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REPEALED BY:

Bill No. 319
2012

AUG 26 2019

By-law No. L.S.P.-3422-235

RECEIVED

A by-law to designate Meadowlily Bridge to be of historical and contextual value or interest.

L.S.P. - 3422-235
October 9, 2012

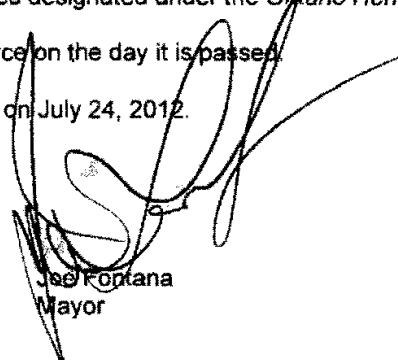
WHEREAS pursuant to the *Ontario Heritage Act, R.S.O. 1990, c. 0.18*, the Council of a municipality may by by-law designate a property including buildings and structures thereon to be of historic and contextual value or interest;

AND WHEREAS notice of intention to so designate the property known as Meadowlily Bridge has been duly published and served and no notice of objection to such designation has been received;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. There is designated as being of historical and contextual value or interest, the real property at Meadowlily Bridge, more particularly described in Schedule "A" hereto, for the reasons set out in Schedule "B" hereto.
2. The City Clerk is authorized to cause a copy of this by-law to be registered upon the title to the property described in Schedule "A" hereto in the proper Land Registry Office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in the London Free Press, and to enter the description of the aforesaid property, the name and address of its registered owner, and short reasons for its designation in the Register of all properties designated under the *Ontario Heritage Act*.
4. This by-law comes into force on the day it is passed.

PASSED in Open Council on July 24, 2012.



Joe Fontana
Mayor



Catharine Saunders
City Clerk

First Reading – July 24, 2012
Second Reading – July 24, 2012
Third Reading – July 24, 2012

SCHEDULE "A"
To By-law No. L.S.P.- 3422-235

Part of the Thames River lying between Meadowlily Road North (formerly Mill Road) on Registered Plan 285(C) and Meadowlily Road South in Lot 15, Broken Front Concession B of the geographic Township of Westminster in the City of London and County of Middlesex.

SCHEDULE "B"
To By-law No. L.S.P.- 3422-235

REASONS FOR DESIGNATION:

Statement of Significance for Meadowlily Bridge

Description of Property:

Meadowlily Bridge was built to carry Meadowlily Road across the Thames River south branch from Lot 8 in Concession A of London Township to between Lots 15 and 16 in the Broken Front Concession of Westminster Township, now, all in the City of London.

Statement of Cultural Heritage Interest:

Meadowlily Bridge was constructed in 1910 replacing a bridge that was built in the same location circa 1885. There are some indications that there was another bridge on the site even before the 1885 version. One of the prime reasons for building a bridge in this location was to allow farmers in Westminster Township on the south side of the river to gain access to the several mill facilities in the area on the north side of the river. The current bridge was designed and built by Isaac Crouse, a London pioneer, farmer, bridge builder, millwright and contractor who is renowned as also building the Blackfriars Bridge and the King Street Bridge in London. Isaac Crouse was quite elderly as he began the Meadowlily Bridge and his health was not good such that the bridge construction was actually completed by Isaac's son, Levi. Isaac Crouse was known for building prototype bridges at a site using stone abutments and timber structures to confirm his final design in iron or steel. It may well have been this "habit" that accounts for the earlier bridges at Meadowlily built in wood. The involvement of the father/son team and various local officials is recorded on the bridge in several areas. The date of completion, 1910, is inscribed in the top of the abutment parapets at each end of the bridge. At the south end, east side there is inscribed 'Meadowlily Bridge, Levi Crouse'. At mid-span, there is inscribed, on one side of the deck, 'R. Piper', the township inspector of bridges at the time who went on to become Reeve of Westminster Township and then Warden of the County. Opposite this, on the west side of the deck, there is the inscription 'T. Warren'. All of these inscriptions are still visible.

Structurally, the bridge is three spans with the longest span of 140 feet (43 metres) at the north end crossing the main river channel and two shorter spans of 85 feet (26 metres) and 63 feet (20 metres) across the flood plain along the south side of the river. The main span is constructed as modified double Warren through trusses while the two southerly spans are pony trusses also in a Warren truss pattern. The lateral bracing between the top chords of the main span forms an 'X' pattern between two pairs of truss diagonals and a diamond pattern at each portal. The span members are built-up sections, riveted together and they are connected by riveted gusset plates at each junction. The abutments and piers appear to be original, constructed in concrete, as is the deck across the entire bridge. While most interest is in the main span, the pony trusses cannot be ignored as they present the contrast and the emphasis on the larger main span. They also show logic in the span distribution wherein the longer span crosses the main flow of the river leaving it relatively clear of the interference generated by a mid-stream pier and as the flow reduces towards the south bank, the spans become shorter without disrupting the flood flows along that side of the river.

Description of Heritage Attributes:

The heritage attributes of Meadowlily Bridge deserve preservation and inclusion in the adaptive re-use for the bridge. These attributes include the following:

- the modified through truss configuration is one of only five remaining crossing the Thames River within the City of London (one is a railway bridge and two are limited to pedestrian traffic)
- this modified double Warren truss design is very rare in the Great Lakes region
- the date inscriptions in the abutment parapets note the age of the bridge and pay homage to the bridge constructors. The full abutments, including the wing wall parapets, and the concrete piers should be preserved as much as possible while maintaining their structural integrity

- the inscribed portions of the concrete deck also memorialize people who were involved in the bridge construction and those portions of the deck should be retained to maintain the link
- the mix of the longer main span and shorter approach spans reflects the significance of the relative portions of the river way beneath the bridge.