located in the City of Oshawa, Regional Municipality of Durham Region. The Farewell Street Multi-Use Bridge 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. The Farewell Street Multi-Use Bridge will be replaced as part of the proposed undertaking of the project. 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 Farewell Street Multi-Use Bridge is a wood stringer bridge that was built *circa* 1912 when the Canadian Pacific Railway (CPR) was constructed through the present-day City of Oshawa. The bridge is located in a suburban area of Oshawa on Farewell Street between Elmridge Drive and Keates Avenue and is currently open for pedestrian use only. The bridge is a rare surviving example of a timber bridge within the City of Oshawa and Regional Municipality of Durham. By the mid-20th century timber bridges were increasingly supplanted by steel and concrete bridges and were relegated to rural areas and northern Ontario. These bridges have been increasingly replaced in Regional Municipality of Durham as development encroaches upon formerly agricultural land.

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
1 November 12, 2021	Draft report	Frank Smith	David Waverman	Colin Varley
2 May 5, 2022	Revisions to draft report	Frank Smith	David Waverman	Colin Varley
3 July 26, 2022	Revisions to draft report	Frank Smith	David Waverman	Colin Varley
4 August 26, 2022	Revisions to draft report	Frank Smith	David Waverman	Colin Varley
5 June 1, 2023	Revisions to draft report	Frank Smith	Lashia Jones	Meaghan Rivard
6 June 23, 2023	Revisions to draft report	Frank Smith	Lashia Jones	Meaghan Rivard
7 August 24, 2023	Final Report	Frank Smith	Lashia Jones	Colin Varley

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	Lashia Jones, MA, CAHP
Independent Reviewer:	Colin Varley, MA, RPA

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
MCM	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 Farewell Street Multi-Use Bridge located in the City of Oshawa, Regional Municipality of Durham. The Farewell Street Multi-Use Bridge was identified as a potential cultural heritage resource in the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2023). The Farewell Street Multi-Use Bridge will be replaced as part of the proposed undertaking of the project.

1.2 Historical Summary

The Farewell Street Multi-Use Bridge is located in the City of Oshawa between Elmridge Street and Keates Avenue (Figure 1 and Figure 2). It is historically located on part of Lot 5, Concession 1 in the former Township of Whitby. The bridge spans the Canadian Pacific Railway (CPR). The Farewell Street Multi-Use Bridge was built *circa* 1912, shortly after the completion of the CPR route though East Whitby Township 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). Farewell Street was originally a rural road in the road allowance between Lots 4 and 5 of Concession 1. In the post Second World War period it developed into a suburban area within the City of Oshawa.

1.3 Description of Property

Detailed information regarding the Farewell Street Multi-Use Bridge is taken from the City of Oshawa's 2019 Ontario Structure Inspection Manual (OSIM) report prepared for the bridge in 2019 (City of Oshawa 2019) (Appendix A). The Farewell Street Multi-Use Bridge is a five span wood stringer bridge which is 26.7 metres in length and 3.35 metres wide, with a total deck area of 90 square metres. The bridge is oriented in a north-south direction and carries only pedestrian foot traffic on Farewell Street over the CPR tracks.

The north and south approaches contain two w-beam steel guiderails (Plate 1). The approaches are presently part of a pedestrian path. The south approach contains concrete sidewalks and an asphalt section adjacent to the bridge (Plate 2). The north approach is entirely paved in asphalt (Plate 3). The bridge superstructure is timber and contains a deck consisting of laminated timber boards. The bridge contains timber curbs, and a chain-link fence serves as a railing (Plate 4 to Plate 6). The bridge deck is supported by longitudinal timber floor beams (Plate 7). The bridge substructure consists of transverse timber beams, timber piers, timber abutments, and timber wingwalls (Plate 8 to Plate 10). The bridge embankments are earth on the south approaches, earth on the northeast approach, and earth and concrete rubble partially encased in asphalt on the northwest approach (Plate 11 and Plate 12).

Plate 1: Guiderail details, southwest approach, looking north

Plate 2: South approach showing sidewalks and asphalt paving, looking north

Plate 3: North approach, showing asphalt, looking south

Plate 4: Bridge decking, curb, and fencing, looking north

Plate 5: Bridge decking, curb, and fencing, looking south

Plate 6: Bridge deck details

Plate 7: Longitudinal timber floor beams, looking east

Plate 8: Transverse beams and piers, looking southeast

Plate 9: Timber wingwall, looking southwest

Plate 10: Timber wingwall and partial view of timber abutment, looking southeast

Plate 11: Northwest approach showing earth, concrete, and asphalt, looking east

Plate 12: Southwest earth approach, looking north

1.4 Current Context

The Farewell Street Multi-Use Bridge is located in the City of Oshawa, Regional Municipality of Durham. The bridge provides a grade separation pedestrian crossing over the CPR tracks which run east-west through the City of Oshawa (Plate 13). The character of the area surrounding the Farewell Street Multi-Use Bridge is suburban and includes a mix of detached mid-20th century residences, an apartment complex, and places of worship (Plate 14 and Plate 15). Farewell Street is a two-lane roadway paved with asphalt that contains concrete curbs and a concrete sidewalk on the west side of the street (Plate 16). At the south approach to the bridge Farewell Street merges into Keates Avenue and there is no road connection to the Farewell Street Multi-Use Bridge (Plate 17). Farewell Street continues north of the pedestrian bridge at a small roundabout connecting Elmridge Street and Farewell Street. The east side of Farewell Street and the bridge are lined with timber utility poles (Plate 18). The nearest routes for vehicles to cross the CPR tracks is approximately 400 metres to the east at Harmony Road South and 408 metres to the west at Wilson Road.

Plate 13: Looking west at CPR tracks from Farewell Street Multi-Use Bridge

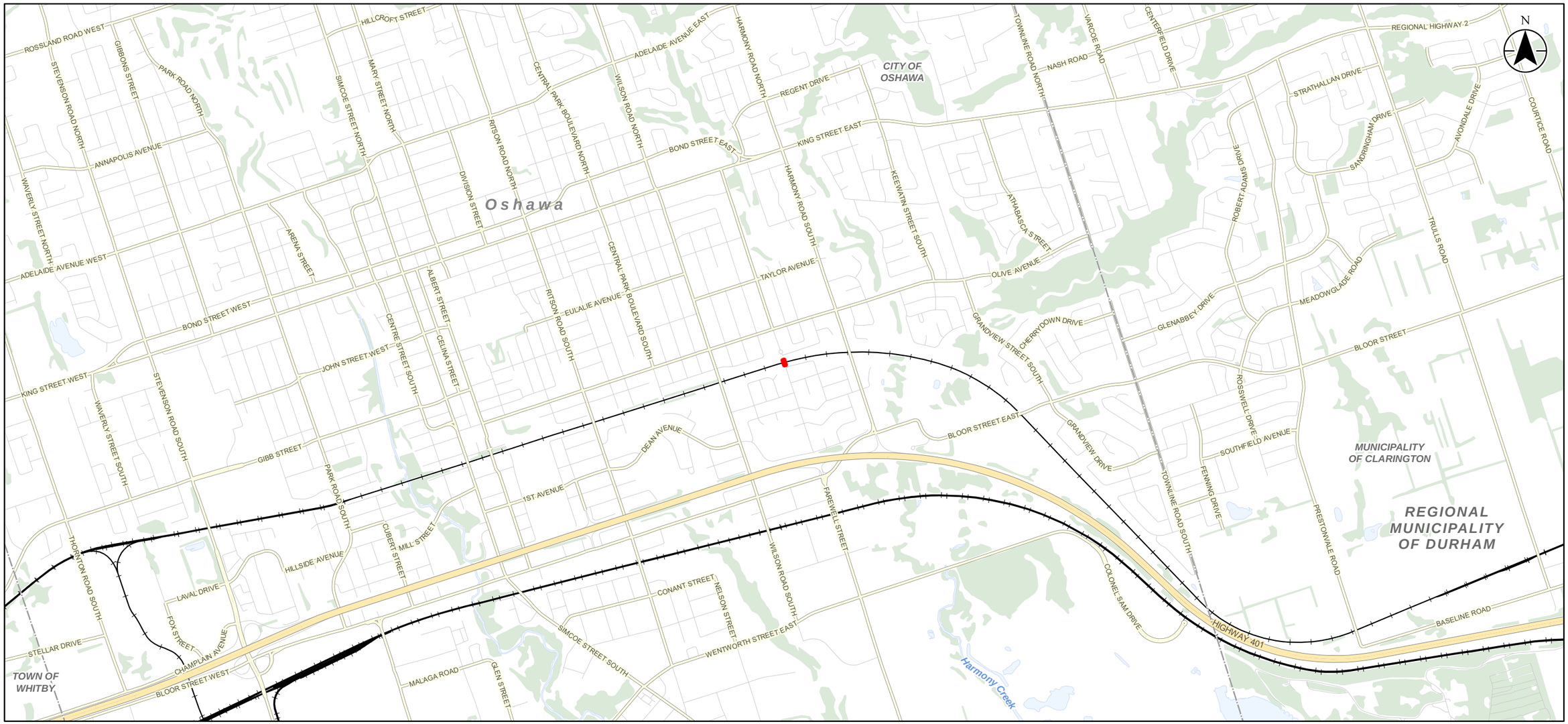
Plate 14: Mid-20th century residences and place of worship, looking north

Plate 15: Apartment complex, looking west

Plate 16: Looking south down Farewell Street showing paving, curb, and sidewalk

Plate 17: Looking east at point where Keates Avenue and Farewell Street meet

Plate 18: Looking north at roundabout and utility poles



Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.

Legend
- Study Area
- Expressway / Highway
- Major Road
- Minor Road
- Existing Railway
- Waterbody
- Wooded Area
- Municipal Boundary, Upper
- Municipal Boundary, Lower

0 0.5 1 km

1:25,000 (At original document size of 11x17)

Stantec

Project Location
Regioan Municipality of Durham

165011019
Prepared by BCC on 5/30/2023

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

Figure No.
1

Title
Location of the Study Area

Legend

Study Area

0 20 40 Meters

1:1,250 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2019.

Stantec

Project Location
Regioan Municipality of Durham

165011019 REVA
Prepared by BCC on 2023-05-30
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—FAREWELL STREET BRIDGE

Figure No.
2

Title
Study Area

\\ca0215-cpfs01\work_group\01650\active\165011019 - Bowmanville\t2_Amendment2_Assignment\11_data\gis_cad\gis\mxd\heritage\report_figures\20211012_CHER_Bridge_FarewellSt\165011019_CHFW_fig02_StudyArea.mxd Revised: 2023-05-30 By: bcowper

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* (MCM 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)[1] and *Ontario Regulation 10/06* (O. Reg. 10/06) and a statement of cultural heritage value of interest (CHVI), if the property is determined to contain CHVI, 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 is 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, 1938, 1948, 1968, and 1976 was reviewed. This information was supplemented by the 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.

[1] 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 and Previous Studies

3.1 Farewell Street Multi-Use Bridge

Municipal

The Farewell Street Multi-Use Bridge is not included in the *Heritage Oshawa Inventory.* As part of the CHER, the City of Oshawa was contacted regarding potential cultural heritage interest in the bridge. Municipal planning staff confirmed that the bridge is not a listed or designated resource.

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 Farewell Street Multi-Use Bridge as a cultural heritage resource. The bridge is not a provincial heritage property, is not subject to any OHT easements and is not a trust owned property (Stantec 2023).

Federal

To determine if the Farewell Street Multi-Use 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 Farewell Street Multi-Use Bridge was found not to have previous federal heritage recognition (Parks Canada 2023; Canada's Historic Places 2023).

3.2 Adjacent Lands

The Farewell Street Multi-Use Bridge is pedestrian bridge located in a suburban neighbourhood within the City of Oshawa. No parcels adjacent to the bridge have any municipal, provincial, or federal heritage status. There are no previously identified heritage resources within 500 metres of the bridge.

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 Farewell Street Multi-Use 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.

Table 1: Community Input Results

Organization	Contact	Results
City of Oshawa	Connor Leherbauer, Planner B, City of Oshawa	The City does not have any historical research material on the bridge. 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 Farewell Street Multi-Use 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.

5.0 Discussion of Historical or Associative Value

5.1 Settlement of Whitby Township and Oshawa

Survey and 19th Century Development

The Study Area is historically located on part of Lot 5, 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 the 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 (Simcoe 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 both townships 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 after 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 much of Lot 1, Concession 5 as owned by the Farwell family (also spelled Farewell), including A.M. Farwell and A.L. Farwell. The mapping shows that present-day Farewell Street was a road allowance between lots and the character of the area was agricultural (Figure 3). The Farwell family were prominent landowners in East Whitby

Township. They traced their ancestry to Ackeus Moody Farewell, who was born in Vermont in 1782 and moved to Whitby Township in 1801 around present-day King Street and Harmony Road. The area was initially known as Farewell's Corners before becoming known as Harmony (Terech 2019). 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 19th and early 20th 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).

20th Century Development

The population of East Whitby Township would begin to increase in the early 20th 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). 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 2021).

The Township of East Whitby and City of Oshawa continued to grow into the mid-20th 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 were 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-19th 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 Canadian National Railway (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.

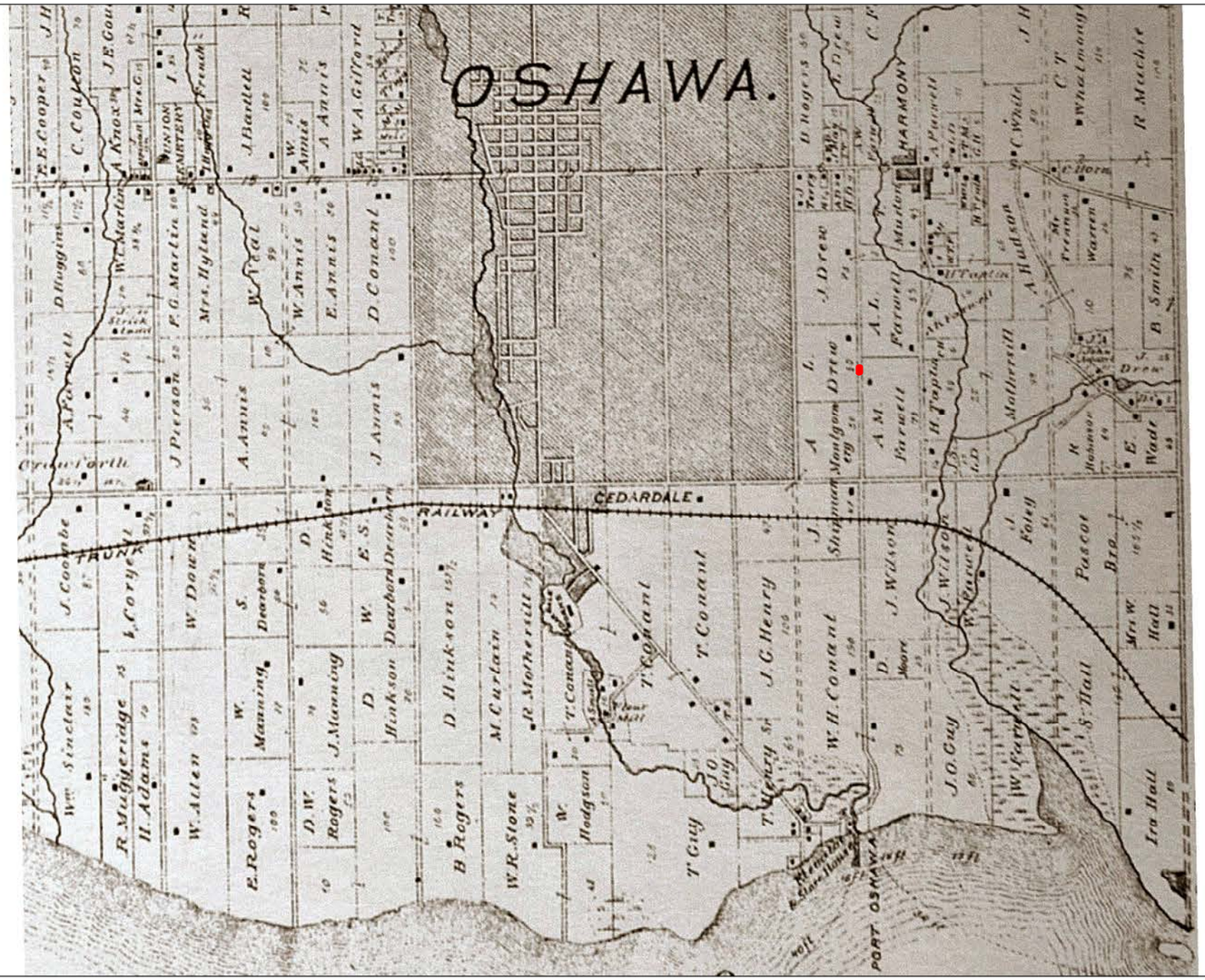
During the 1930s, provincial officials began planning for a new east to west highway to alleviate congestion on King's Highway 2 (Kingston Road). The new highway would run from Windsor to the provincial border with Quebec. The first section of the new roadway, initially named King's Highway 2A, opened 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 Farewell Street Multi-Use Bridge History

In 1912, the CPR line through East Whitby Township was completed and divided present-day Farewell Street. During the early 20th century present-day Farewell Street was a north to south roadway which ran from Lake Ontario north to present-day King Street East. The Farewell Street Multi-Use Bridge was likely constructed when the CPR line was completed in 1912. To respond to the topography of East Whitby Township, the CPR line was constructed on an embankment between approximately present-day Central Park Boulevard South and present-day Guelph Street. East of Guelph Street, the elevation rose, and the railway was cut into the earth to maintain a gradient favorable to train use. This cut began just east of present-day Guelph Street and ran to just east of present-day Harmony Road South. Therefore, a bridge would have been required at Farewell Street. An at grade crossing would have not been possible given the steep banks leading down to the railway built in the cut of land. Topographic mapping from 1930 shows a wood bridge present at Farewell Street and a wood bridge at Harmony Road South, both areas that contained a cut in the land. To the west at Wilson Road, an iron bridge was built to carry the CPR over the roadway. To the east of Wilson Road South the railway was not built on an embankment or cut and the next rail crossing was at grade (Figure 4).

The OSIM report for the Farewell Street Multi-Use Bridge lists a construction date of 1940. However, a construction date of circa 1912 is more likely for several reasons. First, topographic mapping from 1930 shows a timber bridge already present at the CPR crossing (note the “W” to the southwest of the bridge, indicating a wooden structure). Second, an at-grade crossing was not possible given the cut into the land and steep embankment. Third, by the mid-1930s steel bridges and reinforced concrete bridges became increasingly widespread in Ontario and timber bridge construction in the province generally became limited to northern and remote areas (Canadian Wood Council and Ontario Ministry of Natural Resources and Forestry 2017: 4). If the Farewell Street Multi-Use Bridge was built in 1940, it would have replaced a span only 28 years old and used materials bridge designers in the province were increasingly moving away from.

During the post Second World War period Oshawa rapidly expanded and in the 1951 Farewell Street became part of the City of Oshawa. By 1968, the lands around the Farewell Street Multi-Use Bridge had transitioned from predominantly rural and agricultural to heavily suburbanized. Topographic mapping from 1968 and 1976 shows that the Farewell Street Multi-Use Bridge remained connected to Farewell Street and was likely open to vehicular traffic (Figure 5 and Figure 6). According to available aerial photographs, by 2004 the Farewell Street Multi-Use Bridge was closed to vehicular traffic and converted to a pedestrian route.



Legend

Study Area

Notes

1.Source: Beers, J.H. 1877. Illustrated Historical Atlas of the County of Ontario, Ont. Toronto: J.H. Beers & Co.
2. Map is not to scale.

Stantec

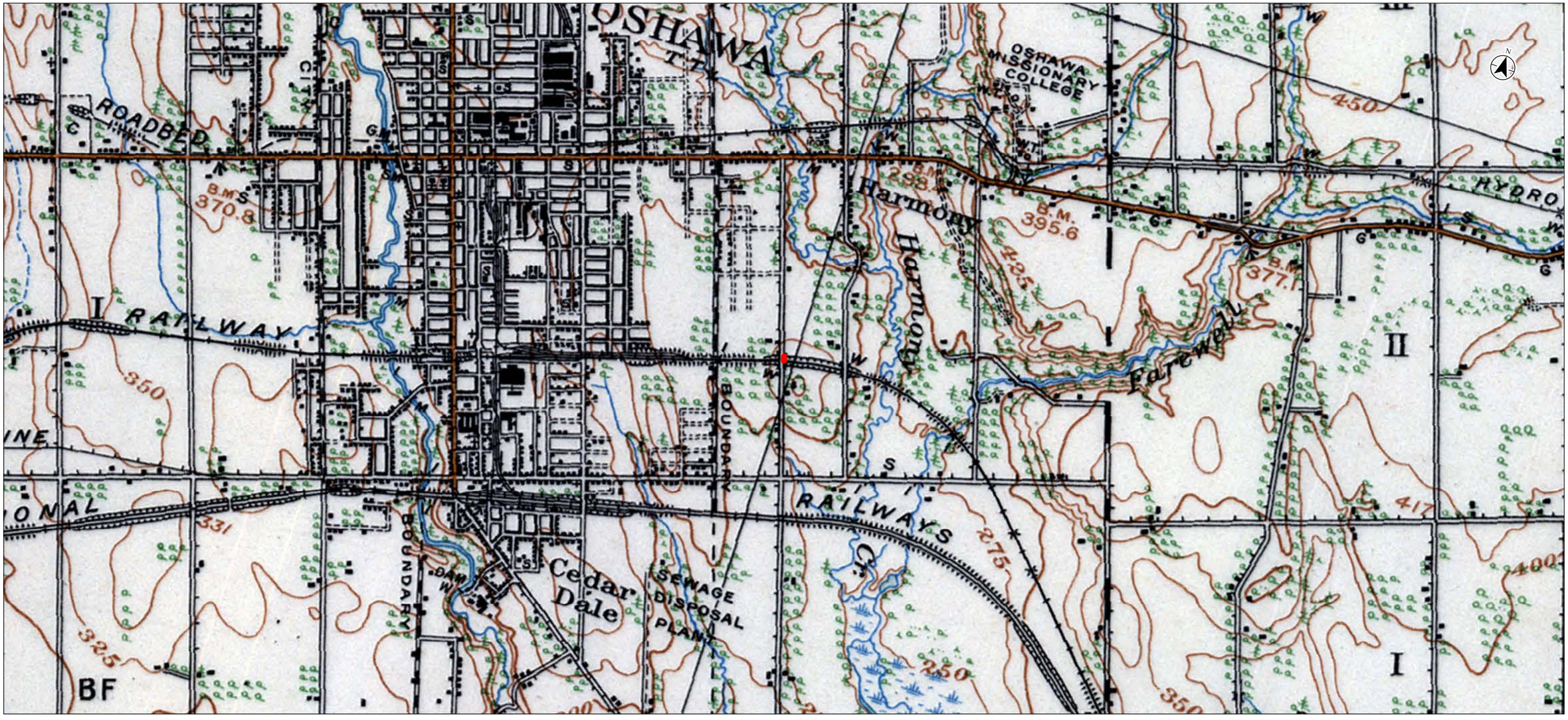
Project Location
Regioan Municipality of Durham

165011019 REVA
Prepared by BCC on 2023-05-30
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—FAREWELL STREET BRIDGE

Figure No.
3

Title
Historical Mapping, 1877



Legend

Study Area

0 600 1,200 Meters

1:25,000 (At original document size of 11x17)

Notes

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

Stantec

Project Location	165011019 REVA
Regioan Municipality of Durham	Prepared by BCC on 2023-05-30
	Technical Review by ABC on yyyy-mm-dd
	Independent Review by ABC on yyyy-mm-dd

Client/Project

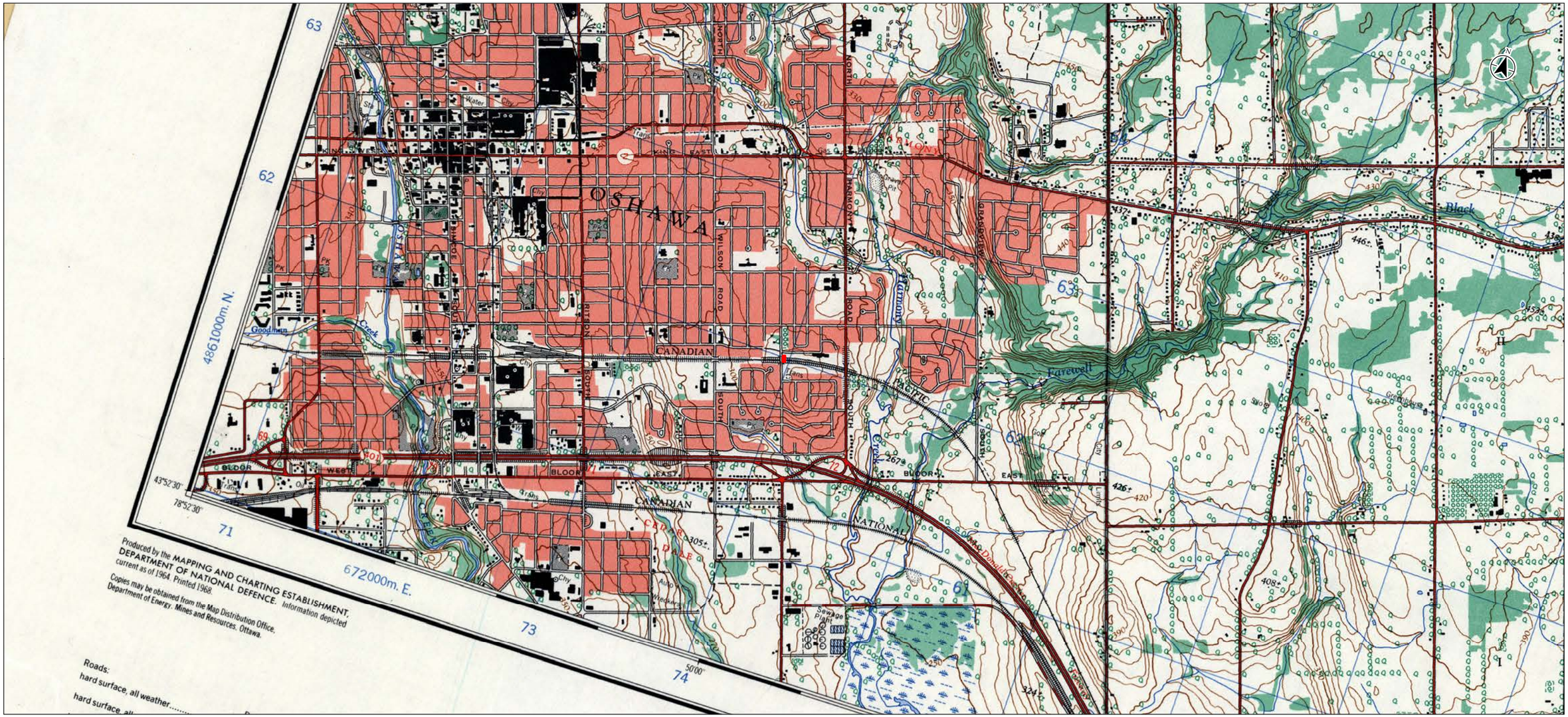
METROLINX, OSHAWA TO BOWMANVILLE RAIL SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—FAREWELL STREET BRIDGE

Figure No.

4

Title

Topographic Mapping, 1930



Legend

Study Area

0 600 1,200 Meters

1:25,000 (At original document size of 11x17)

Notes

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

Stantec

Project Location	165011019 REVA
Regioan Municipality of Durham	Prepared by BCC on 2023-05-30
	Technical Review by ABC on yyyy-mm-dd
	Independent Review by ABC on yyyy-mm-dd

Client/Project

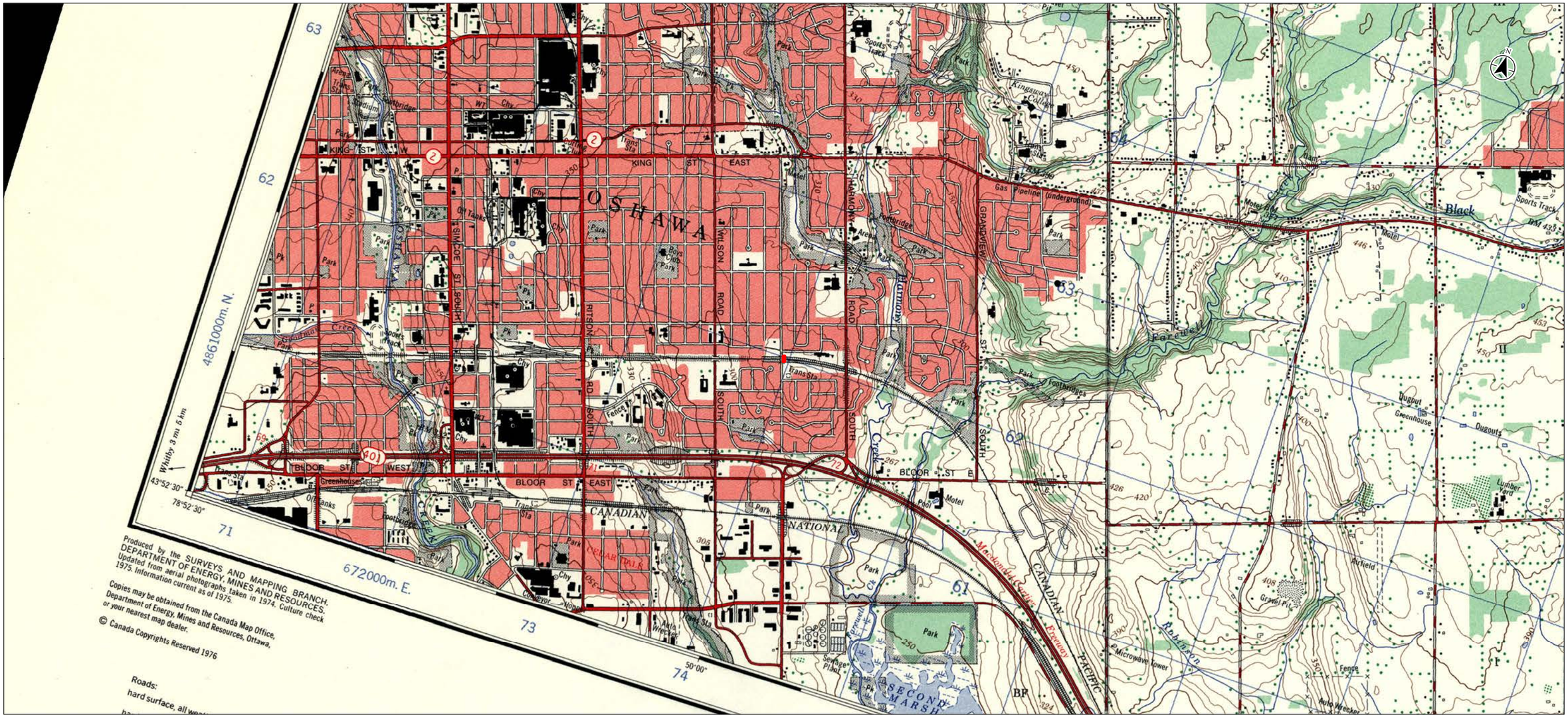
METROLINX, OSHAWA TO BOWMANVILLE RAIL SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—FAREWELL STREET BRIDGE

Figure No.

5

Title

Topographic Mapping, 1968



Legend

Study Area

0 600 1,200 Meters

1:25,000 (At original document size of 11x17)

Notes

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

Stantec

Project Location	165011019 REVA
Regioan Municipality of Durham	Prepared by BCC on 2023-05-30
	Technical Review by ABC on yyyy-mm-dd
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Client/Project

METROLINX, OSHAWA TO BOWMANVILLE RAIL SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—FAREWELL STREET BRIDGE

Figure No.

6

Title

Topographic Mapping, 1976

6.0 Discussion of Design or Physical Value

The Farewell Street Multi-Use Bridge is a rare surviving example of a wood stringer bridge along the CPR line in the City of Oshawa and Regional Municipality of Durham. Wood 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 19th to early 20th century, these types of bridges remained on low trafficked rural roads (Parsons Brinckerhoff 2005: 80). A desktop review of railway bridges in the City of Oshawa shows the only other remaining timber bridge is the Albert Street Bridge, located approximately 1.9 kilometres west of the Farewell Street Multi-Use Bridge and is also part of the Oshawa to Bowmanville Rail Service Extension Project. 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 unsuitable for high volume traffic. The remaining timber bridges in the Region are located in areas that remain predominantly agricultural.

While timber bridges 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. The Farewell Street Multi-Use Bridge was built in the early 20th century and cannot be considered an early example of a timber bridge, as timber bridges were among the first bridges built in North America. The materials used in the construction of the Farewell Street Multi-Use Bridge are common to timber bridges. This includes timber beams, timber curbs, timber abutments, and a laminated wood deck (Plate 19 and Plate 20). Laminated wood decking is common to 20th century examples of timber bridges due to its rot resistant nature (Parsons Brinckerhoff 2005). Aside from its restriction to pedestrian traffic only, the bridge has been modified by the replacement of its original railing with a chain link fence.

Plate 19: Farewell Street Multi-Use Bridge showing timber construction materials, looking south

Plate 20: Laminated bridge deck, curb, and fence, looking south

7.0 Discussion of Contextual Value

The Farewell Street Multi-Use Bridge is set in a suburban landscape. This suburban character is typical to parts of southern Ontario developed in the mid-20th century and the area around the Farewell Street Multi-Use Bridge is characterized by lawns, wide streets that can accommodate parking, detached and semi-attached residences, and places of worship (Plate 21). As a remnant component of a rural landscape, the Farewell Street Multi-Use Bridge stands in contrast to the suburban and mid-20th century character of the surrounding area. While the CPR tracks running through the neighbourhood date to the early 20th century, these tracks are screened by vegetation and embankments, resulting in the railway not having a strong visual presence in the area.

The bridge is set back from Farewell Street on both the north and south side and the bridge is not a visually prominent part of the landscape. While the bridge is located on an elevated embankment over the deeply cut CPR tracks, the views to and from the Farewell Street Multi-Use Bridge are not especially memorable and offer views of vegetation growing adjacent to the CPR tracks, the CPR tracks, and the surrounding mid-20th century structures (Plate 22).

Plate 21: Looking north on Farewell Street showing the suburban character of the area

Plate 22: Looking north on Farewell Street, showing vegetation screening CPR tracks

8.0 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	Farewell Street Multi-Use Bridge
Municipal Address	N/A (Located on Farewell Street between Elmridge Street and Keates Avenue)
Municipality:	City of Oshawa, Durham Region
Lat/Long:	Latitude: 43°53'32.61"N Longitude: 78°50'2.50"W
PIN	N/A
Ownership:	Maintained by Canadian Pacific Railway
Aerial Photograph:	
Current Photograph:	
Date of Construction:	*Circa* 1912 (based on mapping, topography, bridge style, and data of railway construction)
Date of Significant Alterations:	Chain link fence replaced original railing in the late 20th or early 21st centuries
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Possibly CPR or Township of East Whitby

Field	Property Data
Current Function:	Pedestrian railway overpass
Previous Function:	Vehicular and pedestrian railway overpass
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	CPR corridor, suburban residences, churches 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 Farewell Street Multi-Use 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 Farewell Street Multi-Use Bridge is likely constructed
- **1924:** Oshawa is incorporated as a City
- **1951:** The City of Oshawa annexes 10,000 acres in East Whitby Township, including the Study Area
- **1974:** The Region of Durham 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 Meaghan Rivard
Date: 2023.09.22 10:47:00 -04'00'

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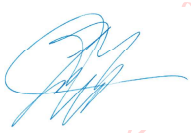

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Appendix A
2020 OSIM Report

FAREWELL STREET PEDESTRIAN FOOTBRIDGE OVER CP RAIL

Site Number:
4-1031

Date of Inspection:
August 26, 2019

art engineering inc.

MUNICIPAL STRUCTURE INSPECTION FORM

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

INVENTORY DATA:

Structure Name: Farewell St. Pedestrian Footbridge Over CP Rail

Main Hwy/Road #: -

Road Name:

Under Structure: Navigable Water ☐ Non- Navigable Water ☒ Rail ☐ Road ☐ Pedestrian ☐ Other ☐

On Structure: Rail ☐ Road ☐ Pedestrian ☒ Other ☐

Structure Location: 0.05 km S of S Limit of Farewell St.

Latitude: 43.8923972970704 Longitude: -78.8340199551179

Owner(s): CPR

Heritage Designation: Not Cons. ☒ Cons./Not App. ☐ List/Not Desig. ☐ Desig./not List ☐ Desig. & List ☐

MTO Region: Central

Road Class: Freeway ☐ Arterial ☐ Collector ☐ Local ☐

MTO District: Central Region

Posted Speed: No. of Lanes: 1

Old County: Ontario

AADT: % Trucks:

Geographic Twp.: 3

Special Routes: Transit ☐ Truck ☐ School ☐ Bicycle ☐

Structure Type: Other

Detour Length Around Structure: (km)

Total Deck Length: 26.7 (m)

Fill on Structure: (m)

Overall Str. Width: 3.5 (m)

Skew Angle: 0 (Degrees)

Total Deck Area: 93.45 (m^2)

Direction of Structure: NS

Roadway Width: 3.35 (m)

No. of Spans: 5

Span Lengths: 5.3, 5.3, 5.3, 5.3, 5.3 (m)

HISTORICAL DATA

Year Built: 1940

Year of Last Major Rehab.: -

Current Load Limit: - (tonnes)

Load Limit By-Law #: -

By-Law Expiry Date: -

Min. Vertical Clearance: - (m)

Last OSIM Inspection: -

Last Biennial Inspection: 9/20/2017

Last Bridge Master Inspection: -

Last Evaluation: -

Last Underwater Inspection: -

Last Condition Survey: -

Rehabilitation History: (Date / Description)

MUNICIPAL STRUCTURE INSPECTION FORM

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

FIELD INSPECTION INFORMATION	
Date of Inspection:	August 26, 2019 Type of Inspection: ☒ OSIM ☐ Enhanced OSIM
Inspector:	Peter de Haan, P.Eng.
Others in Party:	Brendan Kaus, EIT
Access Equipment Used:	Camera and Hand Tools
Weather:	Overcast
Temperature:	16°C

ADDITIONAL INVESTIGATION REQUIRED	Priority			Estimated Cost
	None	Normal	Urgent	
Rehabilitation/Replacement Study:	X			$ 0.00
Material Condition Survey				
Detailed Deck Condition Survey:	X			$ 0.00
Non-destructive Delamination Survey of Asphalt- Covered Deck:	X			$ 0.00
Concrete Substructure Condition Survey:	X			$ 0.00
Detailed Coating Condition Survey:	X			$ 0.00
Detailed Timber Investigation:	X			$ 0.00
Post-Tensioned Strand Investigation	X			$ 0.00
Underwater Investigation:	X			$ 0.00
Fatigue Investigation:	X			$ 0.00
Seismic Evaluation:	X			$ 0.00
Structure Evaluation:	X			$ 0.00
Load Posting – Estimated Load Limit			**Total Cost**	**$ 0.00**

Investigation Notes:

OVERALL STRUCTURAL NOTES:					
BCI:	61.3	Probability of Failure:	3.75	Risk Assessment:	11.25
Remaining Life:	0	Consequence of Failure:	3		
Recommended Work:	☐ None ☐ Minor Rehab. ☒ Major Rehab. ☐Replace Replace abutment, reinforce girder and repair various timber members within 1-5 years.				
Alternative Treatment:					$ 0.00
Date of Next Inspection:	2021				

Suspected Performance Deficiencies

00 None
01 Load carrying capacity
02 Excessive deformations (deflections & rotation)
03 Continuing settlement
04 Continuing movements
05 Seized bearings
06 Bearing not uniformly loaded/unstable
07 Jammed expansion joint
08 Pedestrian/vehicular hazard
09 Rough riding surface
10 Surface ponding
11 Deck drainage
12 Slippery surfaces
13 Flooding/channel blockage
14 Undermining of foundation
15 Unstable embankments
16 Other

Maintenance Needs

01 Lift and swing bridge maintenance
02 Bridge cleaning
03 Bridge handrail maintenance
04 Painting steel bridge structures
05 Bridge deck joint repair
06 Bridge bearing maintenance
07 Repair of structural steel
08 Repair of bridge concrete
09 Repair of bridge timber
10 Bailey bridges maintenance
11 Animal/pest control
12 Bridge surface repair
13 Erosion control at bridges
14 Concrete sealing
15 Rout and seal
16 Bridge deck drainage
17 Scaling (loose Concrete or ACR Steel)
18 Other

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Abutments		**Length:**		-
Element Name:	Abutments Walls		**Width:**		3
Location:	South		**Height:**		1.5
Material:	Wood		**Count:**		-
Element Type:	Gravity Wall		**Total Quantity:**		4.5
Environment:	Severe		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	3	1.5

Comments:
Many rotting and split timbers.
All ties heavily corroded.

Performance Deficiencies: 00	**Maintenance Needs:** 09
Recommended Work: ☒ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years Replace rotten members.	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Piers		**Length:**		4
Element Name:	Caps		**Width:**		0.3
Location:	4^{th} Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Caps		**Total Quantity:**		10
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	10	-	-

Comments:
Weathering, localized splits and checks.

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Piers		**Length:**		3.4
Element Name:	Shafts/Columns/Pile Bents		**Width:**		0.3
Location:	1st Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Timer piles with capping beam		**Total Quantity:**		4
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	4	-

Comments:
Weathering, localized splits and checks, rot.
Nuts missing at bracing.

Performance Deficiencies: 00	**Maintenance Needs:** 09
Recommended Work: ☒ Rehab. ☐ Replace ☒ 1 – 5 Years ☐ 6 – 10 Years Install missing bracing nuts.	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Piers		**Length:**		7
Element Name:	Shafts/Columns/Pile Bents		**Width:**		0.3
Location:	2nd Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Timer piles with capping beam		**Total Quantity:**		8.4
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	8.4	-

Comments:
Weathering, localized splits and checks.
Wide split in one brace.

Performance Deficiencies: 00	**Maintenance Needs:** 09
Recommended Work: ☒ Rehab. ☐ Replace ☒ 1 – 5 Years ☐ 6 – 10 Years Replace split bracing member.	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Piers		**Length:**		7
Element Name:	Shafts/Columns/Pile Bents		**Width:**		0.3
Location:	3rd Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Timer piles with capping beam		**Total Quantity:**		8.4
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	8.3	0.1

Comments:
Weathering, localized splits and checks.
Localized rot at base of support.

Performance Deficiencies: 00	**Maintenance Needs:** 09
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Piers		**Length:**		3.7
Element Name:	Shafts/Columns/Pile Bents		**Width:**		0.3
Location:	4th Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Timer piles with capping beam		**Total Quantity:**		4.4
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	3.4	1

Comments:
Weathering, checks and severe splits at the top end of the east shaft.

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Sidewalks/Curbs		**Length:**		26.7
Element Name:	Curbs		**Width:**		0.15
Location:			**Height:**		0.15
Material:	Wood		**Count:**		2
Element Type:	Curbs		**Total Quantity:**		16
Environment:	Severe		**Limited Inspection:**		☐
Protection System	Creosote				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	16	-	-

Comments:

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Abutments		**Length:**		-
Element Name:	Abutment Walls		**Width:**		3
Location:	North		**Height:**		1.5
Material:	Wood		**Count:**		-
Element Type:	Gravity Wall		**Total Quantity:**		4.5
Environment:	Severe		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	-	-	4.5

Comments:
Abutment is rotated outward exhibiting excessive deformation.
Additional support should be provided to prevent further rotation.
Fire damage and loss of section. Embankment spilling through.

Performance Deficiencies: 02	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☒ Replace ☒ 1 – 5 Years ☐ 6 – 10 Years Replace abutment.	**Maintenance Needs:** ☐ Urgent ☐1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Approaches		**Length:**		6
Element Name:	Wearing Surface		**Width:**		4
Location:			**Height:**		-
Material:	Asphalt		**Count:**		2
Element Type:	Wearing Surface		**Total Quantity:**		48
Environment:	Severe		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	24	24	-

Comments:
Settlement and cracks.
Undermining at NE corner wear approach meets deck

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Barriers		**Length:**		26.7
Element Name:	Railing Systems		**Width:**		-
Location:			**Height:**		1.83
Material:	Steel		**Count:**		2
Element Type:	Steel Post and Lattice		**Total Quantity:**		53
Environment:	Severe		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m	-	53	-	-

Comments:
NE post rotated inward.
Disconnected horizontal bars at several locations.
Missing horizontal bar and post cap.

Performance Deficiencies: 00	**Maintenance Needs:** 18 (Fence Maintenance)
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years Repair chainlink fence as part of regular maintenance.	**Maintenance Needs:** ☐ Urgent ☒ 1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Beams/MLE's		**Length:**		26.7
Element Name:	Girders		**Width:**		0.15
Location:			**Height:**		0.4
Material:	Wood		**Count:**		7
Element Type:	Rectangular - solid		**Total Quantity:**		177.6
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	157.6	10	10

Comments:
Minor weathering and checks.
One girder south span rotting and crushing at the top.

Performance Deficiencies: 01	**Maintenance Needs:** 00
Recommended Work: ☒ Rehab. ☐ Replace ☒ 1 – 5 Years ☐ 6 – 10 Years Reinforce girder.	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Decks		**Length:**		26.7
Element Name:	Deck Top		**Width:**		3.35
Location:			**Height:**		-
Material:	Wood		**Count:**		-
Element Type:	Laminated wood decking – transverse		**Total Quantity:**		90
Environment:	Severe		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	90	-	-

Comments:

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Piers		**Length:**	4	
Element Name:	Caps		**Width:**	0.3	
Location:	1st Pier From North		**Height:**	0.3	
Material:	Wood		**Count:**	2	
Element Type:	Caps		**Total Quantity:**	10	
Environment:	Moderate		**Limited Inspection:**	☐	
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	10	-	-

Comments:
Weathering, localized splits and checks, minor rot.

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Piers		**Length:**	4	
Element Name:	Caps		**Width:**	0.3	
Location:	2nd pier from north		**Height:**	0.3	
Material:	Wood		**Count:**	2	
Element Type:	Caps		**Total Quantity:**	10	
Environment:	Moderate		**Limited Inspection:**	☐	
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	10	-	-

Comments:
Weathering, localized splits and checks, minor rot.

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

ELEMENT DATA					
Element Group:	Piers		**Length:**		4
Element Name:	Caps		**Width:**		0.3
Location:	3rd Pier From North		**Height:**		0.3
Material:	Wood		**Count:**		2
Element Type:	Caps		**Total Quantity:**		10
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	10	-	-

Comments:
Weathering, localized splits and checks.

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐ 1 Year ☐ 2 Years

Element Group:	Decks		**Length:**		26.7
Element Name:	Soffit – Thin Slab		**Width:**		2.3
Location:			**Height:**		-
Material:	Wood		**Count:**		-
Element Type:	Soffit – Thin Slab		**Total Quantity:**		61.41
Environment:	Moderate		**Limited Inspection:**		☐
Protection System	None				
Condition Data:	**Units**	**Excellent**	**Good**	**Fair**	**Poor**
	m^2	-	61.41	-	-

Comments:

Performance Deficiencies: 00	**Maintenance Needs:** 00
Recommended Work: ☐ Rehab. ☐ Replace ☐ 1 – 5 Years ☐ 6 – 10 Years	**Maintenance Needs:** ☐ Urgent ☐1 Year ☐ 2 Years

Farewell St. Pedestrian Footbridge Over CP Rail **Site No.: 4-1031**

REPAIR AND REHABILITATION REQUIRED		Priority			Estimated Cost
Element	**Repair and Rehabilitation Required**	**6 - 10 Years**	**1 - 5 Years**	**< 1 year**	
Piers	Shafts/columns/pile bents: replace missing bracing nuts		X		$ 750.00
Piers	Shafts/columns/pile bents		X		$ 2,500.00
Abutments	Abutment walls: replace abutment		X		$ 75,000.00
Beams/MLE's	Girders: reinforce girders		X		$ 2,500.00
				Total Cost	**$ 80,750.00**

ASSOCIATED WORK	Comments	Estimated Cost
Approaches		$ 0.00
Detours		$ 0.00
Traffic Control		$ 0.00
Utilities		$ 0.00
Right of Way		$ 0.00
Environmental Study		$ 0.00
Other	Engineering (15%)	$ 10,612.50
Contingencies	Allowance (15%)	$ 10,612.50
	Total Estimated Cost	**$ 91,975.00**

JUSTIFICATION

Image 1 – North approach (looking south)

Image 2 – East elevation (looking west)

Image 3 – Deck boards and chainlink fence (looking south)

Image 4 – North abutment (looking north)

Image 5 – North pier (looking south)

Image 6 – Beams and deck soffit at north pier (looking upwards/south)

Image 7 – South truss (looking south)

Image 8 – South pier (looking north)

Image 9 – Deck side view at southwest corner (looking northeast)

Image 10 – Disconnected fence section

Image 11 – Retaining wall at northwest corner (looking north)

Image 12 – Timber rot at north abutment (looking east)

Image 13 – Split timber beam at north pier (looking north)

Image 14 – Heavy weathering on timber beam (typical)

Image 15 – Base of mid pier (looking northwest)

Image 16 – Severely corroded bolt (typical)

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).

Colin Varley, MA, RPA: Colin Varley is a Senior Archaeologist and Heritage Planning Consultant listed with the Register of Professional Archaeologists, and has been a practicing archaeologist for over twenty five years. Colin has managed hundreds of archaeological and heritage assessment projects in Ontario, Nova Scotia, New Brunswick, Prince Edward Island, Labrador and Saskatchewan, including such major projects as: the Samsung Grand Renewable Energy Project in Haldimand County, Ontario; all phases of archaeological assessment at the Canadian War Museum site at LeBreton Flats, Ottawa; six highway projects; over 500 km of natural gas pipeline routes; the proposed Halifax Superport terminal; the Halifax Harbour Solutions sewage treatment project; numerous road and bridge twinning projects; several hydro powerline corridors; the Lower Churchill River hydro project, and a gold mining operation in Niger, West Africa. Colin has completed projects for all levels of government and has been the Project Manager and Key Client Contact for standing services contracts with the National Capital Commission, the City of Hamilton, Infrastructure Ontario and the City of Ottawa. Outside of his professional consulting work, Colin has also been a member of the Township of Tiny Heritage and Historical Committee and the City of Ottawa's Heritage Advisory Committee, acting as Vice-Chair in 2003-2004. He was also a member of the City of Ottawa Heritage Master Plan Workgroup

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.