



**DRAFT CULTURAL HERITAGE EVALUATION REPORT
& HERITAGE IMPACT ASSESSMENT**

CULTURAL HERITAGE EVALUATION REPORT & HERITAGE IMPACT ASSESSMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

PROPOSED REPLACEMENT OF SYLVAN GLEN BRIDGE

LOTS 8 & 9, CONCESSION III

GEOGRAPHIC TOWNSHIP OF HOPE

MUNICIPALITY of PORT HOPE

NORTHUMBERLAND COUNTY, ONTARIO

Prepared by:

Ainley Graham and Associated Limited

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139 Front Street, Unit 100, Belleville, ON, K8N 2Y6
TEL: (613) 966-4243 • EMAIL: belleville@ainleygroup.com

WWW.AINLEYGROUP.COM

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EXECUTIVE SUMMARY

Ainley Group Professional Engineers and Planners were contracted by the Municipality of Port Hope (Contract No. 05P-ENG-2022) to prepare a Cultural Heritage Evaluation Assessment (CHER) and a Heritage Impact Assessment of Sylvan Glen Bridge as part of a Municipal Class Environmental Assessment (MCEA). Structural issues regarding the bridge were identified in an Ontario Structural Inspection Manual (OSIM) report (HP Engineering, September 23, 2020) and an Engineering Evaluation report (G. Jewell Engineering, March 26, 2021). The Municipality is planning to replace the existing bridge.

Sylvan Glen Bridge is located in the County of Northumberland on the lot line between Lots 8 and 9, Concession III, geographic Township of Hope, now part of the Municipality of Port Hope. It lies approximately 0.7kms south of 4th Line at the Ganaraska River, north-west of the former Town of Port Hope on Sylvan Glen Road. The bridge is owned by the Municipality of Port Hope. The bridge was constructed in 1921 with an addition in 1946. It is a 1.5 lane (5.5m) two-span concrete T-beam structure. The original 12.2m bridge span has reinforced concrete T-beams supported on concrete abutments and piers. A 7.3m span was added later with the same concrete T-beam support.

A Cultural Heritage Evaluation Report (CHER) identifies the heritage policy context applicable to a property, describes the property being assessed, summarizes the geography and history of the area and the site, and evaluates the property or structure for cultural heritage value or interest using the criteria prescribed in *Ontario Regulation 9/06* of the *Ontario Heritage Act*. It provides recommendations for additional cultural heritage studies, if necessary.

This report concludes that Sylvan Glen Bridge has cultural heritage value or interest. It recommends that it be designated under the Ontario Heritage Act based on evaluation using the criteria of O. Reg. 9/06. Key heritage attributes of Sylvan Glen Bridge include the following:

- Its design value and detail in concrete construction
- Its historic associative value with earliest settlement and families in Hope Township and to early and ongoing recreational pursuits
- Its contextual value in a rural setting and its importance to residents of the Municipality of Port Hope who consider it a local landmark.

This report recommends that a Heritage Impact Assessment (HIA) be completed for Sylvan Glen Bridge to identify the specific impacts that replacement of Sylvan Glen Bridge will have on its key heritage attributes and on the context within which the bridge is situated. The HIA is provided as Appendix E to this report.

1. INTRODUCTION

1.1 Purpose of the Report

Ainley Group Professional Engineers and Planners were contracted by the Municipality of Port Hope to complete a cultural heritage evaluation and a heritage impact assessment of Sylvan Glen Bridge. The bridge is located on Sylvan Glen Road in Part Lots 8 and 9, Concession III, geographic Township of Hope, Municipality of Port Hope, in the County of Northumberland. The bridge is approximately 0.7kms south of 4th Line at the Ganaraska River and lies north-east of the Town of Port Hope. It was constructed in 1921 with the addition of a span in 1946. The bridge is owned by the Municipality of Port Hope and is identified as Site No. 02. Geographic co-ordinates are 44.990562 and -78.328145.

An Ontario Structure Inspection Manual (OSIM) report (HP Engineering, 2020) recommended that Sylvan Glen Bridge be replaced in 1 to 5 years. A Structural Evaluation and Assessment (G. Jewell Engineering, March 2021) provided “updated condition states” and recommended load posting for the bridge. The Municipality of Port Hope is proposing to replace Sylvan Glen Bridge with a new two-lane structure.

This report forms part of a Municipal Class Environmental Assessment (EA) undertaken by the Municipality of Port Hope. The EA is to determine the most suitable alternative to replace Sylvan Glen Bridge due to its deteriorating condition. It is being undertaken in accordance with Schedule B of the Municipal Class Environmental Assessment (MCEA, 2015), as amended.

This Cultural Heritage Evaluation Report (CHER) summarizes the geography and history of the resource being evaluated and its context including its **built and landscape elements**, it identifies the legal, planning and regulatory policy context regarding evaluation of the cultural heritage value or interest (CHVI) applicable to the resource, it evaluates the resource regarding its CHVI using the criteria prescribed in *Ontario Regulation 9/06* of the *Ontario Heritage Act* and provides a statement of its CHVI, and it makes recommendations for any additional cultural heritage studies.

There was no archaeological report available at the time of preparation of this report. Photographs were taken by Ainley Group (2022) and by G. Jewell Engineering (Structural Evaluation and Assessment, March 2021). Images, maps and additional photographs were sourced from various sites online as identified.

Appendix A contains references and a bibliography. Appendix B lists project personnel. Appendix C includes images of Sylvan Glen Bridge including general arrangement drawings from 1921 and 1946, and images of similar bridges in the Municipality of Port Hope, Northumberland County and Peterborough County. Appendix D includes public input comments.

Appendix E provides a Heritage Impact Assessment (HIA). It includes a summary of historical research completed in the CHER, and a description, analysis and evaluation of the resource. It identifies its significant heritage attributes and provides a statement of its cultural heritage value. It assesses the current condition of the resource based on structural engineering evaluation and describes its proposed development and the impact of such development. It proposes mitigation measures and conservation strategies.

1.2 Scope and Method

Ainley Group undertook the following to complete this report.

- Researched online resources, local histories and maps including holdings of the Northumberland County Museum and Archives
- Reviewed relevant legal, planning and regulatory policy documents for the County of Northumberland and Province of Ontario
- Completed a field visit on May 30, 2022 to take pictures of the bridge and its context within the landscape
- Solicited public input from Port Hope Architectural Conservancy Branch, Heritage Port Hope (Municipal Committee) and the Municipality of Port Hope
- Evaluated the built and landscape elements of the bridge with reference to O. Reg.9/06 of the Ontario Heritage Act
- Prepared a Heritage Impact Assessment of the bridge (included in this report as Appendix E).

1.3 Public Consultation

Ainley Group contacted Planning staff at the Municipality of Port Hope, members of the Municipal Heritage Committee (Heritage Port Hope), and local members of The Architectural Conservancy of Ontario (ACO). Comments were received from members by email and letter. Ainley Group attended a meeting of Heritage Port Hope on May 16, 2022.

2. RESEARCH

2.1 Geographical Setting (Figures 1 to 16)

Sylvan Glen Bridge is a 5.5 metre-wide, single span, 1.5 lane, two-span bridge constructed of cast-in-place concrete. It is a T-beam slab/girder structure lying north-south across the Ganaraska River on Sylvan Glen Road. The original 12.2-metre bridge span constructed in 1921 has reinforced concrete T-beams supported on concrete abutments and piers. A 7.3-metre concrete T-beam span was added in 1946. General arrangement drawings for the 1921 and the 1946 constructions are included in Appendix C. The bridge is posted as a single-lane bridge with a posted speed of 60kph.

The bridge is located in the geographic Township of Hope. The Township is now part of the Municipality of Port Hope which is located east of Toronto in the west end of the County of Northumberland on the north shore of Lake Ontario (Figure 1). The Municipality surrounds the Ganaraska River which empties into Lake Ontario at the Town of Port Hope. The Municipality of Clarington (Durham Region) bounds the Municipality of Port Hope to the west, the Township of Cavan-Monaghan (Peterborough County) sits to the north and the Township of Hamilton and the remaining municipalities of Northumberland County lie to the east. Highway 401 crosses the municipality east-west leading to Montreal and Toronto. County Road 2 (former Highway 2) provides an historic route along Lake Ontario south of Highway 401. Three County roads run north-south linking Peterborough and City of Kawartha Lakes to Highway 401. Both CN Rail and CP Rail corridors travel south of Highway 401 and run parallel to it.

Sylvan Glen Road is a local municipal road located north-west of the Town of Port Hope. It links County Road 74 (CR 74/Dale Road) at its south end with 4th Line to the north and is only one concession in length. Sylvan Glen Road becomes Cranberry Road, a municipal collector road, once it travels south of Dale Road. Cranberry Road leads directly into the west end of the former Town of Port Hope. Sylvan Glen Road crosses the Ganaraska River via Sylvan Glen Bridge (Figure 2). Heavy truck traffic is not permitted on the road.

Sylvan Glen Road and Sylvan Glen Bridge are identified in the County of Northumberland Master Transportation Plan (2016) as being part of the 'Glorious Ganaraska Cycling Loop', a 'signed bicycle route' that circles through a rural section of the former Township of Hope. According to locals, this bicycle trail is heavily used. The Northumberland County Cycling Master Plan (2014) (pg. vii) cites two of the goals of the

Plan as being “to provide attractive cycling routes which encourage tourism” and “to create a more cycling-friendly County” (Figure 3). Sylvan Glen Road and Sylvan Glen Bridge are part of the existing Ganaraska hiking trail/public right-of-way. On the north bank of the Ganaraska River and near the bridge is an access point to the Harris Trail, a walking trail across privately-owned land that goes north to 4th Line. It was laid out by the Harris family who have constructed two bridges over a creek where it enters the Ganaraska River. There are benches and viewpoints along the route. The trail is maintained by the Pine Ridge Hiking Club.

2.2 Historical Context

2.2.1 Municipal Organization

After much of the French territory (‘the Old Province of Quebec’) in North America was ceded to Britain in 1763, it was divided into two provinces - Upper Canada (now Ontario) and Lower Canada (now Quebec). Upper Canada was organized into four districts (Figure 4).

In 1792, the County system was implemented by Governor Simcoe. Northumberland County and Durham County were created but remained as constituent parts of the Newcastle District from 1802 to 1849. In 1849, the four districts were dissolved in favour of local administration based on County and Township government (Figure 5). That year, Northumberland and Durham Counties were merged to form the United Counties of Northumberland and Durham. The County boundaries and names remained but they were administered as one unit (Figure 6).

In 1974, portions of Durham County were amalgamated with adjacent Ontario County to form the Regional Municipality of Durham. At that time, Durham County was dissolved and Northumberland County was preserved as a stand-alone county. The Town of Port Hope and the Township of Hope continued to be separate administrative units within the County of Northumberland. In 2001, the Town of Port Hope and the Township of Hope were amalgamated to become the Municipality of Port Hope in the County of Northumberland (Figure 7). Prior to amalgamation, the Town's census population was 11,718 while the Township's was 3,877. Today the population of the amalgamated Municipality of Port Hope is approximately 17,800.

2.2.2 Survey History

Recognizing the need for additional settlement lands following the American Revolution, the British government treated for two million acres along the front of Lake Ontario stretching from Toronto to Trenton. These lands were the traditional homelands of various tribes of the Iroquois Confederacy. The area was first surveyed in 1791 by Augustus Jones, the deputy surveyor of Upper Canada (now Ontario). In 1793, the British government under Lieutenant-Governor Sir John Graves Simcoe commissioned Abraham Iredell, newly arrived from Philadelphia by way of Nova Scotia, to survey lands in the area of the Ganaraska River. The Township of Hope was laid out as one of six townships in Durham County. Surveying was completed from east to west with 35 lots and from south to north with ten concessions (plus a ‘broken front’ concession along Lake Ontario) (Figure 8). At that time, it was noted that some lands in Concession III and Lots 7 and 8, Concession IV had already been cleared as plots of 5 and 10 acres.

2.2.3 Former Town of Port Hope

In the late 1790s, Jonathan Walton of Schenectady New York and Elias Smith of New York City were granted land by the British government after undertaking to build mills on the Ganaraska River. Elias Smith received six hundred acres of land being Lots 5, 6 and 7 fronting Lake Ontario, with all the water privileges for a mile up the ‘creek’. In 1800, Elias Smith laid out a town plot at the mouth of the Ganaraska River called Smith’s Creek. It was renamed Port Hope in 1818 in honour of Colonel Henry Hope, Lieutenant-Governor of Quebec. The main road from the capital of Upper Canada at York (now Toronto) was constructed shortly after the War of 1812 to ensure better east-west communication and enhance the defense of Upper Canada. It was known as York Road (later Danforth Road and then Highway 2 (now County Road 2). The

first regular mail stage coach began trips through Port Hope about 1826. By 1834, the village had a board of police. In 1850, Port Hope was incorporated as a town. By 1869, it had a population of 5000.

Railway construction began in the area in the 1850s. The Grand Trunk Railway linked Port Hope with Toronto to the west and Grafton to the east. The Midland Railway connected Port Hope to Lindsay to the north in 1858 and then to Midland in 1878 (Figure 9). By 1910, a Canadian Northern line (later purchased by Canadian National Railway) tied Port Hope to Montreal and by 1914, Canadian Pacific Railway had built a line to Peterborough. Due to the presence of rail lines and its location as an excellent port, Port Hope became a major trading centre. A number of buildings were erected including six distilleries and factories producing wool, malt and chairs. The Town Hall/Market House was built in 1867. By 1877, the Town of Port Hope was lighted with gas and had a population of 5,700 (Figure 10). After that time, growth of the area slowed considerably as the Dominion Lands Act of 1872 opened western Canada to survey and settlement. With the movement of people west for free land, the population of Port Hope declined.

2.2.4 Former Township of Hope

The first settlers to arrive in the Township of Hope were 27 Loyalists from Newark (now Niagara-on-the-Lake) in 1793. The first permanent settler in the Township was Myndert Harris of New York State. In 1796, he took possession of 800 acres spread across Lot 3 Concession I, Lot 15 Concession II and Lots 14 and 15 Concession IV. The patent map of 1811 as signed by Thomas Ridout, Surveyor-General of Upper Canada, shows the first white ownership of the lands surrounding Sylvan Glen Bridge (Figure 11). Elias Smith held deeds to 200 acres in Lot 9 Concession III and the Clergy owned 200 acres in Lot 8. The Clergy lands were part of the 'Clergy Reserves', lands held across Upper Canada by the Church of England for its benefit.

The 1861 Tremaine map of Durham County shows lands on each side of the surveyed road allowance between Lots 8 and 9 (Figure 12). From the road allowance between Lots 8 and 9 and moving west into Lot 9, the lands are owned by Israel Bowen (with 1 building and including a small parcel of adjacent lands in Lot 10). South of Israel Bowen is Abraham Bowen (with two buildings), and Joseph Clark (vacant). Moving east across the road allowance into the north-west corner of Lot 8 are John Agar Sr. (vacant) and Axel Hawkins (with one building). To the south of them is a second parcel owned by Joseph Clark, an early arrival who settled his lands in Lots 8 and 9 in 1821.

Looking at Lot 10, Charles Henwood is the owner of most of the north half of Lot 10 (with two buildings on a stream). These include a sawmill and Henwood is listed as a sawyer in other documents. Henwood's sawmill in Lot 10 burnt in 1860. The 1871 will of Charles Henwood shows various sales and transfers to (son?) James Henwood and son William. William Inch owns vacant lands south of Charles Henwood in Lot 10. He arrived in 1842 from England and was described in the Belden Atlas of 1879 as a 'gentleman'.

By 1879, the Belden map (Figure 13) indicates that James Henwood owns the former Charles Henwood lands in the north half of Lot 10. William Henwood owns most of Lot 9 (the former Abraham Bowen lands). His farm extends north from Dale Road to the Ganaraska River. William Henwood is described as a Town Councillor in Port Hope in 1878. In that year, he built a house on Dale Road at the south end of his parcel in Lot 9 Concession III. The house remains today. It is a two-storey L-shaped dwelling constructed in stretcher bond red brick (now hidden by siding) that was manufactured in Dale, a hamlet just east of the farm. The house and land remained in the Henwood family after William's death in 1908 until it was sold in 1920.

By 1879, the Israel Bowen lands in Lot 9 are owned by (son?) Daniel Bowen (Figure 14). Daniel is listed in the Port Hope Directory of 1856 as a plasterer living on Charles St. in Port Hope. William Henwood owns all of the land in Lot 9 south of the Ganaraska River previously owned by Abraham Bowen. In Lot 10, the Charles Henwood lands are owned by James Henwood. The William Inch lands in Lot 10 are now owned by Frank Inch. Joseph Clark still owns his 25-acre parcel in Lot 9 on the west side of (now) Sylvan Glen Road. East across the road allowance (an opened road by 1878) and moving into Lot 8 is William Mills. He owns the west half of Lot 8 north of the river (with one building near a stream) that appears to front onto an

open road allowance that is now named Sylvan Glen Road. William Race owns the east half north of the river (with one building). Joseph Clark now has ownership of all of the south half of Lot 8 and it is vacant.

The Ontario Abstract Index to Deeds and Mortgages is a chronological history of transactions on land parcels in Ontario. It provides specific purchase and sales information regarding land in Lots 8 and 9 Concession III, Township of Hope.

Regarding Lot 8 Concession III – The Index records the grant from the Crown ('the patent') of the west half of the north half of Lot 8 to John Agar and all of the south half of Lot 8 to Joseph Clark, both in 1841. Mr. Clark appears to have been living on his lands since his arrival in 1821 without having registered his ownership. The Index shows the Agar family selling off 25-acre parcels throughout the period to 1870.

Regarding Lot 9 Concession III – The Index shows the Crown grant or patent of 200 acres (N1/2 Lot 9) to Elias Smith in 1799. In 1802, 175 acres of that initial grant are sold to Nathan Walton and 25 acres to Catherine Jackson. In 1809, Nathan Walton sells his 175 acres to Daniel Bowen (grandfather of the 1879 owner Daniel Bowen?) and he sells 60 acres of that to Israel Bowen in 1821. Three years later, Daniel Bowen sells 125 acres to Abraham Bowen. Daniel Bowen's will of 1886 (son of the original 1820s Bowen?) shows another transfer of his holdings to an unrecorded recipient.

It is interesting to note that there was only limited fragmentation and consolidation of land holdings in Lots 8, 9 and 10 over the first 100 years of settlement. The same families continued to occupy the lands, passing them on to sons. However, the Henwood family enlarged its holdings in the 1870s by acquiring a large chunk of Lot 9, previously held by the Bowen family. This farm is known today as Sylvan Glen Farm. The lands for Sylvan Glen Conservation Area were carved out of this holding. According to a 1954 entry in the Abstract Index for Lot 9, the lands surveyed as "to the thread of the Ganaraska River/to the thread of the stream of the Ganaraska River" pertaining to 4.85 acres of land were transferred to Ganaraska Conservation. This appears to be the transfer of the north-east corner of the Henwood farm in Lot 9 to Ganaraska Conservation for use as public land under the amended Conservation Authorities Act of that year. The site is located on the banks of the Ganaraska River at the south-west approach to Sylvan Glen Bridge and is now known as Sylvan Glen Conservation Area.

2.2.5 Development on the Ganaraska River

The history of the Town of Port Hope and the Township of Hope is tied to the development of the water and timber resources of the Ganaraska River and its surrounding lands. The capacity of the river to provide water power for milling was recognized very early in the settlement of the area.

Mills played a vital part in the development of the Township of Hope. A total of 45 mills of different types were in operation at one time on the main stream and tributaries of the Ganaraska River (Figure 15). The growth in the number of mills and dams on the river continued until approximately 1861 as the lands in the upper reaches of the river were opened up. The Township population peaked in that year at 5,883. At that time, the number of mill dams totalled 36. By 1910, there were 23 dams on the river. Eight were on the main river and five were still operating on the tributaries.

The river has also been a source of enjoyment and recreation through the years. In the 1890s, a summer camp for families was established on Daniel Bowen's land just to the west of the river on its north bank. Residents from the surrounding townships visited Bowen's Park for canoeing, swimming and shooting the rapids near the settlement of Canton up the river (Figure 16). A logbook kept by campers for August 1890 noted that 'a new bridge had been constructed' nearby over a water depth of two feet. It is possible and perhaps likely that this reference is to an earlier iteration of Sylvan Glen Bridge. In 1878 as noted above, William Mills owned the west half of Lot 8 north of the river. At that time, the parcel was developed with one building located near a stream. The parcel fronted onto the open road allowance that is now named Sylvan Glen Road. That road allowance is shown on 1879 mapping as crossing the Ganaraska River. A bridge would have been needed at this location.

In recent times, the river has hosted a yearly commemoration of the flood of 1980 called 'Float Your Fanny Down the Ganny'. It draws paddlers to the river for a 10km race that finishes in downtown Port Hope. The event represents a major tourist attraction for the area.

2.3 Site Description (Figures 17a & b, 18 and Images A to E)

2.3.1 Structural Elements of Sylvan Glen Bridge

The following description of Sylvan Glen Bridge is based on the Ontario Structure Inspection Manual (OSIM) report completed by HP Engineering (September 2020). A Structural Assessment and Evaluation (G. Jewell Engineering, March 2021) provided updated condition states.

Sylvan Glen Bridge is 5.5m wide encasing one-and-one-half traffic lanes. It is a two-span, cast-in-place concrete T-beam slab/girder structure lying north-south on Sylvan Glen Road approximately 0.7kms south of 4th Line at the Ganaraska River. The river is described as non-navigable at this point. The original 12.2-m bridge span constructed in 1921 has reinforced concrete T-beams supported on concrete abutments and piers. A 7.3-m span in the same concrete T-beam design was added in 1946. General arrangement drawings for 1921 and the 1946 constructions are included in this report (Figures 17a & b).

The bridge has a gravel wearing surface that is 6.0m long and 4.4m wide. The deck is 22.1m long with an overall structure width of 6.5m. There are 0.457m-wide sidewalks with concrete curbs on each side. The 1.0m-high concrete vertical balustrades/posts on the two parapet walls are of cast-in-place concrete. There are 32 posts including 16 on each side of the bridge topped by chamfered concrete railings. A modern flex beam metal guide rail has been applied to the interior surface on each side of the bridge. The girders, abutments and wing walls are of cast-in-place concrete.

The 2020 OSIM report identified the bridge as being in fair to poor condition with recommendations for replacement in one to five years. The 2021 structure assessment and evaluation report resulted in a load posting on the bridge.

2.3.2 Modifications

An addition was put onto the south end of the bridge in 1946 which almost doubled its overall length. Drawings note that the "existing damaged abutment was removed". This would have been the original south abutment. A new central pier and new abutment at the south end were added (Figure 18), enlarging the original bridge length from abutment to pier from 40 feet to 64 feet.

The design and materials of the addition replicated the original bridge. The addition is described on the general arrangement drawings as 'similar in construction materials and design to the original bridge structure'. Deck thickness was increased from 203mm on the 1921 bridge to 368mm on the 1946 addition. Notes on the 1946 drawing of the addition indicate that "the rails and posts (were) to match the existing ones". The modern flex beam metal guide rails have been added in recent years.

2.3.3 Designer

The general arrangement drawings for the 1921 construction state that the drawings were completed by Edward Harrison B.A.Sc. Consulting Engineer, Port Hope Ontario. The 1921 Census of Canada lists Edward Harrison as a civil engineer born in England in 1887, aged 35 and married with four young children. Mr. Harrison was renting a brick residence in Port Hope at that time and had earned \$1800 in the previous 12 months. He is not listed in the 1946 Port Hope Municipal Directory.

The 1946 alterations to the bridge were signed off by Arthur Sedgwick, Bridge Engineer of the Bridge Office, Department of Highways Ontario (DHO). It was noted in *Canadian Engineer* (1912, vol. 22 pg. 683) that "Arthur Sedgwick has been appointed 2nd assistant engineer at the Provincial Highway Department". Mr. Sedgwick went on to a long and prestigious career as Chief Bridge Engineer at DHO from 1929 to 1954. He pioneered concrete rigid frame bridge construction in Ontario for DHO in the 1930s. The use of rigid

frame construction became common in the post-war period with 40 such rigid frame structures built by DHO in the early 1930s alone. Rigid frame construction was replaced by prestressed concrete structures in the 1960s.

2.3.4 Bridge Design

The 1921 drawings are titled '40' x 18' Concrete Bridge'. A note on the 1921 drawings states that the bridge was 'designed and built, in accordance with Ontario Government specifications Class 'A' loading'. These drawings bear Edward Harrison's name. Hand-written over the title box is 'Plan 729'. The 1946 drawings are signed by 'Arthur Sedgwick Bridge Engineer', numbered D2881-1 and dated April 8, 1946.

The design of Sylvan Glen Bridge is relatively simple and well-proportioned. It sits comfortably in the landscape and does not overwhelm its surroundings (Image A). Its beam/girder design is the most common form of bridge design in Ontario. Thomas McIlwraith notes in his 1997 study of the cultural landscape of nineteenth/early twentieth century Ontario that "the common Ontario bridge consists of boxlike superstructure, either girders (that is, beams) or latticework trusses. Wooden ones were hardly more permanent than trestles... but since the 1890's wide steel beams, spanning between concrete (or occasionally stone) piers, have been used for hundreds of bridges...most girder bridges are low-level and fixed in place...".

Sylvan Glen Bridge shows an attention to detail in its use of concrete as the principal building material. The chamfered posts have four-sided chamfered tops with a circular cut-out near the top of the post (Image B). These circular 'bulls-eye' incisions appear to have been ground into the side of each post/balustrade (Image C). Chamfered concrete railings appear to pass through the enlarged post tops (Image D), adding delicacy to the design.

2.3.5 Construction Materials

Sylvan Glen Bridge is constructed of concrete with concrete posts and balustrades on parapet walls. Cast-in-place concrete was an accepted bridge construction material in the United States and Canada by the 1920s ('Bridge Building', *Engineering Journal* (June 1973) pg. 495). As noted in *Building Canada* (pp.22-23), the Ontario Standards for County Roads in 1910 specified that "all bridges and culverts are to be of a permanent type. Steel trusses on concrete substructures or reinforced concrete throughout are the materials favoured". The Department of Public Highways had constructed two reinforced concrete bridges in the Province of Ontario by 1923. Concrete was increasingly used by municipal engineers in bridge construction throughout the 1920s. During the inter-war period, rigid-frame construction was commonly chosen for bridges as unemployed workers were recruited to build these more labour-intensive concrete bridges. Such bridges were often built with relief funding in the 1930's (*Building Canada* pg. 22) under the Unemployment Relief Act.

It is interesting to speculate whether the concrete used in Sylvan Glen Bridge was produced at one of the Canada Cement Company plants, either in Lakefield near Peterborough or in Belleville at Point Anne. The owner of the Point Anne facility, Edward Rathbun of Deseronto, had been instrumental in the development of portland cement as a building material and in the founding of the Canada Cement Company.

2.3.6 Similar Bridges in the Municipality of Port Hope

There are twenty municipal bridges in the Municipality of Port Hope. There are no known bridges of similar design, materials and age remaining in the Municipality.

2.3.7 Similar Bridges in the Region

There are small concrete bridges in the nearby Counties of Peterborough and Hastings along with one noted example of roughly the same age in Northumberland County (albeit of a different design).

1. Greatrix Bridge (Image E1) is a small concrete bridge built in 1925 and situated in Part Lot 5, Concession VI, geographic Township of Elzevir, County of Hastings, on Robinson Road North. It is a single-span, single-lane cast-in-place concrete T-beam-girder structure with a gravel wearing surface that is 6.0m long and 4.4m wide. The deck length is 7.3m, with an overall structure width of 5.6m. There are 0.4m-wide sidewalks with curbs on each side. The 0.8m-high concrete vertical posts/balustrades on parapet walls are cast-in-place concrete as are the girders, abutments, posts and wing walls.
2. Westwood Bridge (Image E2) (recently demolished) was a small concrete bridge constructed in 1937 in the hamlet of Westwood south-east of Peterborough on the Ouse River. It was located in Lots 10 and 11, Concession II, geographic Township of Asphodel, Township of Asphodel-Norwood, County of Peterborough. It was a two-span, two-lane cast-in-place, concrete beam/girder bridge with reinforced concrete deck and asphalt wearing surface. The bridge was characterized by concrete sidewalks and railings on both sides and concrete abutments, wing walls and girders. It was recently replaced with a concrete structure that has design features that attempt to echo those of the original bridge.
3. Steele's Bridge (Image E3) is located in Peterborough County on Asphodel 3rd Line near the hamlet of Westwood. It is a two-span concrete bridge of similar design to the original 1937 Westwood Bridge. It was designed by the County Engineer of the day and constructed in 1931. It is a detailed and delicately-designed bridge with concrete posts/balustrades that is now in deteriorating condition.
4. Sackville Bridge (Image E4) is located on Cavan Road near Bewdley in Hamilton Township, County of Northumberland. It traverses Cold Creek and is of an age, length and construction material similar to Sylvan Glen Bridge. However, it is a bow bridge design, built and possibly designed by W.C. Gibson of Port Hope.

2.4 Landscape Elements

2.4.1 Ganaraska River

The Ganaraska River dominates the landscape of the Municipality of Port Hope. Its watershed and drainage basin cover most of the former Township of Hope. The name 'Ganaraska' is thought to be derived from the word Ganaraske ("at the spawning place"), the Cayuga name for the village that this tribe of the Iroquois Nation established in the area in 1779. The river is part of the Great Lakes Basin and a tributary of Lake Ontario. It begins on the Oak Ridges Moraine, an environmentally sensitive geological landform, within the Ganaraska Forest, southern Ontario's largest forest. The river maintains a relatively uniform flow of water all the year around, with the exception of brief periods when floods are prevalent.

The main flow of the Ganaraska River travels southeast through the Township of Hope to meet the river's left tributary known as the North Ganaraska River. It then turns south to its mouth on the north shore of Lake Ontario at the Town of Port Hope. There is an unevaluated wetland to the northwest of Sylvan Glen Bridge along with flood and erosion hazards along both river banks.

2.4.2 Character of Surrounding Lands

The area surrounding Sylvan Glen Bridge is rural and is characterized by trees, farms and open fields. There is a farm at 3701 Sylvan Glen Road to the north of the bridge and a few rural residences to the south, as well as a TC Energy (natural gas pipeline) meter station. Sylvan Glen Conservation Area is located immediately to the south of the bridge along the river bank on the west side of Sylvan Glen Road. Land for the conservation area was surveyed and dedicated in 1954 after the floods of that year caused by Hurricane Hazel mobilized the need for managing Ontario's watersheds on a regional basis. The provincial government amended the *Conservation Authorities Act, 1946* to enable Conservation Authorities to acquire lands for recreation and conservation purposes, and to regulate that land for the safety of the

community. Sylvan Glen Conservation Area represents one of the first such conservation areas established in the Province of Ontario.

The approach from each end of Sylvan Glen Bridge (north and south) provides a sudden glimpse of the bridge ahead amidst low-hanging trees. The bridge is nestled into a dip in Sylvan Glen Road that sets natural boundaries on the view from each approach. Once on the bridge, there are vistas east and west along the meandering river. Tree cover along both banks of the river enhances a feeling of tranquility and timelessness. The shade provided by the tree cover supports fish in the river making the bridge and its banks a popular spot for anglers.

2.5 Summary of Research

Sylvan Glen Bridge is probably the second or third iteration of a bridge across the Ganaraska River at its present location. The road allowance that became Sylvan Glen Road is known to be open by the 1870s and a bridge was most likely needed. Mapping of the time indicates that there is a building on the lands in Lot 8 Concession III owned by William Mills. It may have been a mill but would in any case have needed access to a public road. Lands around the bridge were settled early in the Municipality's history and ownership changed infrequently for 100 years after settlement.

The existing bridge was constructed in 1921 with an addition in 1946. It is a concrete T-beam/girder bridge, a popular design for many rural Ontario bridges of the period. The bridge is characterized by circular details on its posts and chamfered posts and railings. Sylvan Glen Bridge was drawn/designed by Edward Harrison B.A.Sc., a consulting engineer living in Port Hope. The design of the addition to the bridge in 1946 was signed off by Arthur Sedgwick, Bridge Engineer of the Bridge Office, Department of Highways Ontario (DHO). Sedgwick was an engineer who had a long and prestigious career as Chief Bridge Engineer at DHO from 1929 to 1954. He pioneered concrete rigid frame for bridge construction in Ontario for DHO in the 1930s.

Sylvan Glen Bridge is one of many rural bridges constructed in Ontario in the inter-war period. Rural road improvements and the conservation of forests were particular concerns of government in those years. Sylvan Glen Bridge was constructed in the immediate post-war period of the 1920s when the automobile was becoming popular and within reach of purchase by urban-dwellers who wanted to enjoy excursions into the newly-accessible countryside. Sylvan Glen Bridge represents something of the aspirational spirit of the post-WWI years in rural Ontario when optimism was high regarding the future of the province. The bridge and its surroundings have been and continue to be used by locals for functional and recreational pursuits. It is appreciated for its tranquil setting.

3. LEGISLATION AND POLICY CONTEXT

Cultural heritage resources are recognized, protected, and managed through a number of provincial and municipal planning and policy regimes. These resources include legislation, regulations and guidance documents with varying levels of authority to provide for the identification and evaluation of resources.

3.1 Environmental Assessment Act (EAA)

Cultural heritage resources are those buildings, structures and landscapes that are valued for the important contribution they make to our understanding of the history of a place, an event, or individuals or groups of people. A cultural heritage assessment considers cultural heritage resources with regard to proposed undertakings within a specific area, pursuant to the *Environmental Assessment Act*.

Environmental assessments are completed under the *Ontario Environmental Assessment Act* (2006). The EAA provides for the protection, conservation and wise management of Ontario's environment. It defines environment broadly and includes natural, social, cultural, economic and built environments. Environmental assessments made under the EAA address the impact of the undertaking on cultural heritage resources.

The *Environmental Assessment Act*, subsection 1(c) defines “environment” to include:

...cultural conditions that influence the life of humans or a community as well as any building, structure, machine or other device or thing made by humans”.

Impacts of infrastructure undertakings may affect a cultural heritage resource due to removal or demolition and/or disruption of the character or setting of the cultural heritage resource.

Municipal Class Environmental Assessment (October 2000, as amended 2007) outlines a procedure whereby municipalities can comply with the requirements of the *Environmental Assessment Act*. The process applies to municipal infrastructure projects including roads, water and wastewater projects. It identifies potential positive and negative effects of road improvements and facility expansions and includes an evaluation of impacts on the natural and social environment including culture. As impacts may vary, projects are classified as (Schedules) A, B, or C. It is anticipated that Sylvan Glen Bridge EA will be a Schedule B undertaking.

The *Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist* (revised April 11, 2014) was prepared in March 2013 by the Municipal Engineers Association to assist with determining the requirements to comply with the Municipal Class Environmental Assessment. The checklist is completed for structures over 40 years old to assist in determining the technical cultural heritage studies that are required by the EA process.

3.2 The Planning Act and Provincial Policy Statement (PPS)

The Planning Act (1990) integrates matters of provincial interest in provincial and municipal planning decisions. Municipalities must have regard for matters of provincial interest when carrying out their responsibilities under the Planning Act. One of these provincial interests concerns the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest (Section 2.d).

The Provincial Policy Statement (2020) is issued under the Planning Act and is the ‘umbrella’ planning policy document for the province. All planning matters must be ‘consistent with’ the PPS. The PPS requires that *significant built heritage resources* and *significant cultural heritage landscapes* shall be conserved (Section 2.6.1). The PPS includes definitions of ‘built heritage resources’, ‘cultural heritage landscapes’, and ‘significant’ to be used when applying this policy.

A *built heritage resource* is defined as:

a building, structure, monument, installation, or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community.

A *cultural heritage landscape* is defined as:

a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

Significant is defined as:

Resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people.

'*Significant*' has come to include properties that are listed in the Municipal Heritage Register as properties with potential heritage value or that are designated under Part IV or Part V of the Ontario Heritage Act.

The PPS also states that "Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be conserved".

'*Adjacent Lands*' is defined as:

Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

'*Protected heritage property*' is defined as:

Property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties, property protected under federal legislation, and UNESCO World Heritage Sites.

3.3 Ontario Heritage Act and O. Reg. 9/06

The Ontario Ministry of Heritage, Sport, Tourism and Cultural Industries administers the Ontario Heritage Act which places responsibility for most matters of heritage conservation at the municipal level. The Ontario Heritage Act (2005) (OHA) with amendments to the OHA (Bill 108 - July 1, 2021 and accompanying Regulation 385/21) is the primary legislative vehicle for the preservation of Ontario's cultural heritage. The Ontario Heritage Act allows for the identification, evaluation, listing and designation of cultural heritage resources through municipal designation bylaws and heritage conservation easement agreements. The Municipality is able to designate a resource as having cultural value or interest under Section 29 of the Act. Designation provides a measure of protection from alteration or demolition. A municipality may also list resources that have cultural value or interest for possible future designation. Municipal approaches that achieve or exceed the same objective may be used by a municipality to protect resources.

Regulation 9/06 (O. Reg. 9/06) of the Ontario Heritage Act provides criteria for determining cultural heritage value or interest. Evaluation of a potential heritage resource should include a description of the character-defining elements or features that make the resource historically significant. If a resource has cultural heritage value or interest in one or more of the three categories below, it is eligible to be designated by a municipality under the Ontario Heritage Act, which is the primary tool available to municipalities to recognize heritage resources including municipally-owned bridges. These criteria fall into three categories and are abbreviated and summarized here:

- Design/physical value – displays a high degree of technical, creative, or scientific achievement; high degree of craftsmanship or artistic merit; rare, unique or representative style or construction method
- Historical/associative value – has a direct association with theme, person or event, demonstrates a theme or pattern in history, has a strong association with the community or person
- Contextual value – is important in defining and maintaining the character of an area, is a landmark, illustrates significant structures and practices in the development of a community.

If a property meets one or more of these criteria, it may be eligible for designation under Part IV, Section 29 of the OHA. Designated properties, which are formally described and recognized through by-law, must then be included on a Register maintained by the municipal clerk. A municipality may list a property on the Register. This indicates that the property has potential cultural heritage value or interest.

3.4 Provincial Guidance Documents

The Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) has the responsibility under Section 2 of the *Ontario Heritage Act* to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario. The Province has issued guidance documents over time under various Ministry names to assist in assessing cultural heritage resources as part of an environmental assessment.

These documents include the Ministry of Tourism, Culture and Sport (MTCS) document entitled *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Resources: A Checklist* (2015). The Checklist assists in identifying potential cultural heritage resources by providing a series of screening questions and other considerations to determine how to identify and protect potential cultural heritage resources within a project area subject to environmental assessment.

More detailed guidance on identifying, evaluating, and assessing impact to cultural heritage resources and cultural heritage landscapes is given in the *Ontario Heritage Tool Kit* series (2006). Criteria for identifying cultural heritage landscapes is provided in the Province's *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The Province's *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992) explains recording and documentation procedures.

3.5 Public Transportation and Highway Improvement Act 2002

Ontario Regulation 160/2 Standards for Bridges is issued under this Act. This regulation specifies that “the structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection every two years under the direction of a professional engineer and in accordance with the *Ontario Structure Inspection Manual*, published by the Ministry, as it may be amended from time to time”. OSIM reports are prepared and issued under this regulation.

3.6 Official Plan (OP) of the County of Northumberland

The primary mechanism for implementing the Provincial Policy Statement is through provisions contained in the County of Northumberland Official Plan (2016), as required by the Municipal Act.

The County of Northumberland Official Plan Section D3 Cultural Heritage Resources establishes objectives of conserving heritage buildings and cultural landscapes, and mitigating impacts to significant cultural heritage resources when undertaking public works. The OP addresses municipal designation through use of the Ontario Heritage Act (OHA).

3.7 Official Plan (OP) of the Municipality of Port Hope

Section C.11.2 of the Municipality of Port Hope Official Plan (2017) recognizes the importance of Cultural Heritage Resources within the Municipality. Council may utilize the Ontario Heritage Act to conserve, protect and enhance property of cultural value or interest in the Municipality through designation by by-law of individual properties under Part IV and designation of a group of properties by by-law as a heritage conservation district under Part V.

The Municipality supports the limitation of demolition, destruction or inappropriate alteration of cultural heritage resources. It supports mitigative measures and/or alternative development approaches in order to conserve the heritage attributes of a protected heritage property affected by the adjacent development or site alteration.

Policies state that the Council shall have regard to cultural heritage resources, especially for the character of the landscapes, streetscapes, tree lines, bridges and prevailing pattern of settlement in considering development proposals and the construction of new roads and road improvements, including re-alignments

and road widenings. Policies also state that Council shall have regard for all cultural heritage resources in the undertaking of municipal public works. “Council will require satisfactory measures and may require an Impact Assessment to mitigate any negative effects on these significant heritage resources”.

4. EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

4.1 Current Heritage Status of Sylvan Glen Bridge

The Municipality of Port Hope is enabled under the Ontario Heritage Act to designate Sylvan Glen Bridge as a cultural heritage resource, based on the criteria provided in Ontario Regulations 9/06 to the Ontario Heritage Act. The Municipality of Port Hope has designated well over 200 individual cultural heritage resources under Part IV of the Ontario Heritage Act and two heritage conservation districts under Part V of the Act. Sylvan Glen Bridge is not designated or listed on its Municipal Register. There are no designated or listed resources on ‘adjacent lands’, as defined in the Ontario Heritage Act. The closest listed site is at 5249 4th Line, which is north of Sylvan Glen Bridge.

A plaque erected in 1985 by Heritage Port Hope at 21 Dorset Street East commemorates the John David Smith House (‘Blue Stone’). Bluestone House is associated with the Smith family, one of the founding families of Port Hope. The house was built in 1834 by John David Smith, the son of Elias Smith who was one of the patentees of land adjacent to Sylvan Glen Bridge. Another plaque of interest entitled “The Founding of Port Hope” is located in front of the Port Hope Town Hall at the corner of Queen Street and Elias Street in Port Hope. It was erected by the Ontario Heritage Trust’s Provincial Plaque Program.

4.2 Method of Determining Cultural Heritage Value or Interest

There are two methods of evaluating the heritage value or interest of bridges used in Ontario. One is a quantitative evaluation of Provincially-owned bridges employing the Ontario Heritage Bridge Guidelines of the Ministry of Transportation. The other is the qualitative evaluation under the criteria established by Regulation 9/06 (O. Reg. 9/06) of the Ontario Heritage Act. Regulation 9/06 provides for the assessment of municipal bridges using provincially-accepted criteria established within the provincial legislative framework of the Ontario Heritage Act. The Act affords a measure of protection for Ontario’s cultural heritage features including bridges that are evaluated and shown to have cultural heritage value or interest. Regulation 9/06 is used to evaluate municipally-owned bridges.

A building or structure or landscape that is identified as 40 years old or older (used as a benchmark) and that meets at least one of the following criteria may be considered for investigation as to possible heritage value or interest. When identifying new cultural heritage resources, reference is made to the following criteria as outlined in Regulation 9/06. These criteria fall into three categories.

Ontario Heritage Act Regulation 9/06 Evaluation Criteria

Criteria	Description
Design or Physical Value	Is a rare, unique, representation or early example of a style, type, expression, material or construction method
	Displays a high degree of craftsmanship or artistic merit
	Demonstrates a high degree of technical or scientific achievement
Historic or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist, who is significant to a community
Contextual Value	Is important in defining, maintaining or supporting the character of an area
	Is physically, functionally, visually or historically linked to its surroundings
	Is a landmark

4.3 Application of Ontario Regulation 9/06 (O. Reg 9/06) to Sylvan Glen Bridge

4.3.1 Design or Physical Value or Interest

Sylvan Glen Bridge is one of what was once a stock of small concrete T-beam/girder bridges in Ontario. Single and double-span concrete bridges were a common bridge form in rural areas to ford small watercourses. Many have been demolished and replaced by concrete bridges with steel railings/barriers instead of concrete railings, posts and balustrades. The original iteration of Sylvan Glen Bridge built in 1921 was designed by a local engineer, Edward Harrison. The alterations to the bridge in 1946 were signed off by Arthur Sedgwick, Bridge Engineer of the Bridge Office, Department of Highways Ontario (DHO). As Chief Bridge Engineer at DHO from 1929 to 1954, he pioneered concrete rigid frame for bridge construction in Ontario for DHO in the 1930's.

Sylvan Glen Bridge demonstrates delicacy in design and craftsmanship, characterized by chamfered concrete rails and posts that are decorated with circular 'bulls-eye' incisions.

Sylvan Glen Bridge has cultural heritage value or interest in terms of design or physical value.

4.3.2 Historical or Associative Value or Interest

Sylvan Glen Bridge has historical associations with the surrounding community and with the Ganaraska River that it spans. It is located within one of the earliest settled areas of the Municipality. Adjacent lands were patented over 200m years ago to the first settlers in the Municipality. Sylvan Glen Bridge and its banks have associations with Sylvan Glen Conservation Area, Bowen's Park campground of the late nineteenth century, and with longstanding families and farms in the community.

Much of the history, economy and community life of the Municipality has been shaped by the Ganaraska River. The river played an important role in the founding and development of the Municipality as it supported sawmills that enabled growth and development of the community for over 100 years.

Sylvan Glen Bridge has cultural heritage value or interest in terms of historical or associative value.

4.3.3 Contextual Value or Interest

In addition to being a functional crossing of the Ganaraska River, Sylvan Glen Bridge provides vistas east and west along the river and a sense of serenity for those who pause on or near the bridge to take in these views. The bridge is a quiet reminder of how rural Ontario integrated its transportation routes and river crossings into rural settings. It demonstrates a desire for beauty in functional objects after the carnage of WWI and shows the aspirational spirit of the post-war years as the province looked ahead to prosperity and peace.

Sylvan Glen Bridge has cultural heritage value or interest in terms of contextual value.

4.3.4 Summary of Cultural Heritage Value or Interest

The following table summarizes and expands on the criteria of O. Reg.9/06 of the Ontario Heritage Act.

Ontario Heritage Act Regulation 9/06 Evaluation Criteria

Criteria	Heritage Attributes of Cultural Value or Interest
Design Physical Value/Interest	Sylvan Glen Bridge is an example of a small rural concrete T-beam/girder bridge built in 1921 with an addition in 1946. Such bridges are disappearing in the landscape as they reach the limits of their design life. Sylvan Glen Bridge appears to be the last remaining bridge of its design, age and construction in the Municipality. It is evaluated as having a medium degree of physical value.
	Sylvan Glen Bridge demonstrates delicacy in design and craftsmanship, characterized by chamfered concrete rails and posts that are decorated with circular ‘bulls-eye’ incisions. Sylvan Glen Bridge represents a medium degree of craftsmanship and artistic merit.
	Sylvan Glen Bridge is one of many small concrete bridges built in the 1920s and 1930s in Ontario. Concrete was a preferred construction material at the time. It is determined to have a low to medium degree of technical or scientific value or interest.
Historic Associative Value/Interest	Sylvan Glen Bridge lies within some of the earliest settled lands in the Municipality. Adjacent parcels of land were surveyed, granted and patented over 200m years ago to the first settlers in the Municipality. Sylvan Glen Bridge and its banks have associations with Sylvan Glen Conservation Area, Bowen's Park campground of the late nineteenth century, and with longstanding families and farms in the community including the Harris Farm and trail immediately to the north of the bridge, and the Henwood or Sylvan Glen Farm to the south. Sylvan Glen Bridge is determined to have a medium degree of historic value or interest.
	Sylvan Glen Bridge was constructed across the Ganaraska River. Its watershed covers most of the Municipality of Port Hope. Much of the history, economy and community life of the Municipality has been shaped by the river. The Ganaraska River played an important role in the founding and development of the Municipality. Sawmills established on the river enabled growth and development of the community for over 100 years. Sylvan Glen Bridge is determined to have a medium degree of historic value or interest.
	Sylvan Glen Bridge is the design of a civil engineer, Edward Harrison, who lived locally and worked in a consulting role for the Ontario government. Its design was overseen by Arthur Sedgwick, the Province's Chief Bridge Engineer for 25 years. Sylvan Glen Bridge is determined to have a low to medium associative value.
	Sylvan Glen Bridge is a functional crossing of a rural watercourse but is also a distinctive and integral element in a rural landscape. Set amongst an idyllic and tranquil rural landscape that is little changed in 200 years, it demonstrates a desire for beauty in functional objects and shows the aspirational spirit of the post-war years. It is an attractive element in the rural landscape that draws tourists and locals to the area. Sylvan Glen Bridge is evaluated as having a medium degree of contextual value.
Contextual Value/Interest	Sylvan Glen Bridge is part of a formalized trail system established by the County of Northumberland. The bridge and its banks are favourite locations for anglers. The bridge provides a quiet and appealing respite for tourists and locals enjoying the quiet beauty of the bridge amidst its rural setting. Sylvan Glen Bridge is determined to have a medium degree of contextual value or interest.
	Sylvan Glen Bridge is well-loved and appreciated by locals and visitors alike for its intrinsic beauty, the tranquility of its location in the landscape and the views along the Ganaraska River. It is considered by residents to be a local landmark. Sylvan Glen Bridge is determined to have a medium degree of contextual value or interest.
	Sylvan Glen Bridge is determined to have a medium degree of contextual value or interest.

5. CONCLUSION

Sylvan Glen Bridge is evaluated as having cultural heritage value or interest in three of the criteria outlined in O. Reg. 9/06 of the Ontario Heritage Act. This CHER determines that Sylvan Glen Bridge has cultural heritage value for its physical and design value in the design feature incised onto the posts of the bridge, for its historical and associative value with early settlement and recreational activities, and for its landmark status among local residents as a well-loved feature of the Municipality's rural areas. Members of the community have expressed interest in the cultural heritage value of the bridge and its retention.

6. STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

6.1 Description and Location of the Bridge

Sylvan Glen Bridge was constructed in 1921 with an addition in 1946. It is a 1.5 lane (5.5m) two-span concrete T-beam structure. The original 12.2m bridge span has reinforced concrete T-beams supported on concrete abutments and piers. A 7.3m span was added in 1946 with the same concrete T-beam support. The bridge is one of what was once a stock of small concrete T-beam bridges in Ontario.

Sylvan Glen Bridge is located in the County of Northumberland between Lots 8 and 9, Concession III, geographic Township of Hope, Municipality of Port Hope. It lies approximately 0.7km south of 4th Line at the Ganaraska River, north-west of the former Town of Port Hope on Sylvan Glen Road. The bridge is owned by the Municipality of Port Hope. Geographic co-ordinates are 43.990562 and -78.328145.

6.2 Statement of Cultural Heritage Value or Interest

Sylvan Glen Bridge is a functional crossing of a rural watercourse, the Ganaraska River, in the Municipality of Port Hope. The Ganaraska River has helped to shape the history, economy and community life of the Municipality of Port Hope.

Sylvan Glen Bridge has cultural heritage value due to its design, its history and local associations, and its contextual value within the landscape.

Sylvan Glen Bridge is an increasingly-rare example of an early-mid twentieth century, delicately-designed, small rural concrete bridge. It is a functional crossing of a rural watercourse, the Ganaraska River, which has shaped the history, economy and community life of the Municipality of Port Hope.

Sylvan Glen Bridge was designed by a local engineer who created something of beauty in the decorative elements on the bridge and in the delicacy of its functional elements. Details include circular incisions on posts and chamfered posts and rails, all in concrete.

Sylvan Glen Bridge is located within some of the earliest settled lands in the Municipality. It has associations with early families and farms in the community. It has associations with historic and modern recreational activities and facilities including the late nineteenth century Bowen's Park campground and with the modern Sylvan Glen Conservation Area and cycling and hiking trails. It has provided a functional and physical link as a road bridge since 1921.

Sylvan Glen Bridge is a distinctive and integral feature of the rural landscape of the Municipality of Port Hope. It is well-loved and appreciated by locals and visitors for its intrinsic beauty, for its tranquil location in the landscape and for its views of the Ganaraska River. Sylvan Glen Bridge forms an essential element in the rural landscape that is important in drawing users and tourists alike to the area.

6.3 Description of Heritage Attributes

Heritage attributes that contribute to and/or support the cultural heritage value or interest of Sylvan Glen Bridge include:

- i. Design or physical value
 - is an example of a small 1920s rural concrete bridge
 - is constructed of concrete with design elements including circular 'bulls-eye' details on posts and concrete bevelled railings and posts
 - was designed by a local engineer (Edward Harrison) and approved by the a senior bridge engineer (Arthur Sedgwick) in the Department of Highways of Ontario
- ii. Historic/Associative Value
 - has associations with Sylvan Glen Conservation Area, historic Bowen's Park campground, and early families and farms
 - is a functional crossing of the Ganaraska River which has shaped the history, economy and community life of the Township of Hope
- iii. Contextual Value
 - represents a quiet pause in the rural landscape for hikers and cyclists
 - displays visual integration within surrounding lands and the nearby conservation area
 - provides open views in both directions of the Ganaraska River at an accessible and pleasant point on the river
 - displays the desire for beauty and the aspirational spirit of the post-WWI period
 - is well-loved and appreciated by locals, hikers and cyclists

7. RECOMMENDATIONS

- It is recommended that Sylvan Glen Bridge be conserved and designated under the *Ontario Heritage Act*. However, inspections of the bridge reveal that it is in poor structural condition. The Municipality may determine that due to the structural condition, current use and safety requirements, retention of the Bridge is not feasible. It is understood that the Municipality is proposing a design that is feels is sympathetic to the design of the existing bridge and its footprint within the landscape.
- It is recommended that, given the structural condition of the bridge and its possible demolition, a Heritage Impact Assessment (HIA) be completed to identify the specific impacts that replacement of the structure will have on the heritage attributes of the bridge and on its context, and to recommend mitigation measures for its commemoration.

A Heritage Impact Assessment (HIA) is attached as Appendix E.

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<https://www.ontariogenealogy.com/Northumberland/hope> - historical resources for Township of Hope

<https://historicbridges.org/bridges/browser/?bridgebrowser=ontario/> - Sackville Bridge, Bewdley

<http://env-web2.uwaterloo.ca/hrcresearch/attachments/5101eba41b59b2.23220210.pdf> - Ontario Heritage Bridge Guidelines

www.mah.gov.on.ca - Ontario Official Road Maps - Ministry of Transportation Ontario

www.archives.gov.on.ca/en/maps/ontario-boundaries.aspx - shifting Ontario municipal boundaries - maps

www.heritagepin.com/hope-township-in-durham/ – maps including patent map of 1811 Township of Hope

www.porthopehistory.com/1856directory - names, addresses of local residents and businesses

www.porthopehistory.com/watershed - local history

www.maps.library.utoronto.ca/hgis/countymaps/durham/Durham_merge.jpg - Tremaine map 1861

<https://digital.library.mcgill.ca/countyatlas/Northumberland.html> - Belden Atlas 1879 - Belden Atlas 1879

www.alivingpast.ca/SGCamp.htm - local information provided by Peter & Barbara Kyle Bolton - Port Hope

www.heritageporthope.com – site of the Heritage Port Hope Advisory Committee (Municipal Heritage Committee as enabled by the Ontario Heritage Act)

APPENDIX B - PROJECT PERSONNEL

Project Director – Scott Reynolds B.Sc.

CHER Leader – Heather Rielly B.A., B.Ed., M.A., M.Pl., CAHP

Report Production, Figures and Images – Carol Shannon

Photographs – Scott Reynolds B.Sc., Heather Rielly B.A., B.Ed., M.A., M.Pl., CAHP

Technical Review – Scott Reynolds B.Sc.

Abridged Resume – Heather Rielly

- Master of Planning, (M.Pl.), Queens University, Kingston, Ontario, 1986
- Bachelor of Education (B.Ed.), Queens University, 1976
- Master of Arts (M.A. Canadian History), Carleton University, Ottawa, Ontario, 1973
- Bachelor of Arts (B.A. Honours History), McMaster University, Hamilton, Ontario, 1971

Ms. Rielly has over 29 years of experience in policy planning, municipal planning, heritage planning and private development. Her planning experience has been divided between acting as a consulting municipal planner for the Pine Ridge Municipal Agency, Municipality of Port Hope, County of Prince Edward and County of Northumberland, and providing private development advice and management. Her experience includes residential and industrial plans of subdivision and condominium applications, re-development feasibility studies, development charges background studies, waterfront residential developments, site plans, retail and tourist commercial projects, master plans and community development initiatives, heritage impact studies, and cultural heritage evaluation reports. Ms. Rielly is a member of the Canadian Association of Heritage Professionals.

- Cultural Heritage Resources Screening, Two Bridges, Municipality of Trent Lakes
- Cultural Heritage Resources Evaluation, Highway 7 West & East of Road 38, Central Frontenac Township
- Built Heritage Resources Evaluation, Sections of Lindsay and Colborne Streets, Village of Fenelon Falls
- Cultural Heritage Resource Evaluation, Old Norwood Rd., Otonabee South Monaghan Township
- Cultural Heritage Evaluation Report, Rainy River Tributary Culvert, Site 45-213/C, Highway 11, Ministry of Transportation
- Cultural Heritage Evaluation Report, Bunting Creek Culvert, Site 45-162/C, Highway 11, Ministry of Transportation
- Cultural Heritage Landscapes and Built Heritage Resources Evaluation, Municipal Road Corridor, Town of Innisfil
- Socio-Economic Review - Highway 33 Corridor, MTO Project No. 4013-E-0026, Ministry of Transportation
- Socio-Economic Review - Environmental Evaluation, Highways 62 and 7, Class EA, MTO Group 'C', Madoc Township
- Heritage Impact Evaluation, Sibbit Ave/Old Highway 2, City of Kingston
- Cultural Heritage Evaluation Report, Westbrook Road Underpass at Highway 401, Site 70-055, Ministry of Transportation
- Cultural Heritage Evaluation Report, Scotch River Bridge, MTO Sites 31-288/1 & 31-288/2, Ministry of Transportation
- Cultural Heritage Evaluation Report, Moose Creek Culvert MTO Site 27-225/C, Project No. 4013-E- 0036, Highway 417, Ministry of Transportation
- Cultural Heritage Evaluation Report, Westwood Bridge Class EA Evaluation and Design, County of Peterborough
- Cultural Heritage Evaluation Report, Bridge & Sidney Streets Intersection Improvements, Class EA Evaluation and Design, City of Belleville
- Cultural Heritage Evaluation Report, Bolingbroke Bridge Replacement, Class EA Evaluation, Township of Tay Valley
- Cultural Heritage Evaluation Report & Heritage Impact Assessment, Loyalist Parkway Highway 33 (Loyalist Township), Ministry of Transportation
- Cultural Heritage Evaluation Report, Greatrix Bridge, Municipality of Tweed
- Cultural Heritage Evaluation Report, St. Mary's Road Bridge, City of Kawartha Lakes
- Cultural Heritage Evaluation Report, Mid-19th Century Dwelling, 2666 Highway 7, City of Kawartha Lakes, Ministry of Transportation Project No. 4018-E-0005 #16
- Cultural Heritage Evaluation Report, Sylvan Glen Bridge, Municipality of Port Hope

APPENDIX C - FIGURES AND IMAGES



Figure 1 - Sylvan Glen Bridge - Municipality of Port Hope – black dot is bridge location (County of Northumberland)

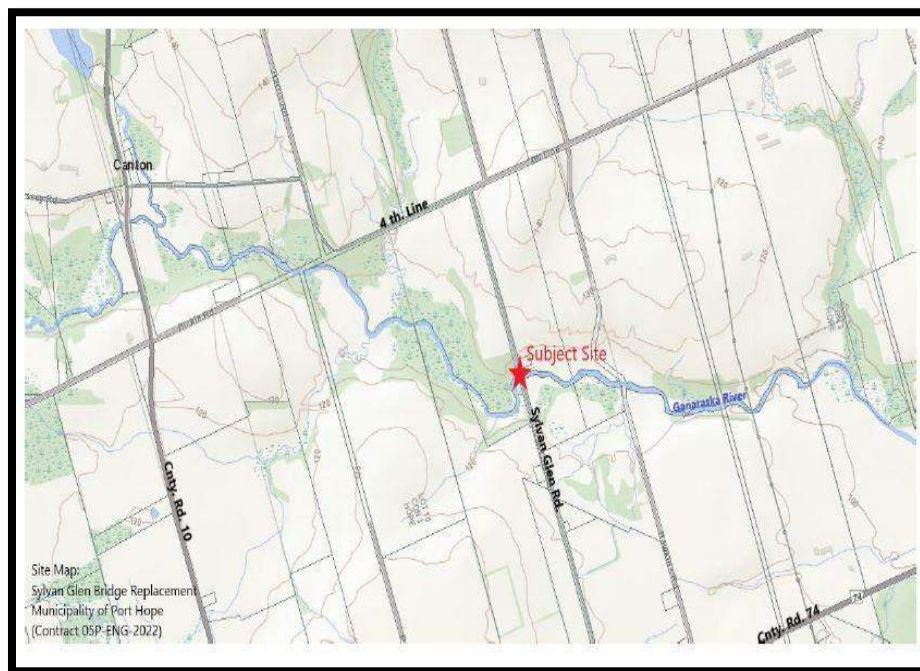


Figure 2 – Site Location Lots 8&9, Conc. III Geographic Township of Hope (Municipality of Port Hope)

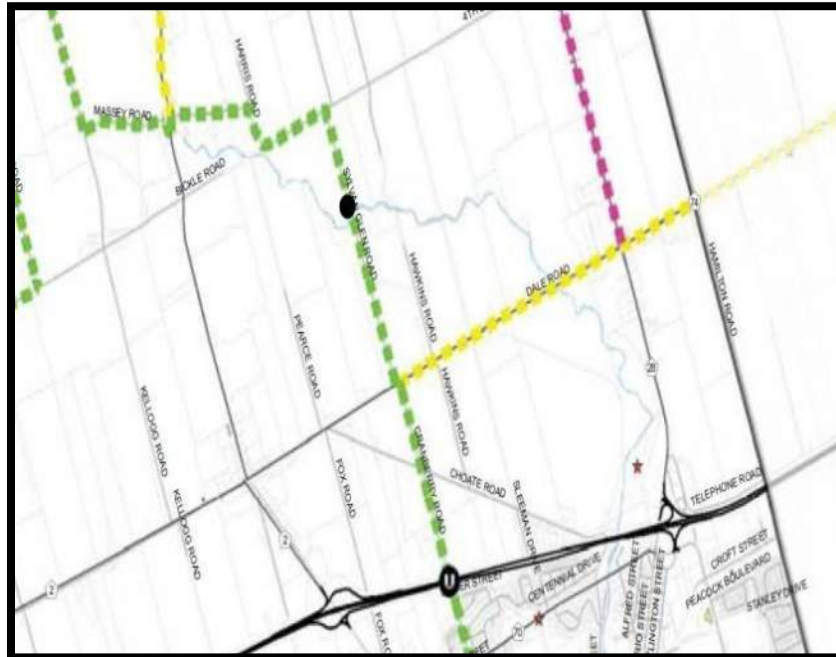


Figure 3 - Cycling Route - Sylvan Glen Bridge – black dot is bridge location
(County of Northumberland Cycling Master Plan 2012)

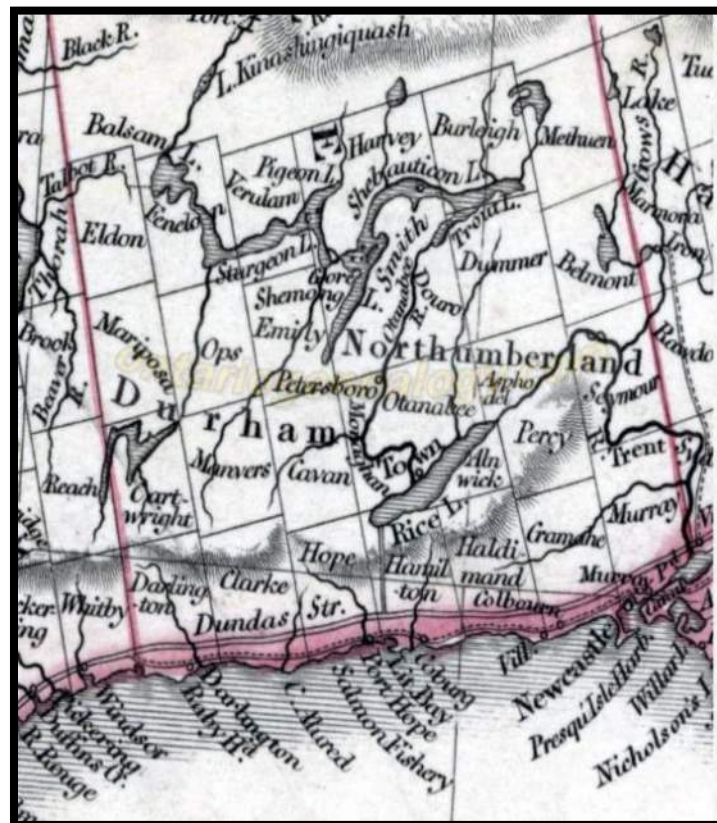


Figure 4 - Newcastle District 1830 – Surveyed Townships of Northumberland and Durham (ontariogenealogy.com)

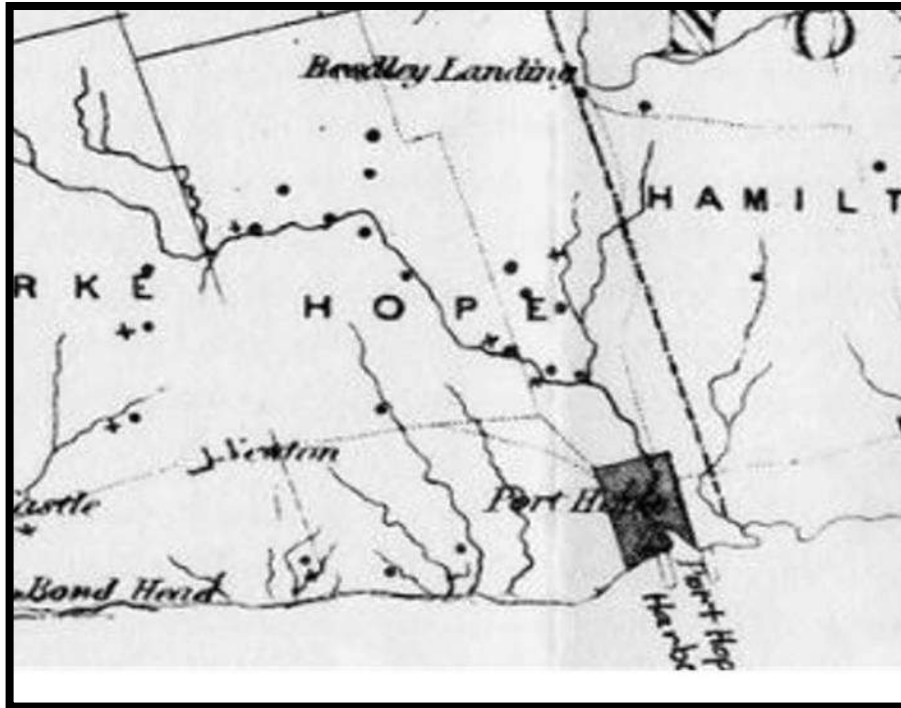


Figure 5 – Township of Hope c. 1830 - black dots are mill locations
(Ganaraska Watershed Study 1944)

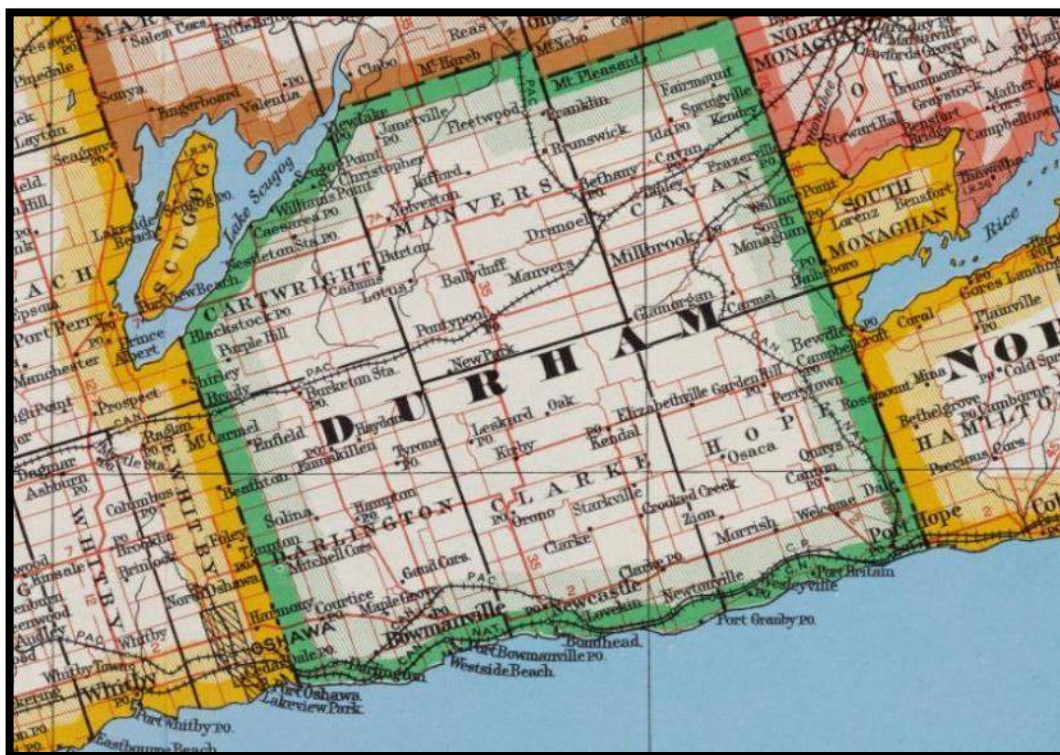


Figure 6 – Durham County including Township of Hope 1950 (Lands & Forests
Map 21a - AO RG1-707 MNR Topo Maps 10034476)



Figure 7 – County of Northumberland showing Port Hope and Hope now Municipality of Port Hope 2020 (ruralroutes.com)

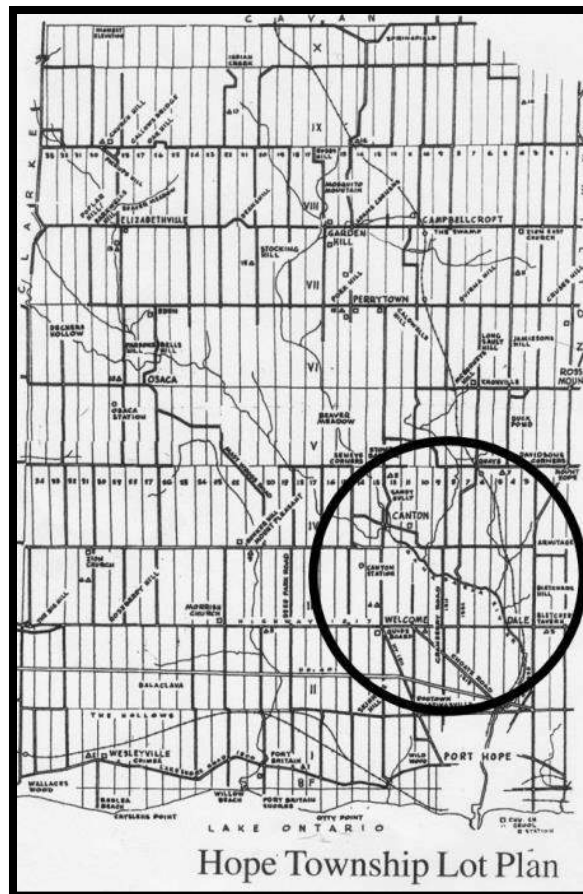


Figure 8 - Area Around Sylvan Glen Bridge - late 19th C.
(porthopehistorical.ca/maps)

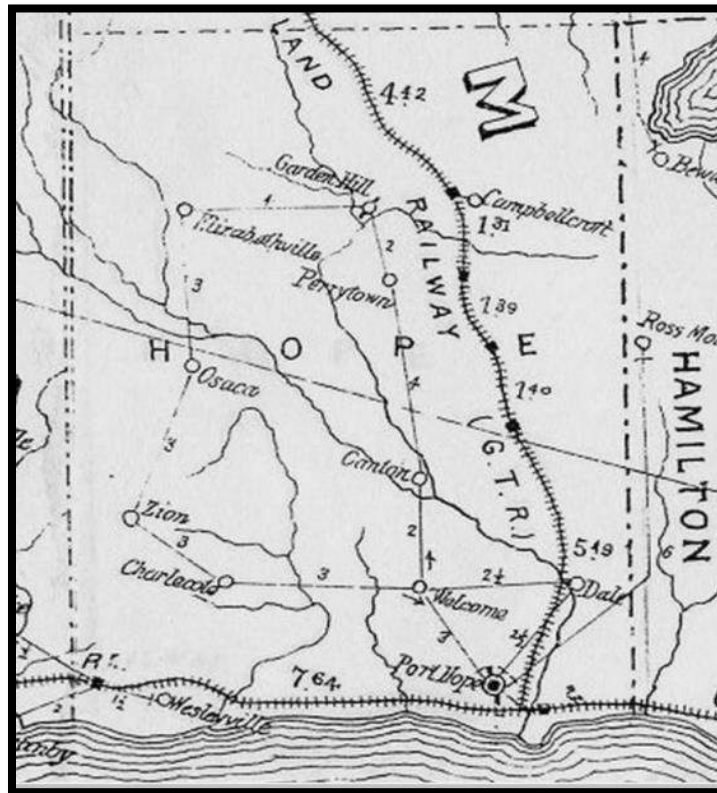


Figure 9 – Railways in Township of Hope - 1891 (ontariogenealogy.com)

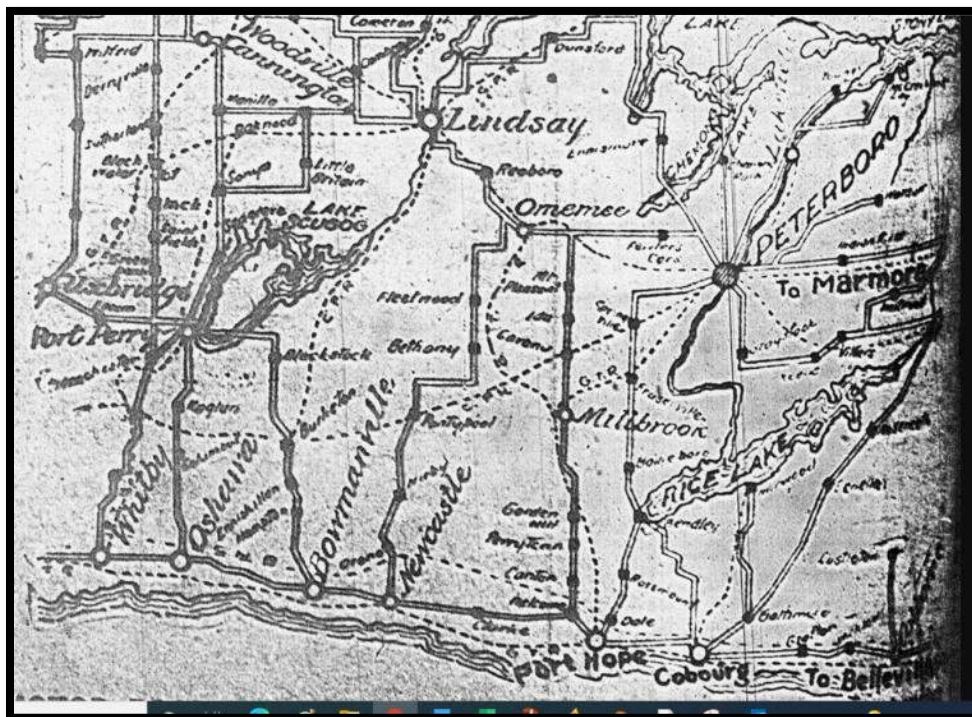


Figure 10 – Main Roads Connecting Town of Port Hope to the 'Hinterland' - 1914

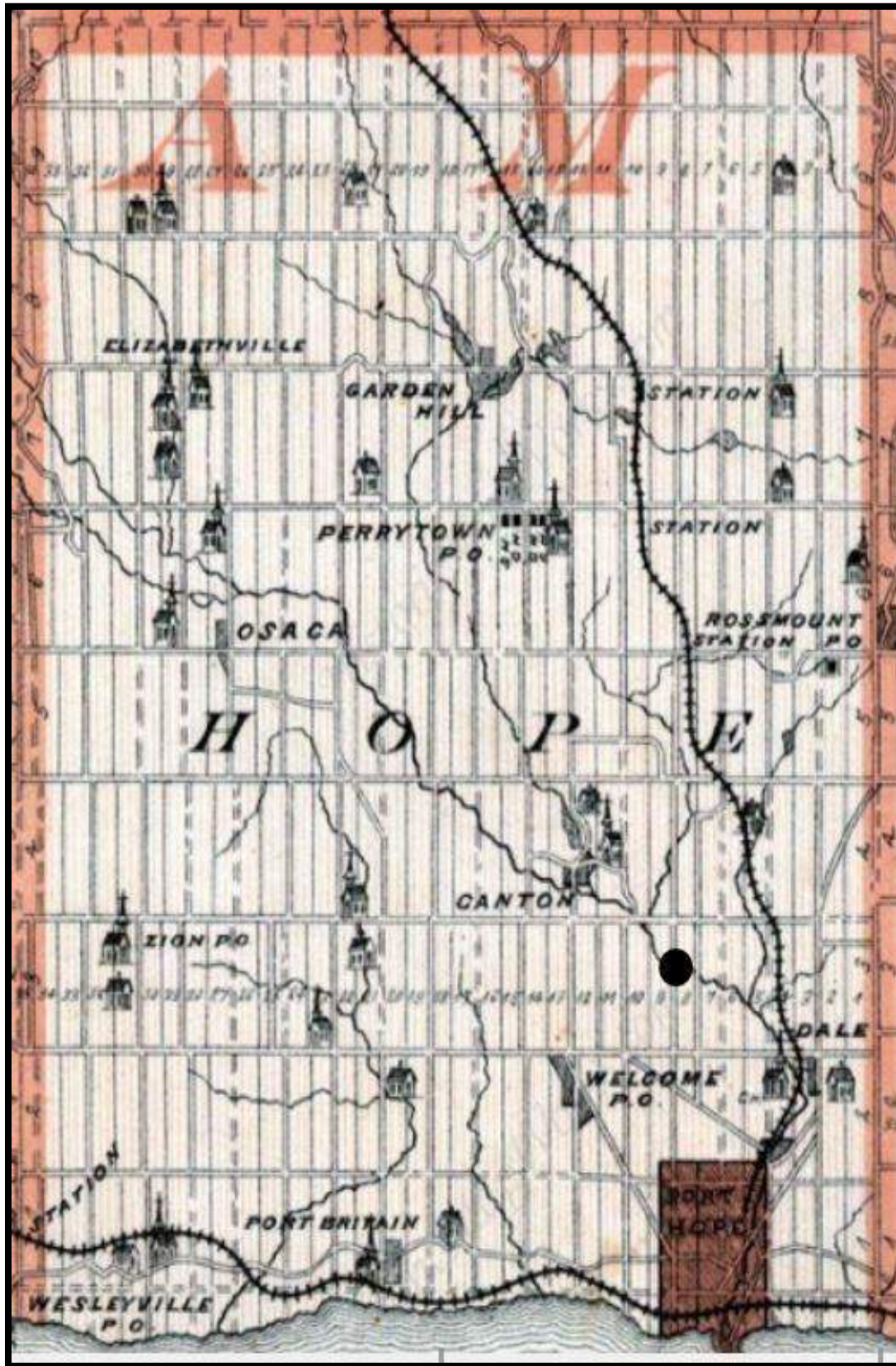


Figure 11 – Road Allowances 1879 – Township of Hope – black dot is Sylvan Glen Bridge location (Belden Atlas 1879)

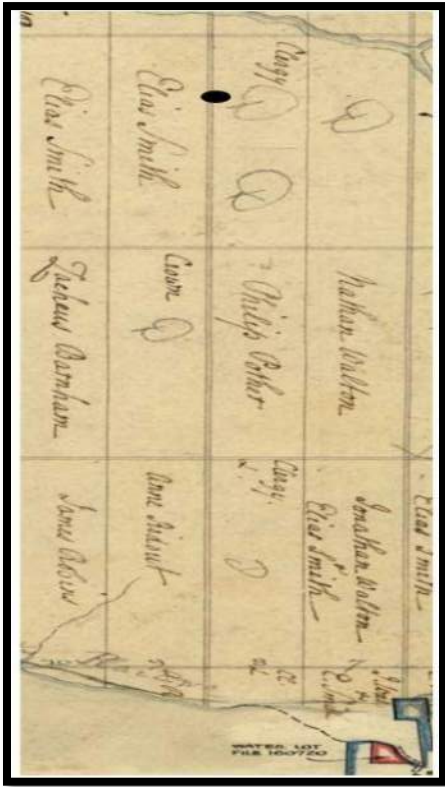


Figure 12 - Patent Map 1811 - Lots Around Sylvan Glen Bridge - Port Hope in blue - black dot is Sylvan Glen Bridge location (Archives of Ontario: RG1-100-0-0-998 Map 1)

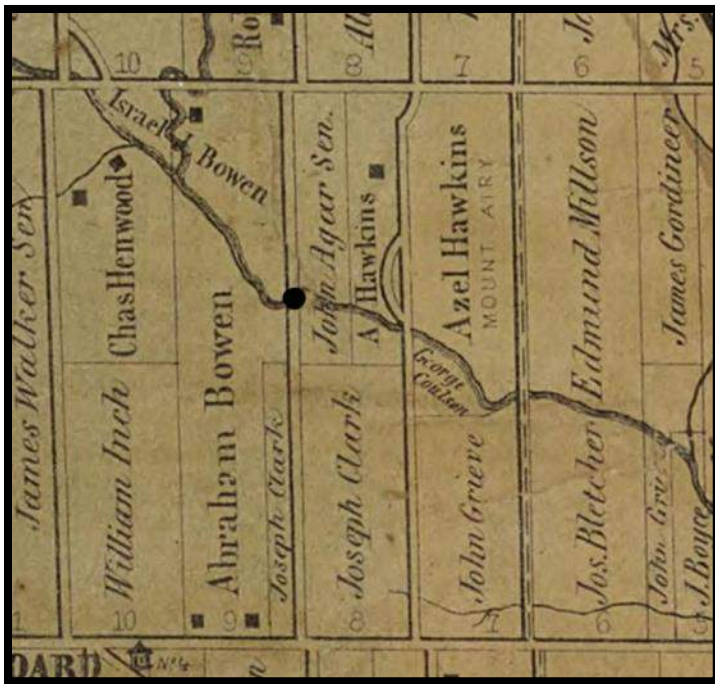


Figure 13 – Lots 8&9 – Ownership in 1861 - black dot is Sylvan Glen Bridge location (Tremaine Map 1861)

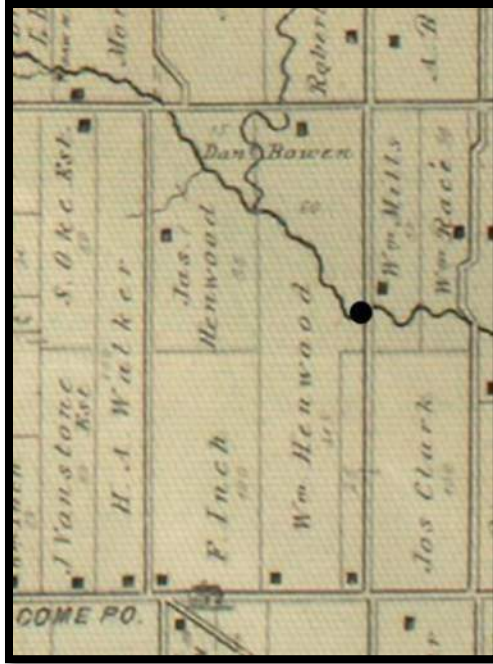


Figure 14 - Lots 8&9 Concession III Township of Hope – Ownership in 1879 - black dot is Sylvan Glen Bridge location (Belden Atlas 1879)

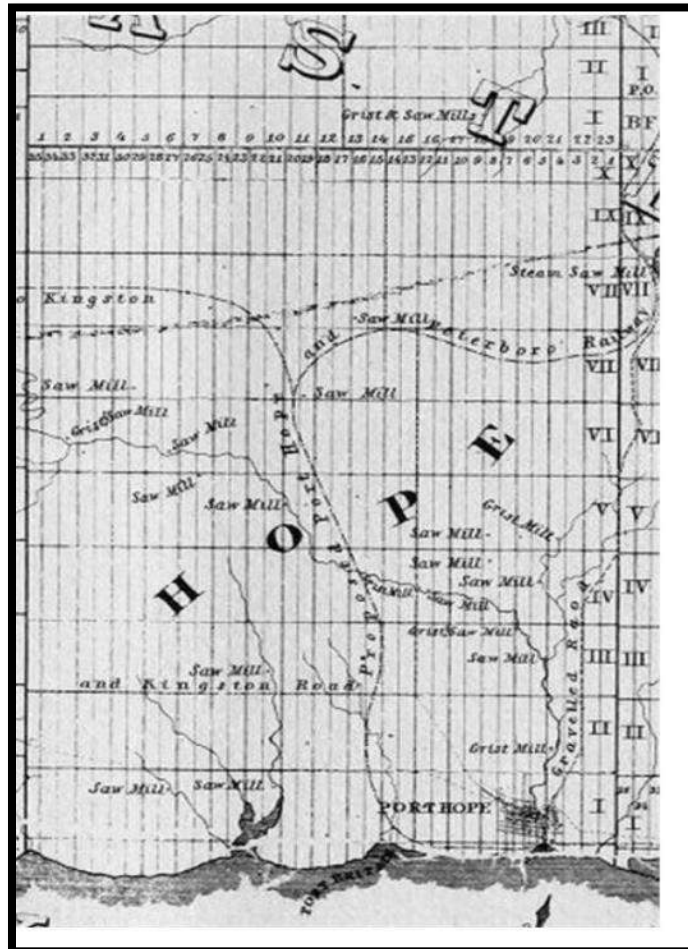


Figure 15 – Township of Hope - Sawmills c. 1850 (Ganaraska Watershed Study 1944)

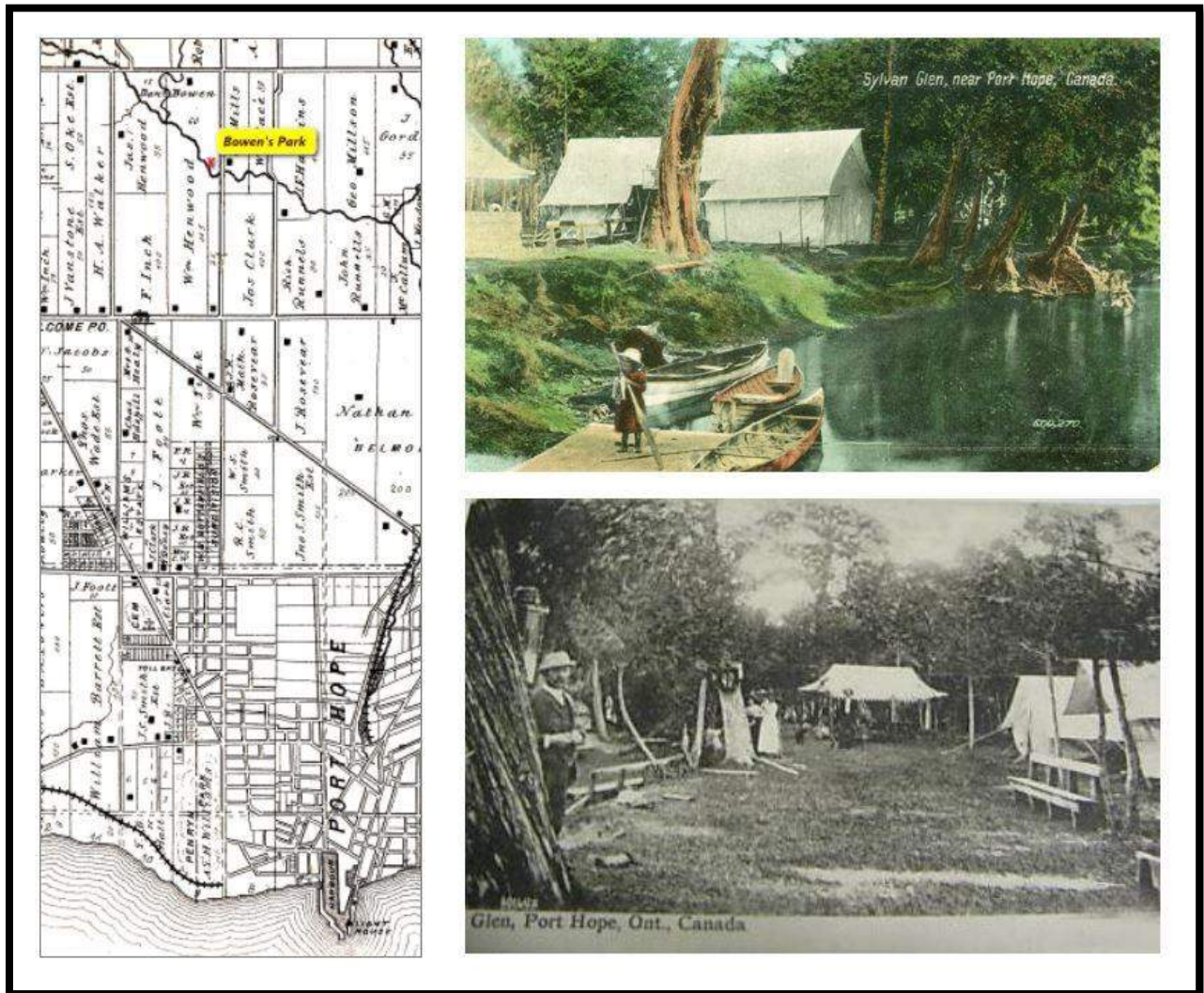


Figure 16 - Bowen's Park - N.E. Bank of Ganaraska River near Sylvan Glen Bridge
– 1890s (www.alivingpast.ca/SGCamp.html)

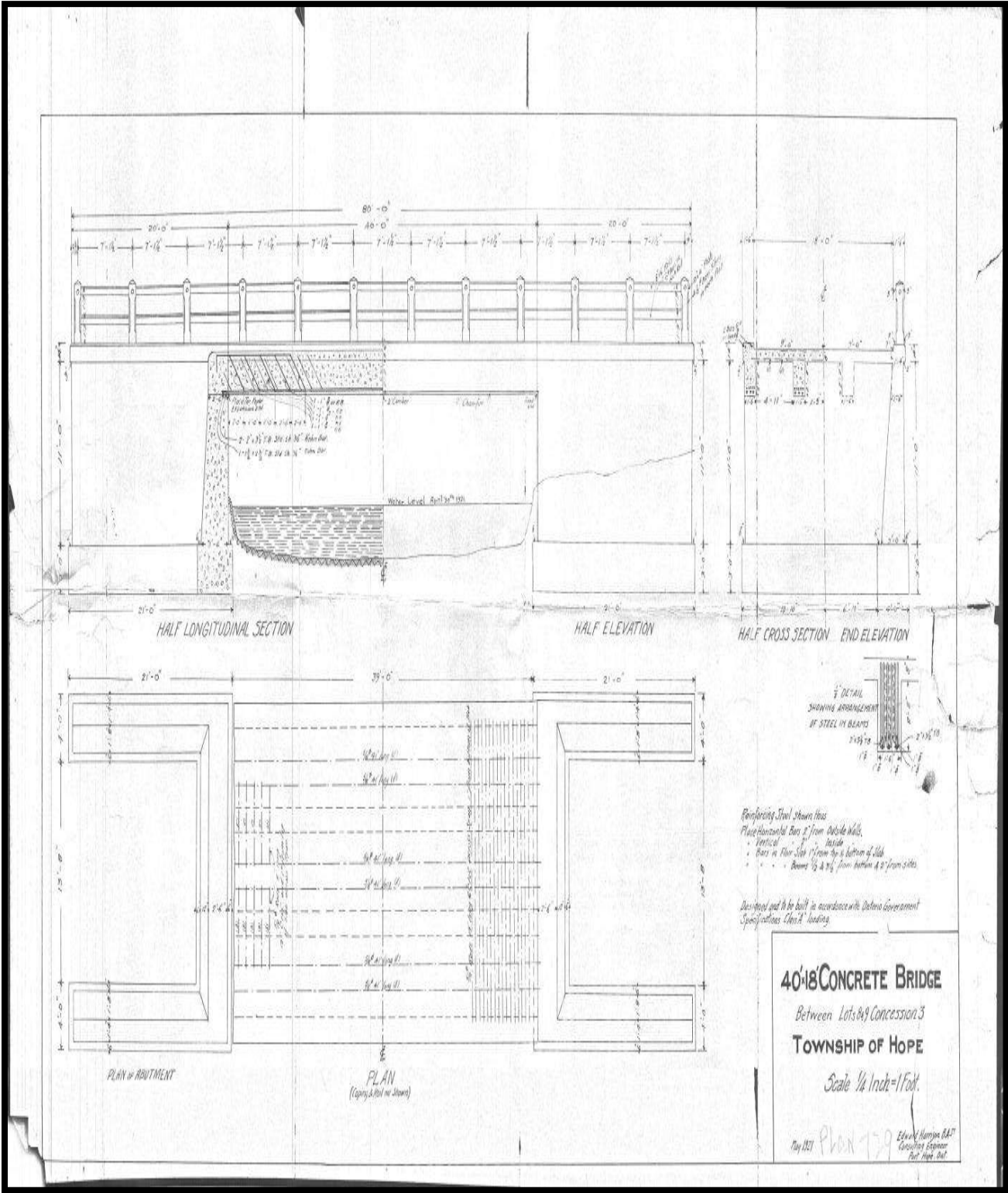


**Figure 17a - 1921 General Arrangement Drawings
(G. Jewell Engineering: Bridge Evaluation 2021)**

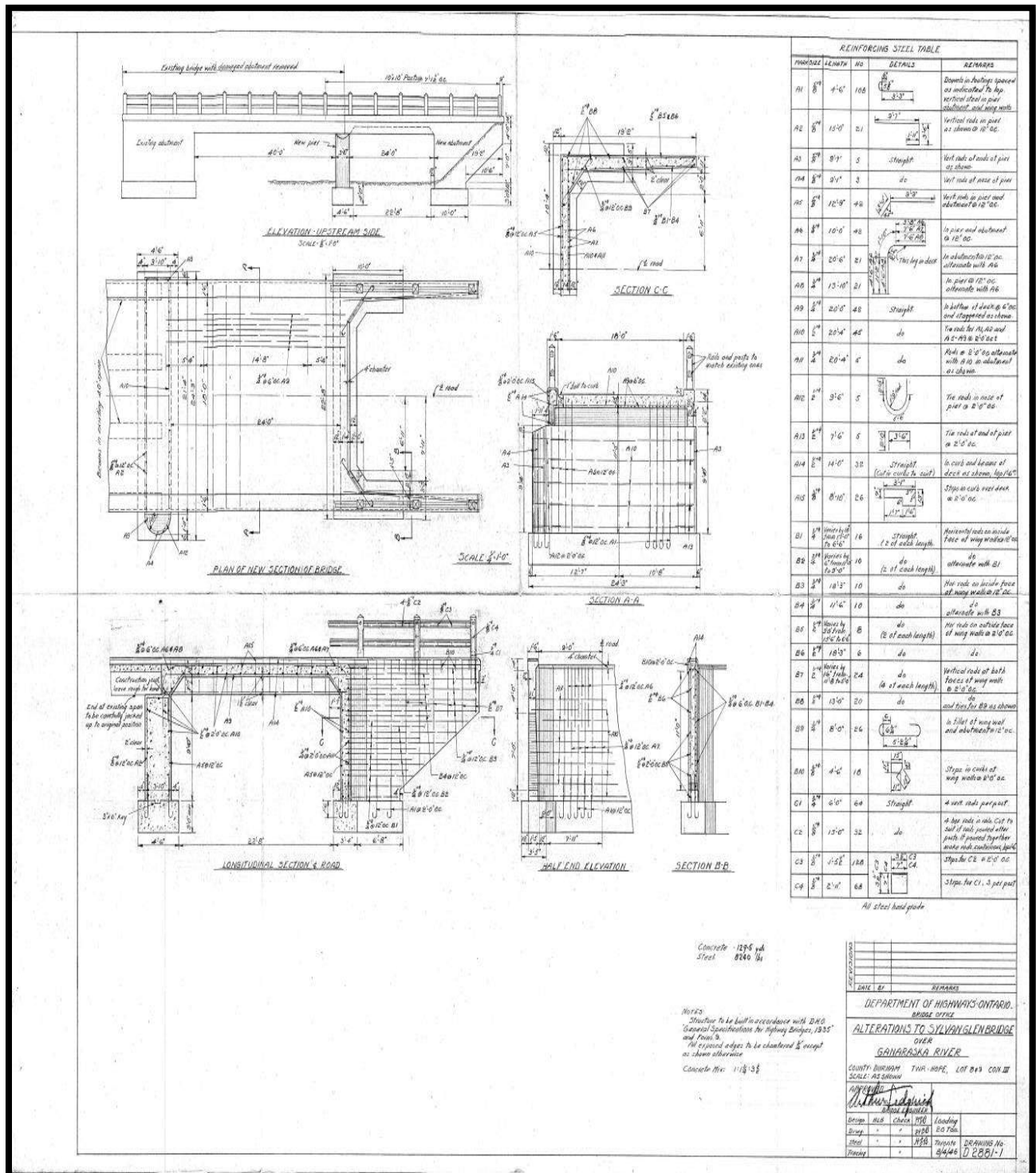


Figure 17b - 1946 General Arrangement Drawings
(G. Jewell Engineering: Bridge Evaluation 2021)

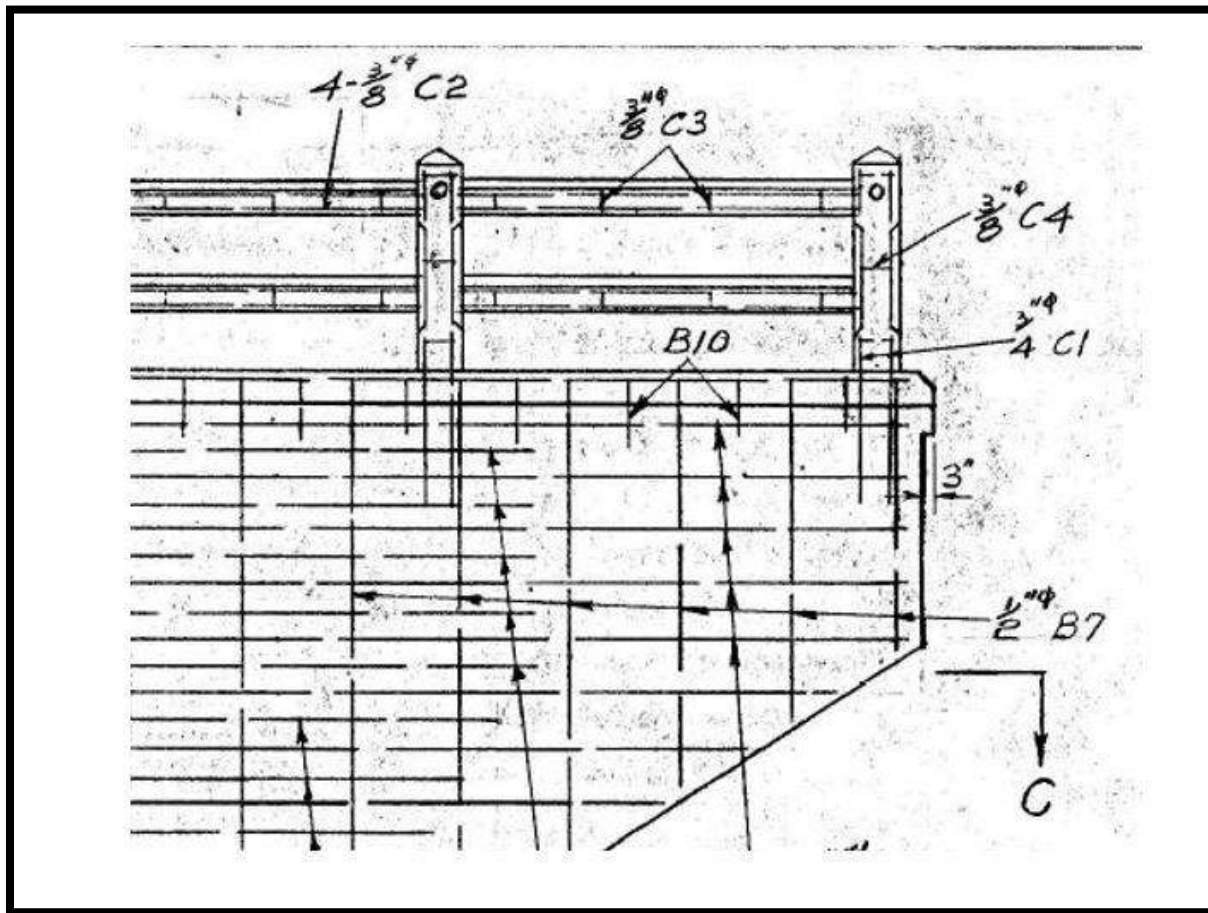


Figure 18 – General Arrangement Drawing of Bridge Addition 1946
(G. Jewell Engineering: Bridge Evaluation 2021)



**IMAGE A - Landscape around Sylvan Glen Bridge Looking North
(Ainley Group 2022)**



IMAGE B – Chamfered Post & Rail Insertion (Ainley Group 2022)



IMAGE C - Chamfered Post Detail (Ainley Group 2022)



IMAGE D - Chamfered Rails (Ainley Group 2022)



**IMAGE E1 - Greatrix Bridge - Municipality of Tweed built 1925
(Greenview Environmental 2018)**



**IMAGE E2 - Westwood Bridge - Westwood, County of Peterborough built 1937
(Ainley Group 2018)
(prior to recent demolition and reconstruction)**



IMAGE E3 - Steele's Bridge - Asphodel Township, County of Peterborough built 1931 (Nathan Holth- www.historicbridges.org)



IMAGE E4 - Sackville Bridge - Cavan Road, Northumberland County built 1920s (Nathan Holth – www.historicbridges.org)

APPENDIX D: PUBLIC CONSULTATION



ACO Port Hope Response to the proposed demolition of the Sylvan Glen Bridge

There have been three distinctive traffic structures in Port Hope that merit heritage guidance as well as input from an engineering point of view. The three: Barrett's Bridge that has now been sympathetically replaced, the one-lane underpass of the CNR track on Lakeshore Rd., and the century-old bridge with its concrete balustrades on Sylvan Glen Road. So, thank you for contacting ACO Port Hope about this.

This is a special spot, made quieter from traffic that must slow down because of the bridge's narrow dimensions and the enduring attraction of this area of the river. Heavy truck traffic has been banned on this secondary road that is only one-concession long, and the route is marked as a bicyclist route, one that is frequently used.

There are three reasons for particular attention to this location: the vistas of the winding river (in a location of gentle flow) that differ to east and west; the attraction of a physical structure with its railings both for passers-by and for anglers, and the public area to the west from this juncture of the Conservation Authority that is immediately visible on the river's south bank because of the small parking lot that sadly is closed for much of the year. Obviously, the community has a vested interest in augmenting this quiet attraction.

At the north bank, scarcely visible from the road, is an entrance to the Harris Trail – perhaps deserving of even greater emphasis. The Harris family and friends have created this trail to follow the river as it turns north and to end (or begin, as many walk its length) at the Fourth Line where the road turns north briefly before running along the river to Canton. They have built two bridges over the creek that passes through their property at the point where it enters the Ganaraska, as well as several well-placed benches at viewpoints, and have groomed the trail each spring. It is a gem, respected by its visitors and now groomed by Pine Ridge Hiking Club members, longer and more varied than the Authority's zone along the south bank, with a mixture of open meadows and the dark shadows and shafts of sunlight penetrating its cedar bush. Today, only one angler was encountered; during fish-runs in the fall, the trail can attract

over a hundred daily. We understand that the Harris family have given thought to how this oasis might endure.

The bridge itself is quite clearly deteriorating. We should not be surprised if engineering studies rule that it can no longer be preserved for today's traffic. However, these concrete bridges of the early 1920's when the province's United Farmers' government made the upgrading of rural roads its leading priority, deserve notice. These bridges, well-built for their day - are now rare. Few are still in use or have been preserved. The bridge attracts notice and is a reminder of the quantum change in political and social planning that occurred immediately following WW1 between 1919 and 1923. A modern replacement with no nod to these echoes and presence is simply not appropriate.

Concerns and suggestions:

1. Anglers, fishing or descending from the road, often crossing from side to side, are a hazard unless traffic is slowed as it now is. There might be merit in maintaining a narrow bridge; without that, other traffic-slowing mediations will be needed. Traffic in this valley needs to slow, and speed limit signs by themselves are unlikely to suffice for vehicles descending the hill. This could become a danger spot.
2. The concrete posts and railing deserve to be replicated – perhaps as a walkway to each side of vehicle traffic. If the bridge must be entirely replaced, then its appearance should remind us of its continuity. Walkways, separated from the road's modern guard-rails to an external structure of concrete posts and railings of the current design has merit.
3. The best heritage solution would be to maintain the existing structure as a visible anachronism, better still if it might be made safe for pedestrians and bicycles. Might it be preserved while a new bridge is erected at the east side of the road allowance?

Two properties in the area, the Bowen/Harris and Henwood properties, would certainly warrant consideration for inclusion on the Municipality's Heritage Register. A portion of the Henwood property became areas managed by the Conservation Authority in 1956, and this has been a popular camping area since the 1800's. We should anticipate that recreational use of this road and its riverbanks will continue to grow, and become even more important to our community. Thus, please do not let engineers simply focus upon a serviceable structure. This bridge is all about protecting its wider context.

Hello Rielly

I hope that by now you have received the ACO input to your inquiry that Susan and I drafted.
A brief addendum.

We both think that from a heritage and contextual perspective, the best solution by far is to build a new bridge to the side of the century old bridge.

It is the conservationist approach and offers a solution that can separate pedestrians and motorists, for that is going to become an increasing issue at this location.

Last night, at an event celebrating the 200th year of St. Mark's Church, Bill Harris made a point of making a beeline toward me as I arrived - to give his advice.

As adjacent neighbours, they strongly hope that this become the recommendation, for they hope the bridge can be preserved as a visible structure.

Interestingly, until the Library physically closed during Covid, they both biked daily from their farm on the 4th Line down to the Benson Library to read the Globe and Mail, followed by brunch in town – (into his eighties) and then back up hill – no e-bikes involved.

Not only would they prefer this heritage approach, but if the town required some land to the west side north of the river to make this viable, they are willing to partner....

He specifically asked me to pass this information on to you.

Bruce

From: Susan Layard

Sent: May 9, 2022 2:58 PM

To: brucebowden@sympatico.ca of

Hello Rielly

I hope that by now you have received the ACO input to your inquiry that Susan and I drafted.
A brief addendum.

We both think that from a heritage and contextual perspective, the best solution by far is to build a new bridge to the side of the century old bridge.

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Not only would they prefer this heritage approach, but if the town required some land to the west side north of the river to make this viable, they are willing to partner....

He specifically asked me to pass this information on to you.

Bruce

brucebowden@sympatico.ca

APPENDIX E - HERITAGE IMPACT ASSESSMENT (HIA)

A. INTRODUCTION AND BACKGROUND INFORMATION

Sylvan Glen Bridge is located in the County of Northumberland between Lots 8 and 9, Concession III, geographic Township of Hope now part of the Municipality of Port Hope. It lies approximately 0.7kms south of 4th Line at the Ganaraska River, north-west of the former Town of Port Hope on Sylvan Glen Road. The bridge is owned by the Municipality of Port Hope. The bridge was constructed in 1921 with an addition in 1946. Geographic co-ordinates are 43.990562 and -78.328145.

The bridge is located in the geographic Township of Hope. The Township is now part of the Municipality of Port Hope in the west end of the County of Northumberland east of Toronto on the north shore of Lake Ontario. The Township surrounds the Ganaraska River which empties into Lake Ontario at the Town of Port Hope.

A Cultural Heritage Evaluation Report (CHER) was completed by Ainley Group, April 2023. This Heritage Impact Assessment (HIA) builds on the research completed in the CHER. The CHER includes figures and images of the bridge, its history, cultural heritage value and current status.

This Heritage Impact Assessment includes a summary of historical research, a description of the site and analysis of it, an evaluation of it. It identifies significant heritage attributes of the bridge, and provides a statement of cultural heritage value. It assesses the current condition of the bridge based on structural engineering evaluation. It describes proposed development of the bridge and the impact of such development. It proposes mitigation measures and conservation strategies.

B. SUMMARY OF RESEARCH, SITE ANALYSIS AND EVALUATION

Sylvan Glen Bridge is a 1.5 lane (5.5m) two-span concrete T-beam structure. The original 12.2m bridge span has reinforced concrete T-beams supported on concrete abutments and piers. A 7.3m span was added later with the same concrete T-beam support. It is one of what was once a stock of small concrete T-beam bridges in Ontario. Single and double-span concrete bridges were a common bridge form in rural areas to ford small watercourses. Many have been demolished and replaced by concrete bridges with steel railings/barriers instead of concrete railings, posts and balustrades.

Sylvan Glen Bridge was drawn/designed by Edward Harrison B.A.Sc., Consulting Engineer, who lived in Port Hope in the early twentieth century. The designer of the alterations to the bridge in 1946 is unknown but drawings were signed off by Arthur Sedgwick, Bridge Engineer of the Bridge Office, Department of Highways Ontario (DHO). Sedgwick had a long and prestigious career as Chief Bridge Engineer at DHO from 1929 to 1954. He pioneered concrete rigid frame bridge construction in Ontario for DHO in the 1930s.

Sylvan Glen Bridge is situated in one of the earliest settled areas in the Municipality. Dominated by the Ganaraska River and its watershed, the area was populated by sawmills and farms throughout the nineteenth century. Sylvan Glen Bridge is probably the second or third iteration of a bridge across the Ganaraska River at its present location. The road allowance that became Sylvan Glen Road appears to be open by the 1870s. Mapping shows the road crossing the Ganaraska River at that time so some form of a bridge would have been necessary. In the later nineteenth century, the banks of the Ganaraska River near the bridge were the scene of a recreational/residential family camp. Today Sylvan Glen Conservation Area occupies the south bank of the Ganaraska River at the bridge approach.

Sylvan Glen Bridge was constructed in 1921 with an addition in 1946. In the post-WWI years, the bridge facilitated access to the rural area around the Town of Port Hope. The bridge is one of many concrete rural bridges constructed in the post-WWI period. Automobiles were becoming popular and available to ordinary people and they wanted to get out into the countryside. Sylvan Glen Bridge provides vistas east and west along the meandering Ganaraska River and a sense of serenity for those who pause on or near the bridge

to take in these views. The bridge is a quiet reminder of how rural Ontario integrated its transportation routes and river crossings into rural settings. The design details demonstrate a desire for beauty in functional objects and show the aspirational spirit of those years in rural Ontario as the Province looked ahead to prosperity and peace. Residents of the Municipality have expressed enjoyment of the bridge and its setting and concern for its fate.

Sylvan Glen Bridge and adjacent lands have not been listed or designated under the Ontario Heritage Act.

C. IDENTIFICATION OF SIGNIFICANT HERITAGE ATTRIBUTES

When evaluated against the criteria of O. Reg.9/06 of the Ontario Heritage Act, it was determined that Sylvan Glen Bridge has cultural heritage value.

The following are deemed to be the significant heritage attributes of Sylvan Glen Bridge.

- i. Design or physical value
 - is an example of a small 1920s rural concrete bridge
 - is constructed of concrete with design elements including circular 'bulls-eye' details on posts and concrete bevelled railings and posts
 - was designed by a local engineer (Edward Harrison) and approved by the a senior bridge engineer (Arthur Sedgwick) in the Department of Highways of Ontario
- ii. Historic/Associative Value
 - has associations with Sylvan Glen Conservation Area, historic Bowen's Park campground, and early families and farms
 - is a functional crossing of the Ganaraska River which has shaped the history, economy and community life of the Township of Hope
- iii. Contextual Value
 - represents a quiet pause in the rural landscape for hikers and cyclists
 - displays visual integration within surrounding lands and the nearby conservation area
 - provides open views in both directions of the Ganaraska River at an accessible and pleasant point on the river
 - displays the desire for beauty and the aspirational spirit of the post-WWI period
 - is well-loved and appreciated by locals, hikers and cyclists

D. STATEMENT OF CULTURAL HERITAGE VALUE

Sylvan Glen Bridge Sylvan Glen Bridge is a functional crossing of a rural watercourse, the Ganaraska River, in the Municipality of Port Hope. The Ganaraska River has helped to shape the history, economy and community life of the Municipality of Port Hope.

Sylvan Glen Bridge has cultural heritage value due to its design, its history and local associations, and its contextual value within the landscape.

Sylvan Glen Bridge is an increasingly-rare example of an early-mid twentieth century, delicately-designed, small rural concrete bridge. It is a functional crossing of a rural watercourse, the Ganaraska River, which has shaped the history, economy and community life of the Municipality of Port Hope.

Sylvan Glen Bridge was designed by a local engineer who created something of beauty in the decorative elements on the bridge and in the delicacy of its functional elements. Details include circular incisions on posts and chamfered posts and rails, all in concrete.

Sylvan Glen Bridge is located within some of the earliest settled lands in the Municipality. It has associations with early families and farms in the community. It has associations with historic and modern recreational activities and facilities including the late nineteenth century Bowen's Park campground and with the modern Sylvan Glen Conservation Area and cycling and hiking trails. It has provided a functional and physical link as a road bridge since 1921.

Sylvan Glen Bridge is a distinctive and integral feature of the rural landscape of the Municipality of Port Hope. It is well-loved and appreciated by locals and visitors for its intrinsic beauty, for its tranquil location in the landscape and for its views of the Ganaraska River. Sylvan Glen Bridge forms an essential element in the rural landscape that is important in drawing users and tourists alike to the area.

E. ASSESSMENT OF CURRENT CONDITIONS

An Ontario Structure Inspection Manual report (HP Engineering, 2020) recommended replacement of Sylvan Glen Bridge in 1 to 5 years. The Structural Evaluation and Assessment (G. Jewell Engineering, 2021) resulted in a load posting for the bridge. The Municipality concluded that it would replace the bridge.

F. DESCRIPTION OF PROPOSED DEVELOPMENT

Based on the Ontario Structure Inspection Manual (OSIM) report and the Structural Evaluation and Assessment noted above, the Municipality is completing a Class Environmental Assessment (EA). A Cultural Heritage Evaluation Report (Ainley Group, 2022) has been prepared as part of the EA.

The proposed development of Sylvan Glen Bridge is demolition and replacement with a new structure. The design of the new structure is not known.

G. IMPACT OF DEVELOPMENT ON HERITAGE ATTRIBUTES

Bridge design has changed over time and reflects safety standards, materials and methods of construction available and popular at the time of construction. Consequently, there is no fundamental reason why a replacement bridge must reflect design elements of what has been demolished.

However, the contextual value of a bridge and views both of the bridge and from the bridge are important. When any landscape feature or element such as Sylvan Glen Bridge is demolished, it leaves memories and generates reactions in those who have experienced the feature or element over time. All design elements such as buildings and bridges form a part of the collective memory and history of a community. It is important to acknowledge this and provide for the continuing presence of such elements, if only through documentation and commemoration.

Demolition of the existing bridge will remove Sylvan Glen Bridge from the landscape. Replacement of Sylvan Glen Bridge will introduce a new element into the landscape, even with sympathetic design, materials and construction.

H. MITIGATION AND CONSERVATION STRATEGIES

Should the Municipality decide to rehabilitate the existing bridge, it is recommended that the Municipality:

- document all aspects of the existing bridge in photographs and drawings
- complete additional research and documentation on the bridge and store the documentation in the Municipality's engineering and planning records
- integrate this research and documentation into any proposals for alterations/rehabilitation of the bridge
- involve stakeholders including Heritage Port Hope and the Architectural Conservancy of Ontario Port Hope branch in the design of the rehabilitation process

Should the Municipality consider offering enhanced or further protection to the existing bridge, it is recommended that the Municipality:

- list Sylvan Glen Bridge in the Municipality's Register of heritage resources having cultural heritage value or interest
- designate Sylvan Glen Bridge under the Ontario Heritage Act.

Should the Municipality decide to demolish the existing bridge and replace it with a new structure, it is recommended that the Municipality:

- complete a record of local knowledge and experience regarding Sylvan Glen Bridge and its role in community life, and include photographs and drawings of the existing bridge
- complete additional research and documentation of all aspects of the existing bridge in photographs and drawings
- provide documentation of the existing bridge and any rehabilitation or replacement plans to the Port Hope Archives and the County of Northumberland Archives and the
- provide for and encourage the early involvement of residents of the Municipality and stakeholders including Heritage Port Hope and the Architectural Conservancy of Ontario Port Hope in the design process of any replacement bridge
- incorporate design elements including massing, detail and materials of the existing bridge into new design should the community wish to see the new bridge reflect and preserve the design elements and rural character of the existing bridge
- remove as little vegetation as possible around the bridge approaches during construction
- replace vegetation that is removed during construction, to the extent possible, so that the current setting of the existing bridge within the community is restored with any reconstruction
- maintain restricted speed limits in the area of any new bridge to protect the ambiance, views and community use that a bridge at this location provides and generates in the rural landscape.
- erect a plaque with an image of the existing bridge and an explanation of its importance/role/design in the community