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London
CANADA

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P.O. Box 5035
London, ON
N6A 4L9

ONTARIO HERITAGE TRUST

JUN 04 2012

RECEIVED

REGISTERED

June 1, 2012

John Lucas
Division Manager - Transportation Engineering
City of London
300 Dufferin Ave – 8th Floor
London ON N6A 4L9

Ontario Heritage Foundation
10 Adelaide Street East
Toronto ON
M5C 1J3

RE: DESIGNATION OF MEADOWLILLY BRIDGE
THE ONTARIO HERITAGE ACT, R.S.O. 1990, c. O.18

Enclosed for your information is notice of the Council of The Corporation of the City of London's intention to designate the property identified above pursuant to Section 29(3) of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18.

Linda Rowe
Deputy City Clerk

/rv

c. Don Menard, Heritage Planner



300 Dufferin Avenue
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CANADA

May 23, 2012

D. Menard
Heritage Planner

I hereby certify that the Municipal Council, at its session held on May 22 and 23, 2012 resolved:

8. That, the following actions be taken with respect to the 5th Report of the London Advisory Committee on Heritage from its meeting held on April 11, 2012:

- a) the Heritage Planner **BE DIRECTED** to continue to make amendments to the Delegation of Authority By-law;
- b) the Manager of By-law Enforcement **BE ASKED** to attend the next meeting of the London Advisory Committee on Heritage (LACH) to provide information on property standards related to vacant heritage buildings;
- c) notice of the Municipal Council's intention to designate **Meadowlily Bridge** to be of cultural heritage value or interest **BE GIVEN**, for the attached, revised, reasons, under the provisions of subsection 29(3) of the *Ontario Heritage Act, R.S.O. 1990, c. O.18*;
- d) notice of the Municipal Council's intention to designate the property located at 678 Talbot Street to be of cultural heritage value or interest **BE GIVEN**, for the attached reasons, under the provisions of subsection 29(3) of the *Ontario Heritage Act, R.S.O. 1990, c. O.18*; it being noted that the owners of the subject property (M. Karttunen and C. Oliver) have concurred with this recommendation, with the understanding that the land to be included in the designation will be as shown on the assessment roll; and, N6A 219
- e) that clauses 1 c), d) and e), 2 c), d), e), f), g) and clauses 3 through 11, inclusive, of the 5th Report of the London Advisory Committee on Heritage, **BE RECEIVED AND NOTED**;

it being noted that the Planning and Environment Committee heard a delegation from George Goodlet, Chair, London Advisory Committee on Heritage, with respect to this matter. (8/13/PEC)

C. Saunders
City Clerk
/jb

cc: R. Verhoeven, Documentation Services Representative
London Advisory Committee on Heritage



Statement of Significance – 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, Lévi. 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.