











Heritage Building Designation

PROPERTY LOCATION

Civic Address:

Applicant Name:

Phone (h)

(c)

Mailing Address:

Email:

ARCHITECTURE (maximum 35)

SECTION A

|                  | E  | VG | G | F/P |
|------------------|----|----|---|-----|
| 1. Style:        | 20 | 10 | 5 | 0   |
| 2. Construction: | 15 | 8  | 4 | 0   |
| 3. Age:          | 10 | 8  | 5 | 0   |
| 4. Architect:    | 8  | 4  | 2 | 0   |
| 5. Design:       | 8  | 4  | 2 | 0   |
| 6. Interior:     | 4  | 2  | 1 | 0   |
| <b>Sub Total</b> |    |    |   |     |

HISTORY (maximum 35)

SECTION B

|                  | E  | VG | G | F/P |
|------------------|----|----|---|-----|
| 7. Person:       | 25 | 10 | 5 | 0   |
| 8. Event:        | 15 | 8  | 4 | 0   |
| 9. Context:      | 10 | 5  | 2 | 0   |
| <b>Sub Total</b> |    |    |   |     |

ENVIRONMENT (maximum 15)

SECTION C

|                  | E | VG | G | F/P |
|------------------|---|----|---|-----|
| 10. Continuity:  | 5 | 3  | 1 | 0   |
| 11. Setting:     | 5 | 3  | 1 | 0   |
| 12. Landmark:    | 5 | 3  | 1 | 0   |
| <b>Sub Total</b> |   |    |   |     |

INTEGRITY (maximum 15)

SECTION D

|                  | E | VG | G | F/P |
|------------------|---|----|---|-----|
| 13. Site:        | 5 | 3  | 1 | 0   |
| 14. Alterations: | 5 | 3  | 2 | 0   |
| 15. Condition:   | 5 | 3  | 2 | 0   |
| <b>Sub Total</b> |   |    |   |     |

**TOTAL SCORE**

SIGNATURE

Reviewed by: \_\_\_\_\_ Date (yyyy-mm-dd) \_\_\_\_\_

E - Excellent

VG - Very Good

G – Good

F/P – Fair/Poor

## Statement of Significance



### **100 Bowring Park Road**

#### **Formal Recognition Type**

City of St. John's Heritage Building, Structure, Land or Area

#### **Description of Historic Place**

The Cantilever Pedestrian Bridge is a modern, concrete structure located within Bowring Park, at 100 Bowring Park Road, St. John's, NL. The designation is confined to the footprint of the bridge.

#### **Heritage Value**

The Cantilever Pedestrian Bridge has been designated because of its architectural, and environmental values.

The Cantilever Pedestrian Bridge is located within Bowring Park, the City of St. John's largest municipal park. The Park was established in 1914 by the Bowring Brothers and presented to the City in 1924. It underwent redevelopment and expansion in the 1950s, which included the development of the Cantilever Pedestrian Bridge. In 1958, the City commissioned Montreal architect firm, van Ginkel Associates, to work on a new development plan that included active and passive uses with new amenities such as: a swimming pool, boating pond, playground, tennis courts, pedestrian bridge and road bridge. As funding became available from the Canadian National Railway (CNR), the van Ginkels, along with the United Kingdom firm of Ove Arup as the structural engineering consultant, designed and constructed the pedestrian and road bridges to cross the railroad tracks running south of the park.

The bridge is a graceful concrete bridge which arches over the former railway track. It is cantilever style, meaning it is anchored on only one end. The other end hovers slightly above the ground with stairs extending outwards.

The structure has architectural value because of the architects and structural engineer associated with it. Blanche Lemco van Ginkel (born Lemco, 1923) of van Ginkel Associates, is a Canadian architect, city planner and educator. Lemco van Ginkel is recognized for combining urban planning with her architectural skills, with a focus on modernist design as evidenced by the use of bold and unadorned elements. This is evident in the Cantilever Pedestrian Bridge. She is the first woman to head a faculty of architecture in Canada, and her credits include planning Expo 67, planning the urban design of Midtown Manhattan and spearheading the preservation of Old Montreal.

Structural engineer Ove Nyquist Arup (1895-1988), born in England to Danish and Norwegian parents, was one of the world's foremost architectural structural engineers. He played a significant part in the design of the Mulberry temporary harbours developed to offload cargo on the beaches during the World War Two D-Day landings and was the design engineer for the Sydney Opera House (completed in 1973) in Australia.

Environmentally, the structure is valuable because of its location within Bowring Park. The bridge creates a connection between the low terrain at the south of the park to the higher terrain within the original park. It was built at a time when the significance of passive and active green space was being acknowledged and realized through the expansion of the park. Bowring Park was viewed as an area that was easily accessible from many parts of the City. The CNR shut down its Newfoundland operations in 1988 and the railway tracks have since been removed, however the pedestrian bridge remains and now crosses the Newfoundland T'Railway Provincial Park.

**Source:** Designated at a regular meeting of the St. John's Municipal Council held

### **Character Defining Elements**

All elements that define the bridge's Modern design including:

- Concrete structure
- Graceful arches
- Cantilever style

### **Location and History**

|                      |                       |
|----------------------|-----------------------|
| <b>Community</b>     | St. John's            |
| <b>Municipality</b>  | City of St. John's    |
| <b>Civic Address</b> | 100 Bowring Park Road |
| <b>Construction</b>  | 1958-1959             |

|                      |                                    |
|----------------------|------------------------------------|
| <b>Builder</b>       | van Ginkel Associates and Ove Arup |
| <b>Style</b>         | Modern                             |
| <b>Building Plan</b> | N/A                                |

Additional Photos:



DRAFT