

City of London

Cultural Heritage Evaluation Report 16 Wellington Road, London, Ontario

Prepared by:

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Distribution List

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Revision History

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0	Nov. 16, 2018	M. Greguol, L. Smythe	Draft Report to City of London
1	Nov 21, 2018	M. Greguol, L. Smythe	Revised Draft Report to City of London for LACH Stewardship Sub-Committee

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment Process (TPAP) for the proposed London Bus Rapid Transit (BRT) system to determine the cultural heritage value of the property at 16 Wellington Road (**Image 1**). The BRT system is comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor. The BRT network was approved by City of London Council through the Rapid Transit Master Plan in July 2017.

The property located at 16 Wellington Road was identified in the City of London Cultural Heritage Screening Report (CHSR) (October 2018) as being a directly impacted, heritage listed property. The CHSR was completed as part of the TPAP for the London Bus Rapid Transit project. The TPAP is regulated by the Environmental Assessment Act (EAA) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (O.Reg. 231/08). This CHER forms part of the Environmental Project Report (EPR) completed under the TPAP.

The property at 16 Wellington Road is a single-storey commercial building, constructed in the Art Moderne style and completed in 1946. Based on the evaluation of the background historical research, field review, and application of criteria from *Ontario Regulation 9/06*, the subject property was determined to have significant cultural heritage value or interest.

The completion of this Cultural Heritage Evaluation Report recommends that a Heritage Impact Assessment is required for this property to identify appropriate mitigation measures with respect to any proposed interventions.

Should the City of London wish to pursue designation of the property under Part IV of the *Ontario Heritage Act*, further research, and an interior assessment of the property is recommended in order to inform a comprehensive designating by-law for the property.

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1. Introduction

1.1 Development Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment Process (TPAP) for the proposed London Bus Rapid Transit (BRT) system to determine the cultural heritage value of the property at 16 Wellington Road (**Image 1**). The BRT system is comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor. The BRT network was approved by City of London Council through the Rapid Transit Master Plan in July 2017.

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2. Legislation and Policy Context

2.1 Provincial and Municipal Context and Policies

2.1.1 Provincial Policy Context

The Ministry of Tourism, Culture, and Sport (MTCS) is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the cultural heritage of Ontario and has published guidelines to assist in assessing cultural heritage resources as part of environmental assessment. The following have informed the preparation of this CHER:

- Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992);
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981);
- MTCS Standards and Guidelines for Conservation of Provincial Heritage Properties (2010);
- Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007); and
- The Ontario Heritage Toolkit (2006).

An Environmental Assessment is required for all large-scale projects that have potential impacts on the environment. These projects require approval from the Government of Ontario. Certain projects, such as transit projects, have more predictable environmental impacts or effects, and can be readily managed. This streamlined approach protects the environment, but shortens the timeline to six month for commencement, review and approval. This Environmental Assessment process for transit projects is known as the Transit Project Assessment Process (TPAP).

TPAP provides a framework for focused consultation and objection processes. Through TPAP, the Minister of the Environment may initiate a Time Out period if there is a potential for a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected Aboriginal or treaty right (TPAP Guide to Environmental Assessment Requirements for Transit Projects, 2014).

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement* (PPS) (2014) provide guidance for the assessment and evaluation of potential cultural heritage resources. Subsection 2.6 of the PPS, Cultural Heritage and Archaeological Resources, states that:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Criteria for determining significance for the resources are mandated by the Province in Ontario Regulation 9/06.

2.1.2 Ontario Regulation 9/06

Ontario Regulation 9/06 provides the Criteria for Determining Cultural Heritage Value or Interest under the *Ontario Heritage Act*. This regulation was created to ensure a consistent approach to the designation of heritage properties under the *Ontario Heritage Act*. All designations under the *Ontario Heritage Act* after 2006 must meet at least one of the criteria outlined in the regulation.

A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets one or more of the following criteria for determining whether the property is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii. displays a high degree of craftsmanship or artistic merit;
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area;
 - ii. is physically, functionally, visually, or historically linked to its surroundings;
 - iii. is a landmark.

2.1.3 Municipal Policies

The London Plan is the City of London's new Official Plan which was consolidated on August 27, 2018. *The London Plan* focuses on three areas of cultural heritage planning, including: general policies for the protection and enhancement of cultural heritage resources; specific policies related to the identification of cultural heritage resources, including individual cultural heritage resources, heritage conservation districts, cultural heritage landscapes, and archaeological resources; and specific policies related to the protection and conservation of these cultural heritage resources. The criteria outlined in *The London Plan* for the identification and designation of individual properties of cultural heritage value or interest reflect the criteria defined in O.Reg. 9/06.

2.2 Methodology

A CHER examines a property as a whole, its relationship to its surroundings, as well as its individual elements—engineering works, landscape, etc. The recommendations of the CHER are based on an understanding of the physical values of the property, a documentation of its history through research, and an analysis of its social context, comparisons with similar properties, and mapping. A field review was undertaken by Liam Smythe, Heritage Researcher at AECOM in November 2018. Access was limited only to the public right-of-way.

This CHER is guided and informed by the key documents listed in 2.1.1. The following report has been prepared utilizing the Terms of Reference prepared for the London BRT TPAP process, which have been received by the London Advisory Committee on Heritage (LACH) (See Section 11).

2.3 Consultation

Consultation for the London BRT project has been conducted with the LACH. A draft CHSR (dated February 6, 2018) was provided for their review and comment. The LACH Stewardship Sub-Committee recommended that 104 properties which were identified by the draft CHSR to have potential cultural heritage value or interest, do not require further examination for consideration as having cultural heritage value or interest (CHVI). The LACH also recommended that an additional 30 properties, not identified by the draft CHSR, be evaluated for their potential

cultural heritage value. Further, the remaining properties flagged by the draft CHSR requiring further cultural heritage work were added to the Register (*Inventory of Heritage Resources*) pursuant to Section 27 of the *Ontario Heritage Act* by resolution of Municipal Council on March 27, 2018.

The draft CHSR was also provided to the MTCS for review, and comments were received in July 2018. In response to MTCS comments, the CHSR was revised to include additional information on impacted properties, and a preliminary impact assessment. The CHSR identified properties with direct impacts that cannot be mitigated through design, and recommended that these properties be addressed through completion of CHERs prior to completion of the TPAP, including the property at 16 Wellington Road. Ongoing communications with MTCS have continued as part of the TPAP.

The revised CHSR (October 8, 2018) was provided to the LACH on October 10, 2018. The Draft Terms of Reference for CHERs was also received and referred to the LACH Stewardship Sub-Committee for review. This CHER will be submitted and reviewed by the LACH Stewardship Sub-Committee for their November 28, 2018 meeting.

3. Historical Context

3.1 Local Context and Settlement History

3.1.1 Westminster Township

Prior to European settlement the area that would eventually become Westminster Township was settled by members of the Chippewa First Nation. One of the largest townships in Middlesex County, the first survey of Westminster Township was completed in 1809-10 by Deputy Provincial Surveyor Simon T. Z. Watson. The remainder of the township was surveyed in 1820 by Colonel Mahlon Burwell and Colonel Bostwick. Unlike other townships in Upper Canada, lots were not parceled out to government “favorites” or speculators before 1817; the earliest settlers were farmers, many of whom arrived by way of the United States. By 1817, the township was home to 428 people and the price of land had quadrupled since tracts were first made available. By 1850, the township had a population of 4,525.¹

3.1.2 London South

Originally part of Westminster Township, South London was originally settled in the 1810s. For most of the nineteenth century, the area was home to a number of wealthy Londoners, who constructed large country mansions away from the increasingly congested city. South London remained predominantly rural until the 1880s, but was connected to the City of London by a series of bridges over the Thames. By the 1890s, the population of the area had increased to the point where annexation was considered. Eager to reap the benefits of electric street lighting, safe drinking water, sidewalks and the city’s education system, this section of the township became part of the City of London on May 1st, 1890. Bounded by Wellington Road, Wharncliffe Road, Emery Street and the Thames River, the new suburb was designated as Ward 6. The building boom of the 1880s and 1890s was concentrated largely to the western side of the ward; parcels of land along Wellington Road were still held by wealthy families such as the McClary and Mackenzie families until the end of the century. Grand Avenue is so named for the large estates that once fronted on it.²

3.1.3 Wellington Road

Running north to south from Huron Street to the City of St. Thomas with brief interruptions by the Grand Trunk Railway (now Canadian Pacific Railway) line, Wellington Road was named for Arthur Wellesley, 1st Duke of Wellington. A major figure in British military history, Wellington was famous for his victory over Napoleon at the Battle of Waterloo in 1815. From 1818 to 1827, he served Master General of the Ordnance, commanding military officers and artillery in Upper Canada.³ The road was cut through Westminster Township by W. L. Odell, who also assisted in the construction of an iron bridge to carry Wellington Road across the Thames River.⁴

Within London, Wellington Road is identified by various official names, at varying points within the City. Between Huron Street and the Thames River, the road runs relatively parallel with Richmond Street and is identified in this

¹ *A History of the County of Middlesex, Canada*. Toronto: W. A. & C. L. Goodspeed, 1889. p. 566-568

² The Architectural Conservancy of Ontario. *Tecumseh Trek; ACO’s 38th Annual Geranium Heritage House Tour*. London, Ontario: ACO, June 5, 2011.

³ *Michael Baker & Hilary Bates Neary. London Street Names*. Toronto: James Lormier & Company Ltd., 2003. p. 100

⁴ *A History of the County of Middlesex, Op Cit*. p.570

section as Wellington Street. South of the Thames River, the road changes names to Wellington Road, and is identified as such between the River and the road's intersection with Exeter Road, just north of Highway 401. Lastly, the road is identified as Wellington Road South southwards from Exeter Road to south of the municipal city limits.

3.2 Land Use History

3.2.1 1810-1850

The subject property is located on a 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 part of the lot from the Crown. The southern part 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 commissioner's road near the present Victoria Hospital⁵ 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".⁶ Albert Odell did not reside on this property however; the 1854 assessment roll lists him as living on Lot 26, Concession I, former Westminster Township.⁷ Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.⁸

3.2.2 1880-1945

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 property at 16 Wellington Road comprises a portion of Lot 13 from this plan. Land registry records indicate that Lot 13 was sold in its entirety from the estate of William McIllich; the original subdivision plan from 1851 identifies "Messers McIllich and Russell" as the proprietors. Also indicated on the plan are Clarke Street and Bridge Street. The former was redesignated as an extension of Grand Avenue in the 1940s, the latter was renamed Front Street and is now primarily a parking area and recreational trail. Kennon Place was constructed at a later date.

Charles E. Goad's *Fire Insurance Plans of the City of London* 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); Front Street also had a number of houses fronting onto it at one point, all of which have been demolished. Lot 13 remained undivided until 1939 when it was subdivided by the London and Western Trust Company. The corner portion of the Lot was purchased by the City of London in 1941, and in 1945 Robert Dobbyn purchased the property from the City for \$275.⁹

3.2.3 1945-Present

In 1946, Robert Dobbyn designed and constructed the existing building at 16 Wellington Road to serve as a new office and printing plant for The Art Novelty Company.¹⁰ The Art Novelty Company specialised 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; it was purchased in 1922 by Robert’s father Alfred B. Dobbyn, and Hedley Smith, who moved the company to London and set up shop in the garage of Dobbyn’s house on 385 Wortley Road. Robert joined the business after finishing high school, eventually taking it over. The first mention of the Art Novelty Company on Wellington Road is made in the 1947 city directory, with Robert Dobbyn also listed as a resident on the property. The Art Novelty Company continued to operate at this location for twenty-three years, before being renamed Dobbyn Creative Printing in 1969. A 1999 article in the *London Free Press* notes that Dobbyn Creative Printing had passed through five owners by that time, but was continuing to operate under the Dobbyn name.¹¹ As recently as 2010, the building continued to be used as a printing facility by Murray Prepress Limited. In 2015 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.¹²

¹⁰ Christine Dirks. “A London Printer Leaves His Mark”. *London Free Press*, 14 February 1999. p. B6

¹¹ Dirks. *Op Cit.* p. B6

¹² Middlesex County (33) Land Registry Office (MCRLO). Parcel Register, PT LT 13, PL 11 (4th)

4. Existing Conditions

4.1 Landscape Context

The property at 16 Wellington Road is located on the northeast corner of the Wellington Road and Grand Avenue intersection. Wellington Road is a major four-lane traffic artery which 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. The property is located in the South London neighbourhood of the City of London. While the neighbourhood is primarily a residential area, a number of one- and two-storey commercial establishments are located along Wellington Road, particularly north of Weston Street. Here there is a mixture of single-storey 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. Few trees are present along the roadway, 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 houses, constructed in the early- to mid-twentieth century. Most of these houses are located on large rectangular lots with mature trees. Topographically, the property is situated on a relatively level grade along this portion of Wellington Road.

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 are landscaped with a small lawn, several mature trees and a pair of hedgerows along the entrance footpath.

4.2 Architectural Description

4.2.1 South (Front) Elevation

The south elevation (**Image 4**) is a single story wall clad in smooth, white parged concrete. The architectural composition and detailing, particularly on this façade and the west façade are designed in the Art Moderne style (see Section 4.3). The westernmost end of the elevation forms a rounded corner with the west façade and is the location of the main entrance (**Image 6**). 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. To the immediate right of the entrance is a small vertically oriented, 4-over-4 vinyl casement-style window with a fabric covered awning and concrete sill. The remainder of the façade has three large, equally spaced, horizontally arranged windows with concrete sills. The westernmost of these has a large picture window flanked by two 4-over-4 casement-style windows. The other two are of frosted glass blocks (**Image 5**). A pair of double doors is present at the eastern 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.

4.2.2 North (Rear) Elevation

The north elevation is obscured by a neighbouring fence. It appears to be a single-storey concrete block wall, painted white. Like other elevations, it has black painted metal flashing on the cornice, with a small step towards the western end. Two small horizontal sliding windows are present towards the western end of the façade.

4.2.3 East Elevation

The east elevation is somewhat obscured by the neighbouring 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.

4.2.4 West Elevation

The western elevation (**Image 3**) is a single-storey wall clad in smooth, white parged concrete with black metal flashing along the cornice. The southern end forms a rounded corner frontispiece with the southern façade as described in section 4.2.1. Approximately halfway along the elevation, there is a setback suggesting where an extension has been added. The northern half of the façade has no window or door openings, whereas the southern half has two horizontally arranged cast glass block windows of a similar design to those on the south façade.

4.3 Comparative Analysis

A comparative analysis was undertaken to establish a baseline understanding of similar cultural heritage designated properties in the City of London, and to determine if the property “is a rare, unique, representative, or early examples of a style, type, expression, material or construction method” as described in O.Reg. 9/06.

Comparative examples were drawn from Part V designated properties and listed properties within the City of London, as well as similar examples of architecture identified as Art Moderne within the City. Residential and commercial properties were selected from this data set.

The Art Moderne style is an architectural style which was most popular in North America during the 1930s and 1940s. Also known as Style Moderne or Streamline Moderne, the style originated in Europe and is an evolution of the Art Deco style. Art Modern buildings are typified by their horizontal massing, generally having flat roofs, rounded corners and smooth wall finishes. Windows made of translucent glass block are common and are often arranged in long horizontal bands, creating a smooth, streamlined effect. Polished metals such as stainless steel were often used for accent trim. Unlike Art Deco, ornamentation was very simple, generally limited to raised concrete panels and banding with low relief. The style was commonly used for storefronts, theatres, commercial buildings and low-rise apartment houses.¹³

Five comparable properties with cultural heritage value were identified. However, this sample does not represent all available properties, and is rather intended to be a representative selection (**Table 1**). Other similar or comparable properties are located throughout the City, however, these five were identified in order to provide similar examples for the purposes of this report. The following observations were noted in analyzing the comparable properties. Of these examples:





- Five include buildings or structures that can be considered Art Moderne;
- Five include building or structures that were constructed between 1940 and 1950;

¹³ John Blumenson. *Ontario Architecture: A Guide to Styles and Building Terms 1784 to the present*. Fitzhenry & Whiteside, 1990.

- Two have three storeys, two have two storeys, and one has one storey;
- Five have flat roofs;
- Four are constructed with or clad with exterior brick;
- Three include rounded corners or rounded bays, key design elements associated with Art Moderne.

The comparative analysis suggests that this property is a representative example of the Art Moderne style within the City of London. It is relatively typical in size and includes key design elements associated with the Art Moderne style/form including rounded corners, a flat roof, and an emphasis on horizontal form. The style is relatively uncommon in London, making the subject property a rare and representative example of the style.

Table 1: Comparative analysis of properties with cultural heritage value with buildings or structures of a similar age, style and/or typology

Address	Recognition	Picture	Age	Material	Style
350 Dufferin Avenue	Part V West Woodfield Heritage Conservation District		1950	Brick – buff brick, concrete rounded corners	“The Berkley” Apartments, three storey apartment building, Art Moderne, also described as Eclectic, flat roof, rounded corners and rounded bays
300 Wellington Street	Listed Priority 1		1949	Brick – buff brick, stucco, at ground floor	Art Moderne, three storey, commercial/office building, flat roof, streamlined rounded corners, rounded bays
155 York Street	Part V Downtown Heritage Conservation District		1942	Brick, painted brick	Art Moderne, one storey commercial building, tower, projected awning, horizontal appearance
109 Dundas Street	Part V Downtown Heritage Conservation District		1951	Limestone veneer façade with black granite	Art Moderne, historically Toronto Dominion Bank, two storey commercial building, flat roof, flagpole attached at top of building

<p>10 Parkdale Crescent</p>	<p>Listed Priority 1</p>		<p>c.1940</p>	<p>Brick – red orange rug brick, concrete foundation</p>	<p>Art Moderne, two storey residential building, flat roof, rounded bays</p>
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4.4 Discussion of Integrity

According to the Ontario Heritage Toolkit, Heritage Property Evaluation (MTCS 2006), “*Integrity is a question of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property.*” The following discussion of integrity was prepared to consider the ability of the property to represent and retain its cultural heritage value over time. It does not consider the structural integrity of the building. Access to the interior of the building was not available, and observations have been made from the public right-of-way. Structural integrity, should it be identified as a concern, should be determined by way of a qualified heritage engineer, building scientist, or architect.

The subject property contains a single-storey commercial building constructed in the Art Moderne style in 1946. Examination of archival photographs and maps indicates that a small single-storey addition was added to the north side of the building sometime at a later date. However it was designed in a similar style to the original building with the same flat roof and white stucco cladding. The front entrance door and glass block windows appear to be original to the building. The windows on the south façade and their associated awnings appear to have been recently replaced with modern vinyl windows, although they are similar in design to the originals. As such, the property generally retains the integrity of its original built character.

5. Heritage Evaluation

5.1 Ontario Regulation 9/06

Criteria	Meets Criteria (Yes/No)	Rationale
1) The property has <i>design or physical value</i> because it:		
i) Is a rare, unique, representative or early example of a style, type, or expression, material, or construction method.	Yes	The property at 16 Wellington contains a rare, representative example of an Art Moderne style commercial building in the City of London; Its flat roof, rounded corner entrance, glass block windows and horizontal form are characteristic of this style and era. It appears that the property has been largely unaltered since its construction and it is therefore a representative example of the style. Therefore, it meets this criterion.
ii) Displays a high degree of craftsmanship or artistic merit.	No	While the property's design details make it a representative example of Art Moderne, its artistic merit and craftsmanship are consistent with a modest commercial property of the period. Therefore, it does not meet this criterion.
iii) Demonstrates a high degree of technical or scientific achievement.	No	No evidence was found to suggest that the property demonstrates a high degree of technical merit or scientific achievement. Its construction appears to be typical of other small commercial buildings of its era. Therefore it does not meet this criterion.
2) The property has <i>historic or associative value</i> because it:		
i) Has direct associations with a theme, event, belief, person, activity, organisation, or institution that is significant to a community.	No	No information was found suggesting that Robert Dobbyn, The Art Novelty Company, Dobbyn Creative Printing, or printing businesses in general were major industries in the area. Further significant associations were not determined. Therefore it

<p>ii) Yields, or has the potential to yield information that contributes to the understanding of a community or culture.</p>	<p>No</p>	<p>does not meet this criterion. The property does not yield any information towards understanding the community or its culture. While the building has been visually linked to the community for decades, it is unlikely that the building provides any information about the community. Therefore it does not meet this criterion.</p>
<p>iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.</p>	<p>No</p>	<p>No evidenced was found to suggest that Robert Dobbyn or any previous landowners were of noteworthy significance to the community. Further associations were not determined. Therefore it does not meet this criterion.</p>
<p>3) The property has contextual value because it:</p>		
<p>i) Is important in defining, maintaining, or supporting the character of an area</p>	<p>No</p>	<p>While the property's scale does not detract from the commercial and residential fabric of Wellington Road and Grand Avenue, the property does not play an important role in defining, maintaining or supporting the character of the area. Therefore, it does not meet this criterion.</p>
<p>ii) Is physically, functionally, visually or historically linked to its surroundings</p>	<p>Yes</p>	<p>The building at 16 Wellington Road functionally and physically 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 of its form. As a result, the building and its style play a functional and physical role in defining one of the corners of this intersection.</p>
<p>iii) Is a landmark</p>	<p>No</p>	<p>While the property is unusual in the area in terms of its style and siting, it is not considered to be a landmark in the area. Therefore, it meets this criterion.</p>

6. Conclusions

6.1 Statement of Cultural Heritage Value

6.1.1 Description of 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 grassed area, and parking lot along Grand Avenue, however, the vast majority of the property consists of the single-storey commercial 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.

6.1.2 Cultural Heritage Value

Originally constructed in 1946, the building located at 16 Wellington Road is a rare, representative example of Art Moderne style commercial 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 commercial 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, and the 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.

6.2 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; and,
- Orientation of building, with main entrance addressing the corner of the intersection.

7. Recommendations

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment Process (TPAP) for the proposed London Bus Rapid Transit (BRT) system to determine the cultural heritage value of the property at 16 Wellington Road.

The subject property includes a single-storey concrete block commercial building, designed in the Art Moderne style and constructed in 1946. Based on the evaluation of the background research, historical research, site investigation, and application of the criteria from *Ontario Regulation 9/06*, the subject property was determined to demonstrate significant cultural heritage value.

The completion of this CHER recommends that a Heritage Impact Assessment is required for this property to identify appropriate mitigation measures, with respect to any proposed interventions.

Should the City of London wish to pursue designation of the property under Part IV of the *Ontario Heritage Act*, further research, and an interior assessment of the property is recommended in order to inform a comprehensive designating by-law for the property.

8. Images



Image 1: 16 Wellington Road, looking northeast from intersection of Grand Avenue and Wellington Road



Image 2: 16 Wellington Road, showing west façade and landscaping. (AECOM, 2018)



Image 3: West façade of building, facing Wellington Road. The blank wall to the left denotes the extension that was added to the north side of the building sometime after the 1950s (AECOM, 2018)



Image 4: Section of south façade showing window treatments and stepped cornice. (AECOM, 2018)



Image 5: Detail of glass block window and concrete window sill, south façade. (AECOM, 2018)

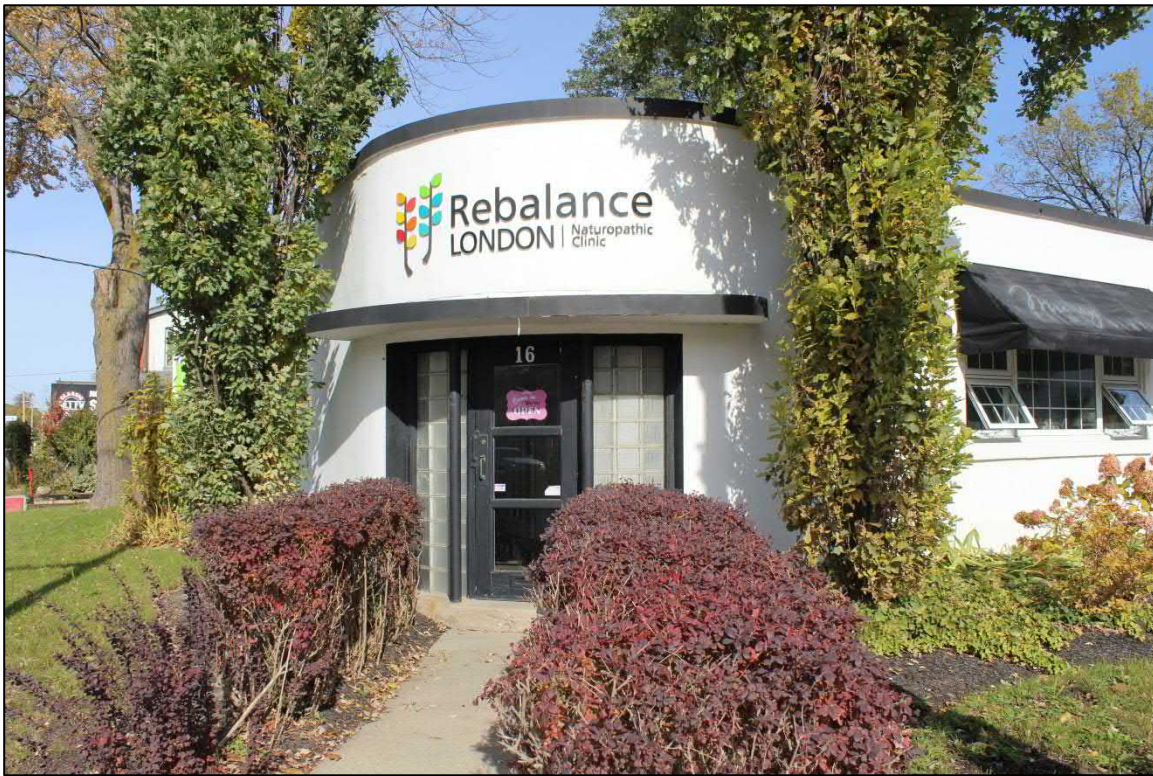


Image 6: Rounded entrance on southwest corner of building. Note early/original front door with glass block sidelights and curved awning. (AECOM, 2018)

9. Historic Photos and Mapping

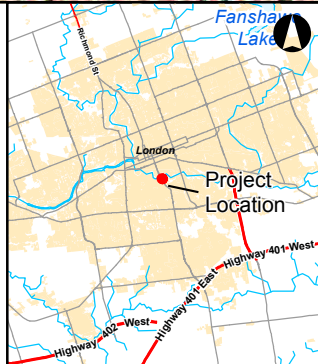


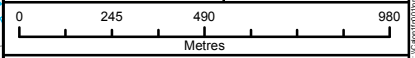
Image 7: 16 Wellington Road circa 1948, showing the building occupied by the Art Novelty Company, shortly after its completion. The existing extension on the north (left) side of the building was added at a later date. (Western Archives, Western University via Historypin.net)



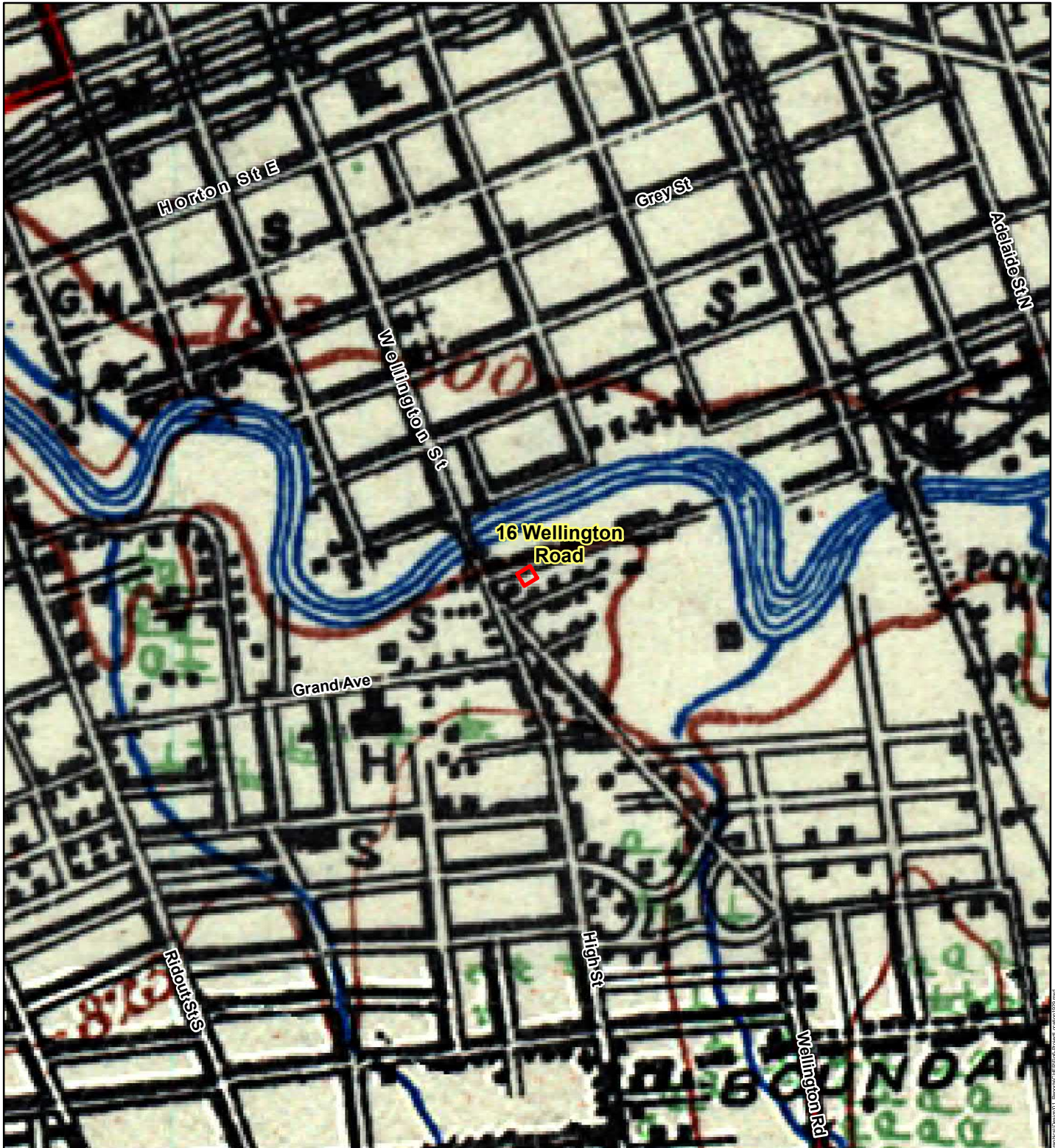
Legend

 Project Location



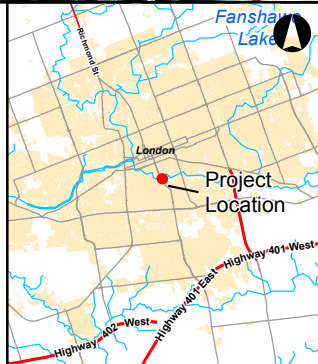
Cultural Heritage Evaluation Report		
16 Wellington Road London, Ontario		
Project Location, 1878		
November 2018	1:20,000	Datum: NAD 83 UTM17 Source: Illustrated Historic Atlas of Middlesex County, Toronto: H.R. Page & Co.
P#: 60590467	V#:	
AECOM		Figure 4
		
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Map Source: "Illustrated Historic Atlas of Middlesex County, Toronto: H.R. Page & Co." (1878). Digitized by University of Toronto. License: CC BY-NC-SA. AECOM Project: 60590467. Date: 11/15/2018.



Legend

 Project Location



Cultural Heritage Evaluation Report
16 Wellington Road
London, Ontario

Project Location, 1929

November 2018

1:10,000

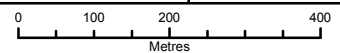
Datum: NAD 83 UTM17
Source: LIO 2017, Department of Militia and Defence, 1929

PH: 60590467

V#:

AECOM

Figure 6



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Map Source: "Map of the City of London, Ontario, 1929" (L1017017) by the Department of Militia and Defence, 1929. Digitized by the University of Toronto Libraries. Project Location: 16 Wellington Road, London, Ontario.



Legend

 Project Location



Cultural Heritage Evaluation Report
16 Wellington Road
London, Ontario

Project Location, 1948

November
2018

1:10,000

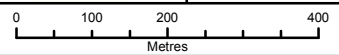
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Source: LIO 2017, Department
of National Defence, 1948

P#: 60590467

V#:

AECOM

Figure 7



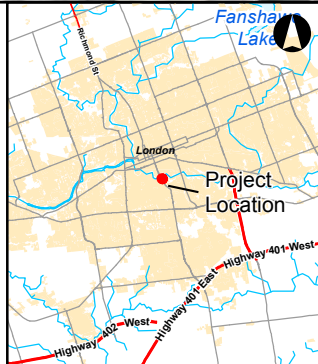
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Map Source: "Map of the City of London, Ontario, 1948" (L10000017) - Department of National Defence, 1948. Project Location: 16 Wellington Road, London, Ontario. Date: November 2018. Scale: 1:10,000. Datum: NAD 83 UTM17. Source: LIO 2017, Department of National Defence, 1948.



Legend

 Project Location



Cultural Heritage Evaluation Report
16 Wellington Road
London, Ontario

Project Location, 1951

November 2018

1:2,000

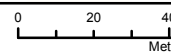
Datum: NAD 83 UTM17
Source: LIO 2017, City of London - 1951-04-27 Line 9, Photo 81

PH: 60590467

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Figure 9



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Map Source: "Map of the City of London, Ontario" (2017) by the City of London, Ontario. File Path: "C:\Users\jdoyle\Documents\Projects\16 Wellington Road\16 Wellington Road - 1951-04-27 Line 9, Photo 81.mxd"



Legend

 Project Location



Cultural Heritage Evaluation Report
 16 Wellington Road
 London, Ontario

Project Location, 1972

November 2018

1:2,000

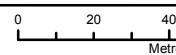
Datum: NAD 83 UTM17
 Source: LIO 2017, City of London - 1972 Line 6 Photo 130

PH#: 60590467

V#:

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Figure 10



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Map Source: "Map of London, Ontario" (2017) by AECOM. All rights reserved. L:\Projects\60590467\Map\Map10_1972_Line6_Photo130.mxd

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Provincial Standards and Resources:

Ontario Heritage Tool Kit

[http:// www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht](http://www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht)

Ontario Ministry of Tourism, Culture and Sport: Heritage Conservation Principle's for Land Use Planning

http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm

Ontario Ministry of Tourism, Culture and Sport: Eight Guiding Principles in the Conservation of Historic Properties

http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm

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Canadian Register of Historic Places

http://www.historicplaces.ca/visit-visite/rep-reg_e.aspx

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http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index_E.asp

Parks Canada National Historic Sites of Canada

http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp