

Heritage Impact Assessment: 16 Wellington Road, London, Ontario

Wellington Gateway Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641336

October 2023

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1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for the property with the municipal address of 16 Wellington Road (the 'Subject Property') as part of the work being completed for the Wellington Gateway segment of the proposed London Bus Rapid Transit (BRT) system (the 'project').

At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR)¹ was completed in 2019. Since the commencement of the TPAP there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Advisory Committee on Heritage (LACH),² Municipal Council added 347 potential cultural heritage resources to the City of London's *Register of Cultural Heritage Resources* as "Listed."

In October 2018, the TPAP process was paused in a "Time Out". Process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT. As the project footprint was refined and reduced, the number of properties requiring further work were reduced and as a result, 51 cultural heritage resources required Cultural Heritage Evaluation Reports (CHERs). In November 2018, AECOM completed a CHER on the property at 16 Wellington Road, in which it was evaluated for cultural heritage value or interest, and it was determined to meet the criteria of Ontario Regulation 9/06 of the *Ontario Heritage Act*.

To date, the cultural heritage work has been completed with engagement with the CACP, Community Advisory Committee on Planning (CACP) and MTCS. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

The City of London is in the 90% Detailed Design Phase for the Wellington Gateway segment of the project. The Wellington Gateway segment extends south from the Downtown Loop segment at King Street and extends 7.5 kilometres south along Wellington Street/Wellington Road³ to the intersection of Exeter Road and Bessemer Road near Highway 401. The route includes 11 bus stations, located at King Street, Horton Street East, South Street, Bond

¹ The EPR is a thorough report that is required as part of the TPAP. It is intended to provide enough information to understand what the project is and how it will affect the natural, social, cultural, transportation and economic environments

² Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.

³ Note: Wellington Street becomes Wellington Road south of the Thames River

Street, Base Line Road East, Commissioners Road East, Wilkins Street, Southdale Road East, Montgomery Gate, Bradley Avenue, and Exeter Road.

Currently, the Wellington Gateway Phasing Plan is comprised of four design segments:

- Design Segment 1 – York Street to Grand Avenue
- Design Segment 2 – Grand Avenue to Wilkins Street
- Design Segment 3 – Wilkins Street to Montgomery Gate
- Design Segment 4 – Montgomery Gate to Exeter Road

In November 2018, a CHER was completed by AECOM for 16 Wellington Road as part of the TPAP for the project. Based on the heritage evaluation undertaken in the CHER, 16 Wellington Road was determined to meet Ontario Regulation 9/06 of the *Ontario Heritage Act*. The CHER recommended that an HIA be completed for the property if it is to be directly adversely impacted by the project.

The following HIA for 16 Wellington Road is based on the 90% Detailed Design for Wellington Gateway located in Design Segment 1. The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the project's detailed design and the project's Landscape Plan.

1.2 Location and Physical Description of the Subject Property

1.2.1 Location

The Subject Property, as shown in **Figure 1** and **Figure 2**, has a municipal address of 16 Wellington Road. Historically, the Subject Property is within part of the north half of Lot 25, Broken Front Concession, or Concession "B" in the former Westminster Township. The Subject Property is approximately 0.069 hectares in size and is in Lot 13 of Registered Plan 11. It is located in the northeast corner of the intersection of Wellington Road and Grand Avenue, in the South London (also known as Old South). The Subject Property is bound by Wellington Road to the west, Grand Avenue to the south, residential property to the east (210 Grand Avenue), and residential properties to the north (1, 2, and 3 Kennon Place).

1.2.2 Physical Description

The Subject Property contains one building; a one-storey Art Moderne style industrial building with a smooth stucco exterior surface⁴. The building has a horizontal emphasis on the street. Identifiable features on the building of the Art Moderne style include its flat roof, curved corner main entrance, and large rectangular-shaped glass block windows. The cornice and above the main entrance are framed in black with aluminum or steel which gives the building a streamlined look. Consistent with residential properties along Grand Avenue, the building at 16 Wellington Road is set back from the property line. Its frontage on Grand Avenue consists mainly of hardscape used for automobile parking. The corner entrance and Wellington Road frontage is landscaped with manicured lawn, one mature tree, and a pair of hedgerows flanking the main entrance concrete footpath. The existing conditions section of this report (**Section 5.3**) contains a full description of the property and the building.

⁴ The CHER incorrectly identified exterior surface as concrete. The exterior surface is stucco.

1.3 Summary of Property Impacts on 16 Wellington Road

Based on the 90% Detailed Design, the design impacts approximately 11.8 metres of the property along its eastern boundary. The detailed design indicates Wellington Road will be widened at the corner of Wellington Road and Grand Avenue to two northbound lanes, the sidewalk and curb, and a retaining wall that runs along Wellington Road (**Figure 5**). As the building within 16 Wellington Road is setback 3 metres from the current right-of-way then the impact of the road widening as proposed in the 90% Detailed Design poses a direct impact to the building. As such, and in accordance with the recommendation in *CHER* (AECOM 2018), an HIA is required prior to demolition to any structure on this property. This HIA will be a support document in the demolition application for this property.

1.3.1 Property Owner

The property at 16 Wellington Road is currently owned by the City of London.

1.3.2 Current Cultural Heritage Status of the Subject Property

The Subject Property was listed on the City of London's *Register of Cultural Heritage Resources* on March 26, 2007.

It should be noted that the Subject Property has been identified as a potential heritage resource since at least 2006 when it was included on the *Inventory of Resources*⁵.

⁵ On March 26, 2007, Municipal Council adopted the *Inventory of Heritage Resources as the Register pursuant to Section 27, Ontario Heritage Act in its entirety.*

1.4 Methodology

This HIA adheres to the guidelines set out in the MTCS *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the Subject Property, which is listed on the *Register of Cultural Heritage Resources* as 16 Wellington Road.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
 - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
 - *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario*. (AECOM, November 2018).
- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA and to brainstorm commemoration options.
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on October 29, 2021.
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed infrastructure impacts, based on the 90% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property; and,
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan

1.5 Community Engagement

Below includes a summary of the engagement activities and feedback undertaken for the development of this HIA.

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

The following stakeholders were contacted with inquiries regarding the background of the Subject Property (**Table 1**).

Table 1: Results of Stakeholder's Engagement

Contact	Contact Information	Date	Notes
London Free Press	Via website	November 17, 2021	An email was sent to London Free Press that requested the photo negative of Image 2 (as referred by the Western University archives). At the time this report was submitted, no response was received.
Kyle Gonyou City of London, Heritage Planner Michael Greguol City of London, Heritage Planner	Via Microsoft Teams	November 18, 2021	A meeting between the AECOM heritage team and Kyle Gonyou and Michael Greguol was held to review and discuss commemoration options for the Subject Property.
City of London Dillion Consulting	Via Microsoft Teams	November 30, 2021	A meeting between the AECOM heritage team, the City of London, and Dillion Consulting to review commemoration strategies and discuss coordination.
Kyle Gonyou / City of London / Heritage Planner Samuel Shannon / City of London / Technologist II	Via Microsoft Teams	September 21, 2022.	A meeting between the AECOM heritage team, Kyle Gonyou, and Samuel Shannon was held to review and discuss the relocation and commemoration options for the Subject Property.

2. Policy Framework

The authority to request an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020), and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "means the identification, protection, management, and use of built heritage resources, cultural heritage landscapes, and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision designated and available for the purposes of this definition."

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "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 had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

Under section 27(9) of the *Ontario Heritage Act* it is stated that:

If a property that has not been designated under this Part has been included in the register under subsection (3), the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality

at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

2.3 The London Plan

The London Plan is the City of London's new Official Plan and has been entirely in force and effect, as of May 2022. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

(586_) The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 Municipal Heritage Alteration Permit

The Subject Property at 16 Wellington Road is not designated under the *Ontario Heritage Act*, and therefore a heritage alteration permit is not required.

3. Summary of Background Research and Analysis

For the full documentation of the background, and research refer to the *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario*. (AECOM, November 2018). The following summarizes the research of the CHER and new information gleaned during the production of this HIA.

3.1 Historical Background – Land use History

3.1.1 1810-1850

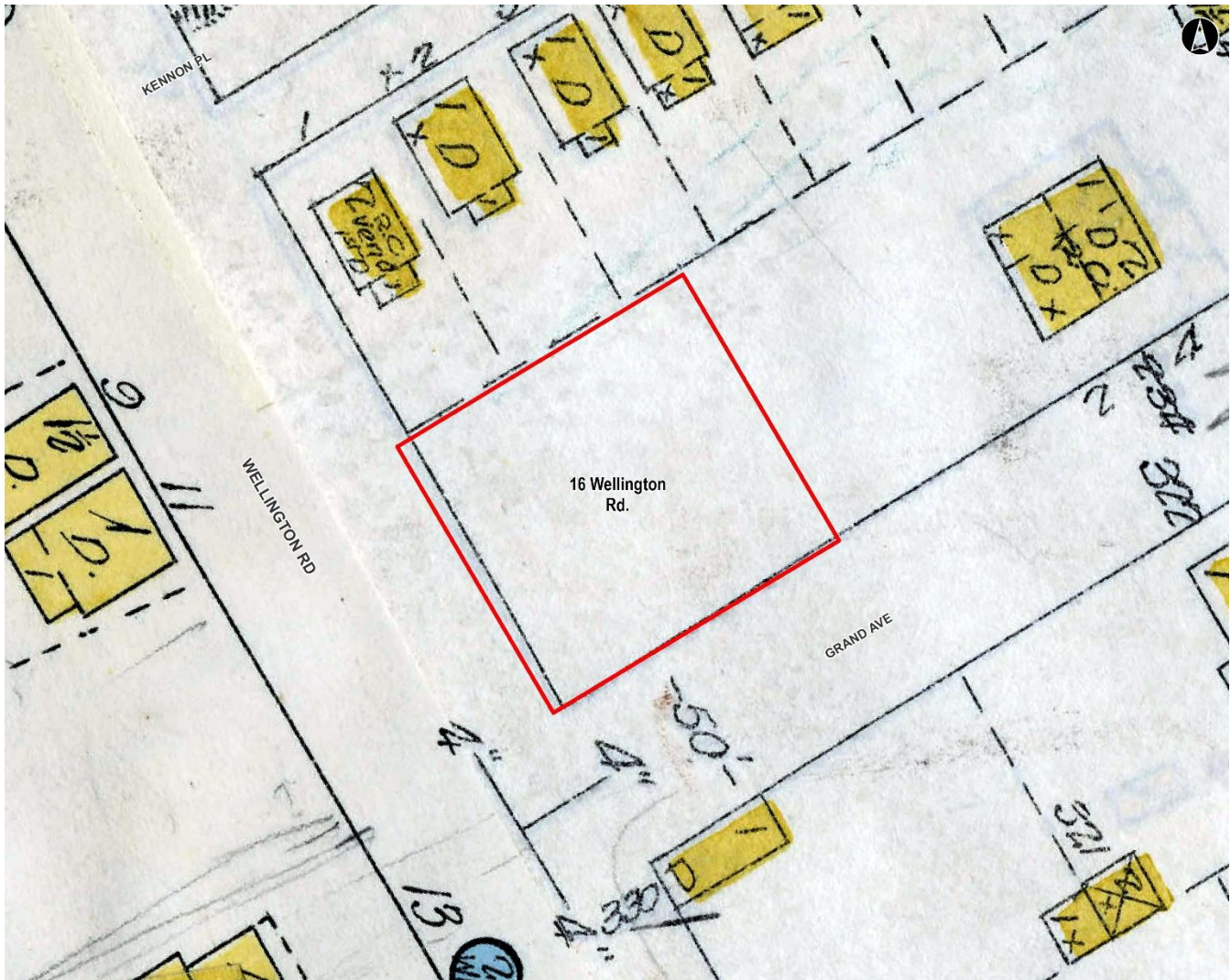
The Subject Property is located in the northern portion of Lot 25, Broken Front Concession, or Concession “B” in the former Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert Scriver Odell received 69 ½ acres in the north portion of the lot from the Crown. The southern portion of the lot was deeded to Edward Matthews in 1850. Odell already owned Lot 24 immediately to the east, having purchased it from James Lester in 1822. The Odell family was one of the earliest families to settle in Westminster Township. Albert was the first of his family to arrive in the Township in 1810, settling on Lot 24, Concession I, along Commissioners Road near the present Victoria Hospital. One of ten children, Albert was born in 1787 to John Odell and Enor Schriver. The Odell family had originally settled in Dutchess County, New York, and were of Dutch origin. John left New York following the American Revolution and relocated near Montreal. All of John and Enor’s children would eventually settle in Westminster Township, with the exception of their son Loop, who died in Lower Canada. The first records of the Westminster Council, dated March 4th, 1817, identify Albert S. Odell and Robert Frank as “overseers of highways”. Albert Odell did not reside on the Subject Property; however, the 1854 assessment roll lists him as living on Lot 26, Concession I, former Westminster Township. Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.

3.1.2 1851-1945

In 1851, a section of the original Lot 25 west of Wellington Road and immediately south of the Thames River was subdivided into smaller residential lots and registered as Plan 11 (4th). The Subject Property at 16 Wellington Road comprises a portion of Lot 13 from this plan.

The *1912 Rev. 1922 Insurance Plan of the City of London, Ontario (Figure 3)* shows that the surrounding area was well developed by the turn of the twentieth century. A number of brick and frame houses were present along Kennon Place and Clarke Street (Grand Avenue).

Figure 3: Subject Property Overlaid on the 1912 Rev. 1922 Goad's Fire Insurance Plan of the City of London



Lot 13 remained vacant until 1939 when the land was bought by the Western Trust Company for \$1478.85. In the same year, the Western Trust Company would subdivide the land into five parcels. The vacant corner portion of Lot 13 where the Subject Property is located was purchased by the City of London in 1941 for an unknown price and was later sold to Robert Dobbyn in 1945 for \$275.

3.1.3 1946-Present

In 1946, Robert Dobbyn designed and built 16 Wellington Road to serve as his new office and printing plant for the Art Novelty Company (**Image 1**) (Dirks, 1999). The building was designed as a streamlined one-storey white stucco structure with a flat roof, glass-block windows, and a round front entrance.

The Art Novelty Company specialized in the production of advertising “novelties” (which would today be known as promotional products) such as calendars, flyers, and postcards. The company was originally founded in Strathroy, Ontario. In 1922, it was purchased by Robert’s father Alfred B. Dobbyn, and Hedley Smith. They moved the company to London and converted the garage of Alfred’s house at 385 Wortley Road into a print shop (Dirks, 1999).

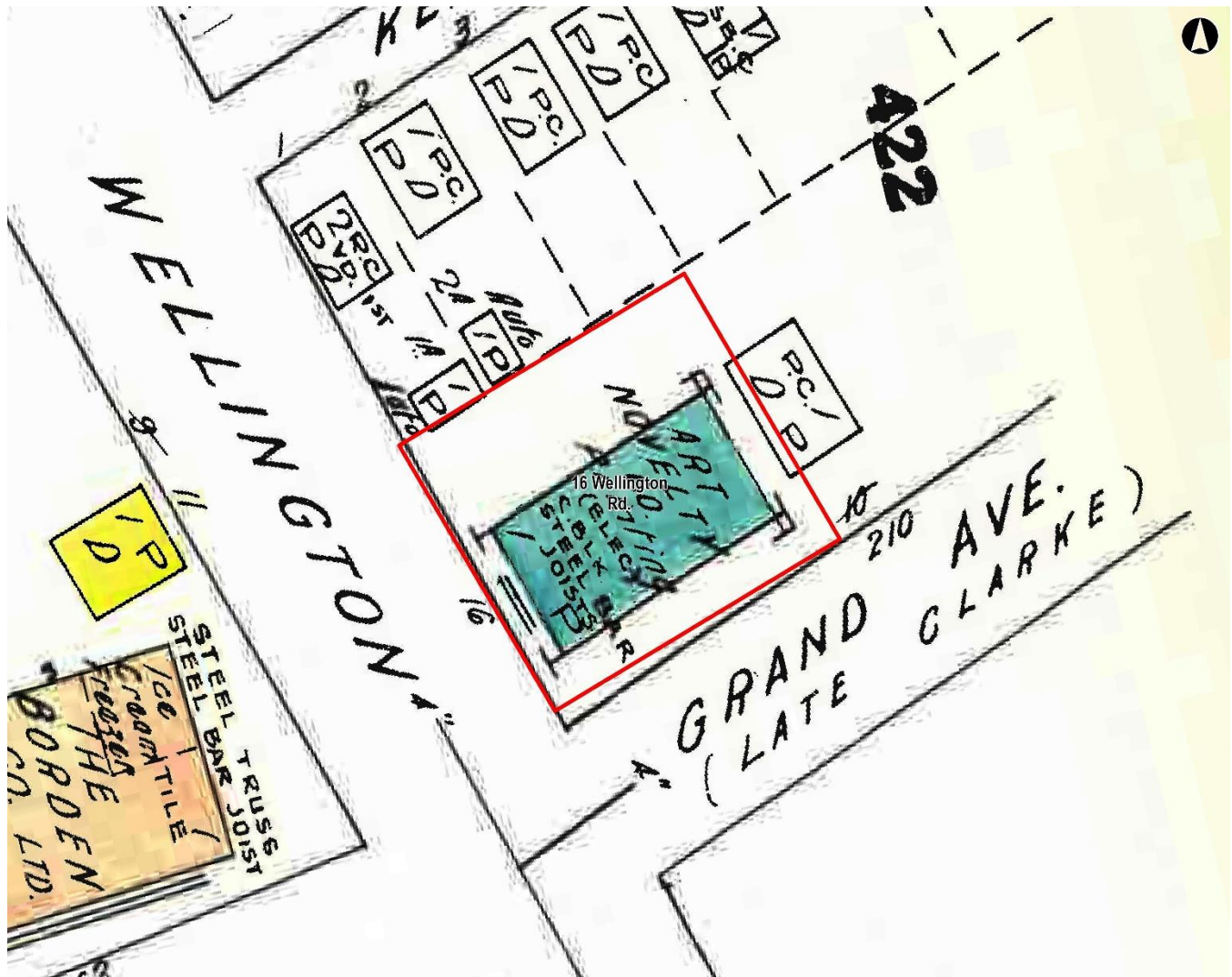
Alfred B. Dobbyn was born in Canada in 1872 to parents of Irish descent. Alfred married his wife, Christine Dobbyn on April 5, 1894. The couple had a total of five children. Robert Dobbyn was born on June 2, 1912 and was the youngest of Alfred's children.

Robert Dobbyn joined the Art Novelty Company business after finishing high school, and eventually took it over. After taking over the business, Robert decided the business needed a new image and a smart new building (Dirks, 1999).

In 1946, the building was constructed in the Art Moderne architectural style. The first evidence of a building at 16 Wellington Road is in the 1947 City Directory, with the Art Novelty Company listed as the business on the property. Robert Dobbyn was also listed as a printer living at 435 Worley Road in the Canadian Voters List, 1949. The company operated under the Art Novelty Company name for twenty-three years, before being renamed Dobbyn Creative Printing Limited in 1969 (**Image 2**).

The *1958 Goad's Fire Insurance Plan of the City of London* illustrates the Art Novelty Company Printing building located within the Subject Property (**Figure 4**). The figure shows that the building is constructed of concrete block with steel bar joists. There is a parapet. The figure also demonstrates that the original configuration of the building has a rectangular footprint. The concrete block addition post-dates the building's depiction in the 1958 Goad's Fire Insurance Plan of the City of London.

Figure 4: Subject Property Overlaid on the 1958 Insurance Plan of the City of London



On February 1, 1973, Robert Dobbyn leased the property to Dobbyn Creative Printing Limited for an undisclosed price (OnLand). On September 1, 1977, Robert Dobbyn sold the property to Lorne D. Evans and Donald K. Lovell for an undisclosed price. One year after the purchase, on September 1, 1978, Lorne D. Evans and Donald K. Lovell sold the property to Evlo Limited for an undisclosed price (OnLand). It is presumed that Lorne D. Evans and Donald K. Lovell continued to own Dobbyn Creative Printing Limited as they were featured in the September 23, 1980, article featuring the business in the London Free Press (**Appendix B**) (Hynes, 1980). Sometime between 1978 and 1992 the ownership of the property changed from Evlo Limited to Dobbyn Creative Printing Limited. On April 3, 1992, Dobbyn Creative Printing Limited sold the property to Donald K. Lovell and Dorthey Lovell for \$270,000. At this time, Terry McDonald is recognized as the owner of Dobbyn Creative Printing Limited (Dirk, 1999). Terry was the fifth owner of Dobbyn Creative Limited when he bought the business in 1992.

As recently as 2010, the building continued to be used as a printing facility by Murray Prepress Limited. In 2015, after 70 years of the building being used as a printing facility, the property was sold to a company identified as 16 Wellington Holdings Limited, and currently houses a fitness centre called “The Training Station”, and a naturopathic clinic called “Rebalance London”.



Image 1⁶:
16 Wellington Road circa. 1948, showing the building occupied by Art Novelty Company

⁶ Retrieved from: *Western Archives, Western University via Historypin.net*

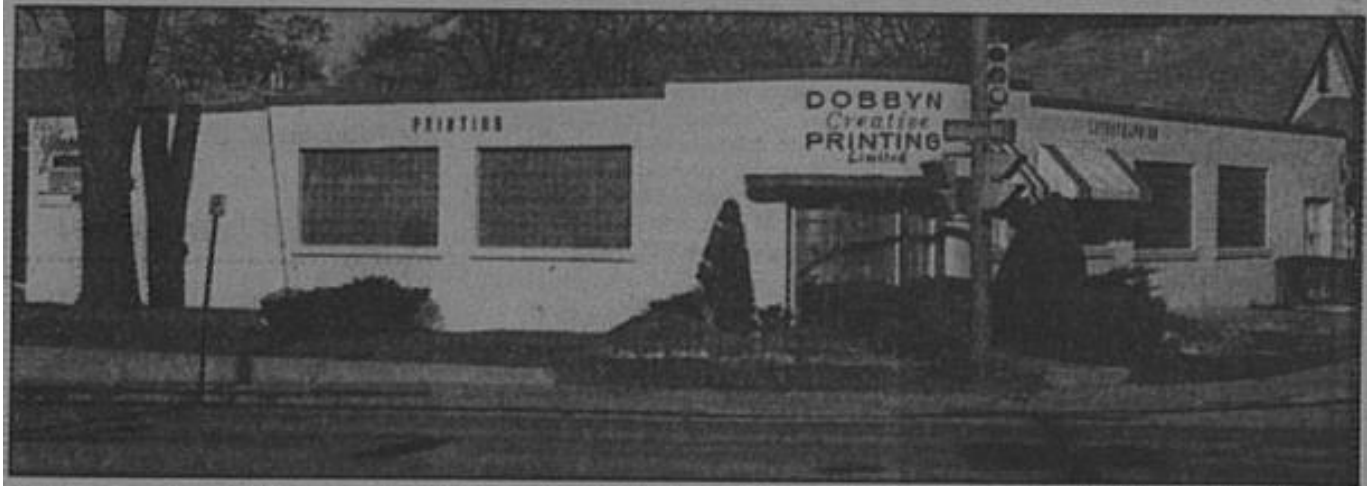


Image 2⁷:
16 Wellington Road – Dobbyn Creative Printing Limited, circa 1993

⁷ Retrieved From: Dirk, 1999, London Free Press

4. Heritage Evaluation of 16 Wellington Road

4.1 Statement of Cultural Heritage Value

The Statement of Cultural Heritage Value and the Heritage Attributes were excerpted directly from the *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario* (AECOM, November 2018).

4.1.1 Description of the Property

Situated on the northeast corner of the intersection of Wellington Road and Grand Avenue in the City of London, Ontario, the property at 16 Wellington Road is a relatively squared corner property that maintains significant frontage along both roads. The property includes a small grass area, and parking lot along Grand Avenue, however, the vast majority of the property consists of the single storey building that defines the property. Constructed of concrete block, the south and west façades of the building are clad in smooth, white parged concrete and the building is designed in the Art Moderne architectural style. In addition, the building utilizes its location as a corner building with its main entrance situated at the corner of the property.

4.1.2 Cultural Heritage Value

Originally constructed in 1946, the building located at 16 Wellington Road is a rare, representative example of Art Moderne style architecture within the City of London. The building was initially designed and constructed by Robert Dobbyn to serve as a new office and printing plant for his company, the Art Novelty Company, which specialized in the production of advertising novelties, or promotional materials. Dobbyn's company moved operations from Strathroy, Ontario, where the company was founded to take up residence in the purpose-built structure at 16 Wellington Road in 1947. The Art Novelty Company continued to operate from this location for 23 years before being re-named to the Art Dobbyn Company in 1969. The company passed through various ownerships in the late-20th century; however, the Dobbyn name maintained its association with the building and the property. More recently, the building was home to the Murray Press Limited, another printing facility, and today the building houses a fitness centre and naturopathic clinic.

As an example of Art Moderne architecture, the building includes various design elements that are considered key features of the style. As an evolution of the Art Deco style, the building's horizontal massing, flat roof, rounded corner, glass block windows, and horizontal, streamlined appearance are all key elements associated with the style. The smooth white concrete parging, flat roof, low, horizontal form, rounded corner, and centre frontispiece contribute to this building's design value as a rare and representative example of the Art Moderne style. Further, the style is relatively under-represented within the City of London, and the building at 16 Wellington Road is a good example of this style within the City.

The building at 16 Wellington Road is also functionally and physically important in defining the intersection of Wellington Road and Grand Avenue. The building maintains frontage along both Wellington Road and Grand Avenue and is built in a style that utilizes rounded corners as an aesthetic component. As a result, the style functions in manner that assists in the contextual value of the property, as the building and its rounded corners plays a role in defining one of the corners of this intersection. The building's style and form lends itself to the landscape and its setting at this intersection.

4.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Single-story building with horizontal massing

- Flat roof
- Rounded corner entrance, consisting of its walkway, awning, glass block sidelights, front door, and
- projected awning
- Glass block windows used throughout the building and sidelights, utilized in the centre door to the building
- Original/early wood front door, with three windows, original hardware, and metal letter slot
- Smooth concrete cladding
- Orientation of building, with main entrance addressing the corner of the intersection

5. Assessment of Existing Conditions

5.1 Introduction

In November 2018, Liam Smythe, Cultural Heritage Specialist with AECOM completed a field review of the Subject Property as part of the completion of the CHER. A second field review was completed for this HIA by Tara Jenkins, Cultural Heritage Specialist with AECOM on October 26, 2021, from the public right-of-way to identify any changes to the property since the completion of the CHER. Photographs from the 2021 field reviews are found in **Appendix A** of this HIA.

5.2 Description of Surrounding Context

The Subject Property with the municipal address of 16 Wellington Road is located within Design Segment 1 (York Street to Grand Avenue) of the Wellington Gateway Phasing Plan. The property at 16 Wellington Road is located at the northeast corner of the intersection of Wellington Road and Grand Avenue (**Figure 1** and **Figure 2**). Historically, the Subject Property is located on Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

Wellington Road is a major four-lane traffic artery that passes through the area from southeast to northwest. Grand Avenue is a two-lane residential street following an east-west orientation. A set of traffic signals controls the intersection. While the neighbourhood surrounding the Subject Property is primarily a residential area, a number of one and two-storey commercial establishments are located along Wellington Road, particularly north of Watson Street. Around the Subject Property, there is a mixture of single detached houses, and semi-detached houses, interspersed with stores and restaurants along both sides of the road. Sidewalks are present along both sides of Wellington Road, with street lighting mounted on wooden utility poles. There are a few trees present along Wellington Road, aside from those located on private properties. Residential streets in the area are straight, following a loose grid pattern with short rectangular blocks. Grand Avenue, Watson Street, and Kennon Place are all dead-end streets that terminate a short block east of Wellington Road. Residential units are typically small one or one-and-a-half-storey detached or semi-detached houses, constructed in the early to mid-twentieth century. Most of these houses are located on large to medium rectangular lots with mature trees.

5.3 Property Description

In general, the existing conditions of the Subject Property and building have not changed in any significant manner since the property’s documentation in 2018 for the CHER.

5.3.1 Industrial/Commercial Building

The Subject Property consists of a one-storey rounded corner industrial/commercial building, that is designed in the Art Moderne architectural style. The original building was constructed in 1946 with concrete blocks. It has a rectangular footprint with a flat roof and is clad in white smooth stucco. A rectangular one-storey concrete block addition built after 1958, spans the north elevation of the original building.

5.3.1.1 South and West Elevations

The south and west elevations are designed in the Art Moderne style (**Photograph 1**). The south elevation faces Grand Avenue while the west elevation faces Wellington Road. The southernmost end of the elevations form a rounded corner which is the location of the main entrance. The rounded corner creates a frontispiece, projected

slightly forward from the rest of the façade, with a raised step in the otherwise straight cornice. The entranceway consists of a single door flanked by two slender round posts, and sidelights of glass block. The door is made of wood. A flat concrete awning extends out from the façade above the doorway, following the curve of the façade. Like the cornice, it is finished with black painted metal flashing (**Photograph 2**).

To the east of the entrance is a small, vertically oriented, four-over-four sash vinyl casement-style window, with a fabric-covered awning and concrete sill. The remainder of the south elevation has three large, equally spaced, horizontally arranged windows with concrete sills. The westernmost window opening has been updated with two 4-over-4 casement-style windows. The other two windows are original to the building and consist of frosted glass blocks. A pair of double doors are present at the easternmost end of the façade. Signage for “The Training Station” is present above the easternmost glass block window, and a round red sign is affixed to the building just above the double doors. The windows on the structure are not original to the construction of the building.

The western elevation, like the south elevation, has black metal flashing along the cornice (**Photograph 4**). The southernmost end of the elevation forms a rounded corner with the south façade with the main entrance. Approximately halfway along the elevation, there is a setback suggesting that a concrete block extension has been added (**Photograph 3**). The remainder of the façade has two large, equally spaced, horizontally arranged frosted glass block windows with concrete sills (**Photograph 5**).

5.3.1.2 North Elevation

The north elevation is obscured by a neighbouring fence. It consists of a single-storey concrete block addition that has been painted white. Like other elevations, it has black-painted metal flashing on the cornice, with a small step towards the western end. There are two small rectangular horizontal sliding windows visible at the western end of the façade (**Photograph 3**).

5.3.1.3 East Elevation

The east elevation is partially obscured by the neighbouring residential structure. It consists of a single storey façade of white painted concrete blocks. There are two small window openings with horizontally arranged 6-over-6 sash windows with concrete sills. A small storage box with a hinged lid is attached to the building’s east façade. No photos are provided of the east elevation.

5.3.2 Landscape

Consistent with residential properties along Grand Avenue, the building at 16 Wellington Road is setback from the property line. Its frontage on Grand Avenue consists mainly of hardscape used for automobile parking. The corner entrance and Wellington Road frontage are landscaped with a small lawn, several mature trees, and a pair of hedgerows along the entrance footpath. There is also a small retaining wall and a mature tree in the lawn along the Wellington Road frontage. There are no other buildings located on the Subject Property.

5.3.3 Adjacent Properties

The properties adjacent to 16 Wellington Road include a mid-twentieth century residential subdivision to the north and east. The Subject Property is bound by Wellington Road to the west (across from Wellington Road is 162 Grand Avenue), Grand Avenue to the south, residential property to the east (210 Grand Avenue), and residential properties to the north (1, 2, and 3 Kennon Place).

Based on the City of London’s *Register of Cultural Heritage Resources* and a review of the CHER for the Subject Property (AECOM, 2018), there are three Listed properties adjacent to the Subject Property. 1 Kennon Place, 2 Kennon Place, and 3 Kennon Place were all Listed on March 27, 2018. The three properties are adjacent to the rear

of the Subject Property, to the north, and are separated by a wooden fence. In addition, located across Wellington Road is 162 Grand Avenue, which was also Listed on March 27, 2018.

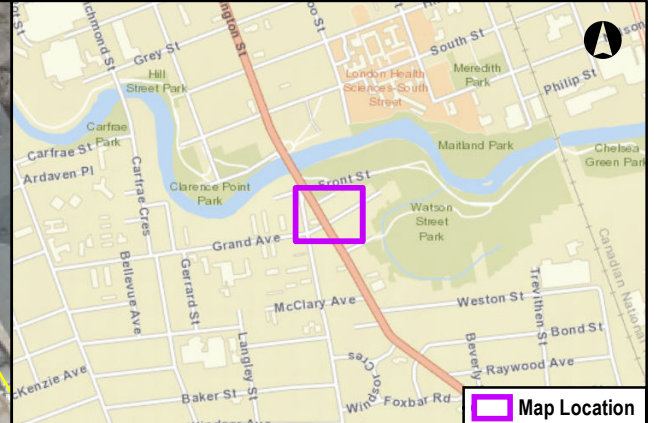
6. Impact Assessment

6.1 Description of the Proposed Project

The City of London retained AECOM for Design Segment 1 for the Detailed Design of the Wellington Gateway London BRT Project. In June 2021, AECOM completed the 90% Detailed Design for Wellington Gateway. The project is scheduled for phased construction beginning in 2023 to 2026.

Based on the 90% Detailed Design (**Figure 5**), the impacts to 16 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark's Bridge over the Thames River.

The 90% Detailed Design in the vicinity of the Subject Property, shows that on the east side of Wellington Road, the sidewalk and curb will encroach into the Subject Property to accommodate the new bus lanes. The 90% Detailed Design also shows that infrastructure improvements will require the demolition of the structure within 16 Wellington Road. There is a proposed retaining wall within the Subject Property.

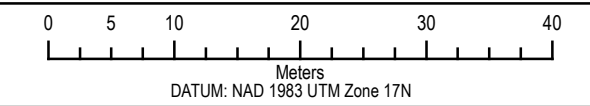


Legend

- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk
- Retaining Wall
- Parcel Boundary
- Subject Property

**Heritage Impact Assessment
Wellington Gateway Bus Rapid Transit
& Infrastructure Improvements**

90% Design
16 Wellington Road, City of London



October 2022	1:600 <small>* when printed 11"x17"</small>	<small>Source: MNRF 2020, City of London 2021 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User</small>
P#:60641336	V#:	

AECOM	Figure 5
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6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3) which include, but are not limited to:

- Destruction, removal, or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource⁸

The MTCS document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative effect on the cultural heritage value or interest of a property or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

6.2.2 Impact Assessment Approach

Based on the 90% Detailed Design, the Subject Property will be directly impacted by the demolition of the structure within 16 Wellington Road. The proposed new roadway alignment will create a widened road, complete with a new retaining wall, curb, and sidewalk on the northeastern side of Wellington Road. This proposed new infrastructure is within the current property boundary of the Subject Property. The impact assessment of the proposed project in **Table 2**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments, and Conservation Plans* (MTCS 2006:3).

⁸ This HIA only examines impacts to above-ground cultural heritage resources. Archaeological resources are presented in a separate report.

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources by direct impacts.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 90% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Property;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MTCS 2006) based on the 90% Detailed Design on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 90% Detailed Design of the project for Segment 1 of Wellington Road.

6.2.3 Assessment of Impacts

Based on the 90% Detailed Design for the project, the property at 16 Wellington Road will be directly impacted. The impact assessment of the proposed project in **Table 2** utilizes presented the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3):

Table 2: Impact Assessment – 16 Wellington Road

Impact	Discussion of Impacts
Destruction, removal, or relocation	<p>Direct Adverse Impact – Destruction of the Structure at 16 Wellington Road:</p> <p>Based on the 90% Detailed Design (Figure 5), the impacts to 16 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark’s Bridge over the Thames River. The 90% Detailed Design indicates that the Subject Property will accommodate a widened road complete with a new retaining wall, new curb, and sidewalk on the eastern side of Wellington Road. This proposed new infrastructure is within the current property boundary of the Subject Property. Given the 90% Detailed Design overlay, the design indicates that this will require the demolition of the building located within the Subject Property.</p>
Alteration	<p>No direct adverse impact.</p> <p>This category is not applicable as the building within the Subject Property will be removed by the proposed development.</p>
Shadows	<p>No indirect adverse impact.</p> <p>This category is not applicable as the building within the Subject Property will be removed by the proposed development.</p>
Isolation	<p>No indirect adverse impact.</p>

Impact	Discussion of Impacts
	This category is not applicable as the building within the Subject Property will be removed by the proposed development.
Direct or indirect obstruction of significant views	<p>No indirect adverse impact.</p> <p>This category is not applicable as the building within the Subject Property will be removed by the proposed development.</p>
A change in land use	<p>Direct Adverse Impact – Minor Change in Land Use</p> <p>Based on the 90% Detailed Design (Figure 5), the impacts to 16 Wellington Road are limited to an estimated 0.036 hectares of land. The estimated 0.036 hectares of land will be impacted and changed into the dedicated transit lanes, retaining wall, new curb, and sidewalk on the eastern side of Wellington Road.</p>
Land disturbance	<p>No indirect adverse impact – Soil Disturbance</p> <p>There is an expected soil disturbance involved in the removal of the proposed building. However, these lands have been previously disturbed by the construction of the existing building on the Subject Property.</p> <p>Refer to the Stage 1-2 Archaeological Assessment that was completed during the TPA</p>

6.2.4 Summary of Impacts

The proposed Wellington Gateway section of the London BRT project is anticipated to directly impact the Subject Property through the demolition of the building located at 16 Wellington Road. This property was determined to meet the criteria of Ontario Regulation 9/06 based on the CHER completed in November 2018 (AECOM, 2018). The destruction of the structure within the Subject Property is an adverse impact to the cultural heritage value and interest of the property. Mitigation measures options and recommendations have been summarized in **Section 7** and **Section 8** below.

7. Assessment of Mitigation Options

The property at 16 Wellington Road has cultural heritage value or interest since it meets the criteria set out in O. Regulation 9/06 of the *Ontario Heritage Act*. As identified, the proposed development will have a direct adverse impact on the cultural heritage value of the building located within 16 Wellington Road. Accordingly, three mitigation options are presented.

- Retention *in Situ* (Alternative 1)
- Relocation (Alternative 2)
- Demolition with Additional Mitigation Measures (Alternative 3)

7.1 Evaluation of Alternatives

7.1.1 Retention *in Situ* (Alternative 1)

The Environmental Assessment process⁹ included reviewing multiple design alternatives for each proposed leg of the BRT system and experienced a “Time Out” Process as outlined in Section 1.6.4 of the EPR, stating that further consideration was required for the cultural heritage strategy before completing the TPAP. Throughout the process, many factors were taken into consideration to find the optimal design solution, which formed the Council-approved EPR drawings. These drawings included consideration for minimizing property impacts while designing the transportation infrastructure required within the right-of-way such as minimum sidewalk, bike lanes, vehicle lanes, dedicated bus lanes, median widths, and setbacks. Throughout detailed design, the City and Consultants reviewed the EA design for Wellington Road and made adjustments where possible to help revise the right-of-way to further scale back property impacts.

The Subject Property is located within the Wellington Road Curve design segment which is located along Wellington Road south of the Thames River to Base Line Road crossing. This section of the road has an existing reverse horizontal curve¹⁰ (or “S” curve), which does not meet current design standards. Various alignments and configurations were considered for this section of Wellington Road. The preferred design of the 90% Detailed Design is to lengthen the curves improving the safe movement of vehicles, which will result in an improvement to pedestrian safety. Wellington Road will have two centre running BRT lanes with two lanes of traffic in either direction. The preferred design of the Wellington Road Curve has been optimized in preliminary design to reduce the impacts to the fronting properties where possible while meeting the design standards and safety requirements along this portion of the road.

The property and building located at 16 Wellington Road is directly impacted by the proposed roadway alignment. The impacts are directly related to the widening of the road itself, to accommodate the dedicated transit lanes, and improve the overall horizontal geometry of the road to improve vehicle and pedestrian safety along this portion of the corridor. At this specific location, the signalized Grand Avenue intersection is being maintained, which includes the northbound left turn lane and the inclusion of a bike lane/multi-use path. The additions will result in a wider road cross-section. A shift of alignment to the west to reduce the impacts to 16 Wellington Road would create impacts to three multi-unit residential buildings and a single commercial building. Therefore, avoiding the building at 16 Wellington Road is not feasible.

⁹ *The environmental assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins.*

¹⁰ *A reverse curve (or “S” curve) is a section of the horizontal alignment of a highway or a railroad route in which a curve to the left or right is followed immediately by a curve in the opposite direction.*

7.1.2 Relocation (Alternative 2)

Where retention *in situ* is not feasible, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure must be balanced with cultural heritage value or interest identified. Relocation removes the building at 16 Wellington Road from its contextual setting but allows for the preservation of its heritage attributes. This is only a viable option where the integrity of the structure is sound, and an economically viable new location is available.

The footprint of the Subject Property boundary is not large enough to allow for the relocation of the building at 16 Wellington Road within the property. Therefore, relocation of the building is not feasible within the current Subject Property boundary. To relocate the building off-site, it would have to be relocated to a sympathetic site, which would include its relocation to a large vacant lot at the corner of an intersection, preferably on Wellington Road. The entrance of the building should remain orientated to the corner of an intersection since this is a heritage attribute of the property. However, as review of Google Maps and the Multiple Listing Services (MLS) Gallery map did not identify any vacant lots for sale on a corner lot along Wellington Road that could accommodate the building. In addition, relocating a structure of this size is likely to result in damage to the building. Therefore, it is considered by AECOM that relocation of the building within the Subject Property for this project is not feasible.

7.1.3 Demolition with Additional Mitigation Measures (Alternative 3)

Demolition is the mitigation option only when retention or relocation is not feasible. Removing this structure without further mitigation would not comply to Policy 591 which states; *where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.* In addition, Policy 569 states that *where through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.*

Based on AECOM's assessment of Alternative 1 and Alternative 2, demolition is considered the only viable option for this property. Therefore, the following sections present the mitigation measures required for demolition.

7.1.3.1 Demolition with Documentation

Given the property has been determined to have cultural heritage value or interest, prior to the demolition of the building at 16 Wellington Road, documentation is required. Documentation will provide a record of the building's construction details and a detailed photographic record of the resource, including its interior. Documentation is required before there are any changes to the property. Adequate documentation may involve high-resolution photography, photogrammetry, LiDAR scan or measured drawings of all elevations, and additional structure-specific research and analysis. Drawings must be drawn to scale and include:

- Overall dimensions
- Site plan depicting the location of the existing building
- Elevation plan for each elevation of the existing building
- Specific sizes of existing building elements of interest (signs, windows, awnings, etc.)
- Detailed information including trim, siding, mouldings, etc., including sizes and profiles
- Building materials used
- Interior documentation, including photographs and a floor plan

The quality of the documentation must be such that the building can be understood even though the physical evidence has disappeared. The documentation report will be filed with the Heritage Planner at the City of London.

7.1.3.2 Demolition with Commemoration

Given the property has been determined to have cultural heritage value or interest commemoration is required. Commemoration creates a public record of the Subject Property and provides a physical reminder of the land use history of the property. A commemoration strategy communicates the cultural heritage value of the building after it is demolished. The following commemorative options have been proposed to memorialize and remember the former Dobbyn Creative Printing Company building located at 16 Wellington Road:

Commemorative Option A: Cultural Heritage Interpretative Sign

Commemorative Option A recommends the installation of a cultural heritage interpretative sign on the site of 16 Wellington Road, the location of the Dobbyn Printing Company Building. A sign will present a textual and pictorial historical and architectural overview of the Dobbyn Creative Printing Company itself and the associated printing facility currently located at 16 Wellington Road.

The cultural heritage interpretative sign should be installed by the City of London on a portion of the Subject Property that will remain in ownership by the City (i.e. the new Wellington Road right-of-way). The location of this sign should be specified in the Issued for Tender Documents and the construction level drawings and should be installed after the demolition of the building and completion of the project. Consider using historic images as documented in this report (**Image 1 or Image 2**)¹¹. The following provides a draft of the text for a cultural heritage interpretative sign:

Dobbyn Creative Printing Limited Built-in 1946

In 1946, Robert Dobbyn, owner of the Art Novelty Company, designed and constructed the building at 16 Wellington Road. The new building would serve as a new office and printing plant for the company. The Art Novelty Company specialized in the production of advertising “novelties” (which would today be known as promotional products) such as calendars, flyers, and postcards. The business began in 1922 when Robert’s father, Alfred B. Dobbyn and Hedley Smith, purchased the Strathroy based Art Novelty Company. The original location of the business was in the garage of Albert B. Dobbyn’s home at 385 Wortley Road.

In 1969, the Art Novelty Company was renamed by Robert Dobbyn to Dobbyn Creative Printing Limited. The Dobbyn name was maintained for over 70 years. In 2010, the building was the printing facility for Murray Prepress Limited. In 2015, the property was sold and was no longer used for printing.

Robert Dobbyn designed the building at 16 Wellington Road in the Art Moderne architectural style. As an evolution of the Art Deco style, the building’s horizontal massing, a round corner entrance, stucco cladding, glass block casement windows, and black metal flashing along the roofline, are all key elements of the Art Moderne style which gave the building an overall streamlined appearance.

Commemorative Option B: Retaining Wall and Salvage

Based on the 90% Detailed Design, a retaining wall is anticipated to be located within the Subject Property. This commemoration option recommends that the retaining wall proposed for this property is designed with Art Moderne design elements which would commemorate the Art Moderne style of the former printing facility. The following architectural elements should be considered for commemoration:

¹¹ Note, for Image 2, the London Free Press was contacted in the production of this HIA, however a digital copy of the image was not obtained at the time of the completion of this HIA.

- Design the retaining wall with a rounded corner. Rounding can be generally accommodated if a cast-in-place concrete wall is considered.
- Consider a painted stucco finish on the retaining wall that could be applied to the concrete.

8. Conclusion and Recommendation

The Subject Property is currently listed on the City of London's *Register of Cultural Heritage Resources*. As part of the CHER completed by AECOM in 2018, the property was evaluated using the criteria of Ontario Regulation 9/06 and was determined to have cultural heritage value or interest. Based on the impact assessment conducted in this HIA, the property will be directly adversely impacted. Specifically, the demolition of the building located at 16 Wellington Road is required as part of the project. Therefore, based on the results of the impact assessment and the assessment of mitigation options presented in **Section 7** of this HIA, the following is recommended.

As retention of the building located at 16 Wellington Road *in-situ* and relocation are not considered to be feasible, and demolition is the only viable option (**Alternative 3**), the following mitigation measures are recommended:

- 1) Prior to any changes to 16 Wellington Road, including the demolition of the building, the City should secure the services of a Qualified Person, such as a professional architect, to measure and photographically document the building in compliance with Policy 567, *the London Plan*. The documentation material should be provided to the City of London Heritage Planner and the material should be appended to this HIA. Drawings must be drawn to scale and should include, but are not limited to:
 - Overall dimensions
 - Site plan depicting the location of the existing building
 - Elevation plan for each elevation of the existing building
 - Specific sizes of existing building elements of interest (signs, windows, awnings, etc.)
 - Detailed information including trim, siding, mouldings, etc., including sizes and profiles
 - Building materials used
 - Interior documentation, including photographs and a floor plan
- 2) Commemoration of the property is required. One or both commemorative options as proposed in **Section 7** of this HIA, should be established in the 100% Detailed Design phase for the Subject Property.
 - a. The following steps are required to implement **Commemorative Option A**, the cultural heritage interpretative sign:
 - Determine the location of the cultural heritage interpretative sign in the 100% Detailed Design phase. Show on the Issued for Tender Documents and the construction level drawings.
 - The cultural heritage interpretative sign is to be referred to London's Cultural Office, with budgeting allocated for its design during the construction phase of this Project.
 - The cultural heritage interpretative sign should be installed following the completion of the demolition of 16 Wellington Road and after the completion of the construction of the Project.
 - b. The following steps are required to implement **Commemorative Option B**, the retaining wall:
 - Design the retaining wall to replicate the Art Moderne rounded corner of the existing building at 16 Wellington Road. The design, including the type of paint and colour of the paint, should be completed in the 100% Detailed Design phase on the Issued for Tender Documents and the construction level drawings. The design drawings and specifications should be included in the documents for Tender.

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Appendix **A**

Photographs



Photograph 1:
South elevation of 16 Wellington Road, looking north (AECOM 2021)



Photograph 2:

View entranceway illustrating the single door that is flanked by two slender round posts and frosted glass block sidelights, looking northeast (AECOM 2021)



Photograph 3:
North elevation and a view of the rear extension, looking southwest (AECOM 2021)



Photograph 4:
West and south elevation of 16 Wellington Road, looking northeast (AECOM 2021)



Photograph 5:

View of the frosted glass block windows with concrete sills, looking east (AECOM 2021)

Appendix **B**

Magazine and Newspaper Articles

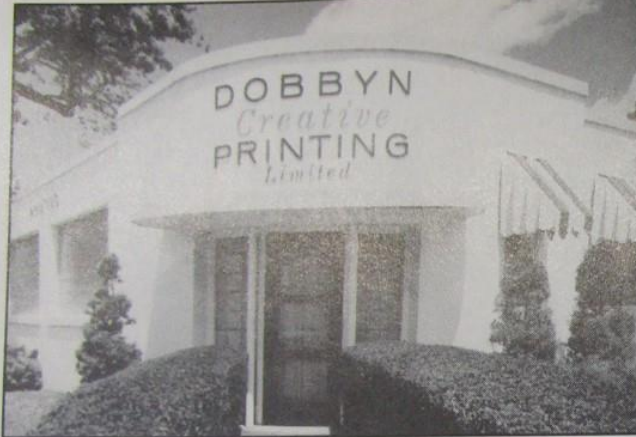


Image 3:
A London Printer Leaves His Mark (Dirk, 1999, London Free Press)



Image 4¹²:
Dobbyn Printing Plant is Downright Neighborly (Hynes, 1980)

¹² Retrieved from: London Magazine (Summer 1993) Pg. 32



**Dobbyn Creative Printing Limited, 16 Wellington Rd.
(corner of Wellington and Grand)**

*Richard Morrison, architect,
Breivik Scorgie Wasylo Morrison Architects inc.*

It's not stylistically prominent, and it's not a landmark in the conventional sense of the word. But for Richard Morrison, the simple and straightforward Dobbyn building "marks the land it sits on and denotes it very clearly," and that makes it special.

Also notable, says Morrison, is the building's principle adornment — its signage. "It's a printer's building and they've been careful in the selection of typography. It fits the building and the building's function perfectly which is rare."

Situated on a commercial strip with not much north of the building to relate to, it manages, says Morrison, to "stand by it-

self without being obtrusive.

Further, the Dobbyn building resolves the corner, Morrison notes is always a difficult element to deal with by eliminating that transition. "That was typical of the Modernist style and it's laudable."

200 Queens Ave. (corner of Queens and Clarence)
*James Patten, curator of contemporary art,
London Regional Art and Historical Museums*

This building catches James Patten's eye regularly when walking in the area. Patten attributes the attraction to a "tension" in the building between its turquoise color, which he finds unusual in architecture; and its subdued, geometric structure. He finds it interesting that the daring color is restrained by the building's grey stone and simple forms.

Patten likes the way 200 Queens expresses its steel grid structure through its facade. "It's so blatantly modern and in contrast to St. Paul's. It suggests the architect was confident and bold and attractive."

There is, notes Patten, a "real sophistication" that was lacking in the decades following. Modernism was "so easy to bastardize that we ended up with a horrible legacy of knock-off apartment buildings and office towers in the years that followed. At 200 Queens the vision of modernism is still fresh and pure."

Patten thinks 200 Queens is an important building in a city that has few good examples of modernism. "I'm terrified that a building like this is a sitting duck for a bad renovation. It would, says Patten, "completely destroy" the subtle relationship of the parts and overall integrity of the building.

Image 5¹³:

Dobbyn Creative Printing Limited, 16 Wellington Rd. (London Magazine, Summer 1993)

¹³ Retrieved from: London Magazine (Summer 1993) Pg. 32

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