

# Advisory Committee of Council Staff Report



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To	Heritage Guelph
Date	Monday, September 18, 2023
Subject	<b>33-35 James St W: Intention to Demolish a Designated Property</b>

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## Recommendation

1. THAT Heritage Guelph advises City Council that they do not object to the demolition of the detached dwelling located at 33-35 James Street West.
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## Executive Summary

### Purpose of Report

To provide Heritage Guelph with information about a complete demolition application received for 33 James Street West which is a property location within the Brooklyn and College Hill Heritage Conservation District. This report provides staff's review and recommendations on the application to demolish.

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## Report

The City of Guelph has received a complete application of intention to demolish 33 James St W. The application was deemed complete on September 6, 2023. This proposed demolition of a building located in the Brooklyn and College Hill Heritage Conservation District will be considered by Council in accordance with the requirements of the Ontario Heritage Act. Upon receipt of a complete application Council has 90 days to consult with Heritage Guelph and make a decision whether to approve or deny the intention to demolish. Council will consider this application in October.

This application is for the demolition of the structure. A future heritage permit will be required to consider construction of a new dwelling on the lot. A heritage permit for new construction will require consultation with Heritage Guelph and approval by City Council.

### Location

The subject property is located on the north side of James St W between Martin Avenue and Gordon Street. The Legal description is PT Lot 6, Plan 37.



Figure 1: Subject property location from City of Guelph GIS

## Historic Background

33-35 James Street West is designated under Part V of the Ontario Heritage Act and located in the Brooklyn and College Hill Heritage Conservation District. The property is situated on the western half of Lot 6 in Plan 37. Plan 37, or the "Plan of the Estate of Mr. Robert Thompson" was registered in 1856 (see Figure 2). The Land title abstract indicates that lots 4-9 were sold by Robert Thompson to Willie Jackson in 1867. Willie Jackson died in 1870, and the property passed to his daughter Mary Jackson (later Paterson), who sold the property in 1885 to Peter Martin. The property was later sold to the Suburban Construction Company, owners of the property from 1914-1925. The Suburban Construction Company was formed in 1911 to engage in construction work in general and, in particular, construction of the Toronto Suburban Railway, which began operation in Guelph in 1917. From approximately 1914 to 1925, The Suburban Construction Company/Toronto Suburban Railway owned all properties on the north side of James Street West between Gordon Street and Martin Avenue.

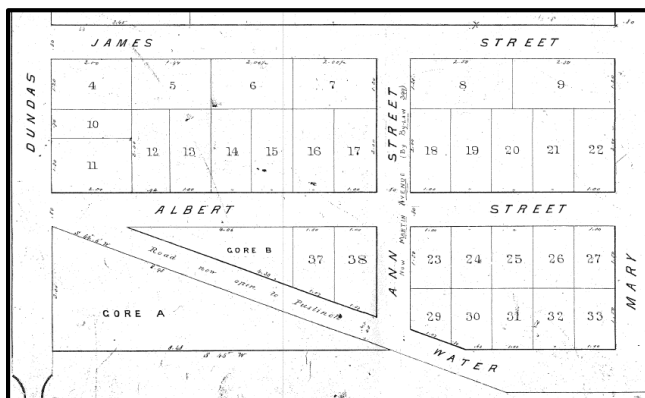


Figure 2: Detail from the "Plan of the Estate of Mr. Robert Thompson," or Plan 37, 1856

The current structure at 33-35 James Street W is a one and a half storey stone and wood frame dwelling clad in vinyl, with a symmetrical façade. The roof is side-gabled, with two front-gable bays flanking the east and west sides of the front

façade, as well as two gable dormers above the enclosed front porch. An attached drive-in garage is located on the east side of the building.

Cooper's Map from 1875 does not indicate any building on Lot 6, but the 1922 Fire Insurance Plan (FIP) shows an L-shaped one-storey stone dwelling (see Figure 3). Gordon Couling dated the structure to "1880 or earlier." It is likely that the original stone house was built by either the Jacksons (owners 1867-1885) or Peter Martin (owner 1885-1896).

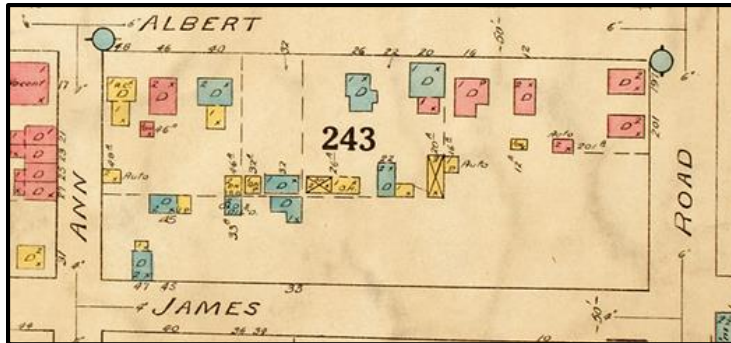


Figure 3: 1922 Fire Insurance Plan (revised 1929)

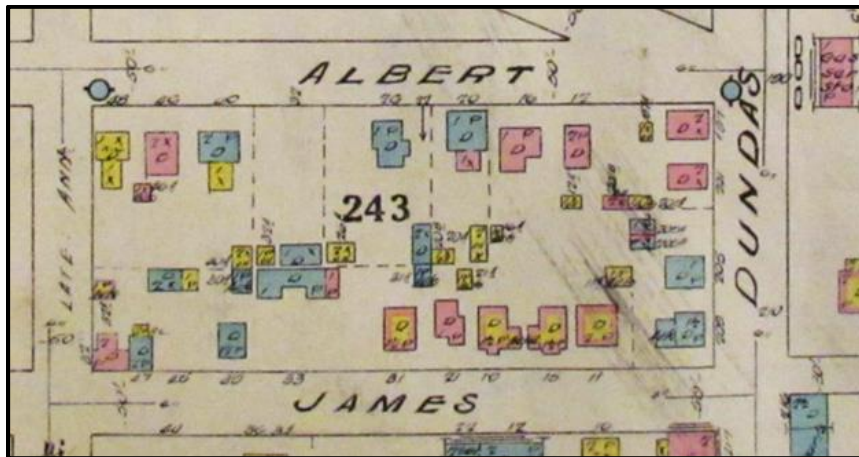


Figure 4: 1946 Fire Insurance Plan

The 1946 FIP shows that the property was expanded sometime between the 1929 and 1946 FIPs (Figure 4). An aerial photograph of the Brooklyn neighbourhood from 1940 shows the structure recorded in the 1929 Fire Insurance Plan, so the addition was added sometime between 1940 and 1946 (Figure 5). The aerial photograph shows that the house was clad in white stucco. While the 1946 FIP records that the addition was constructed of stone, heritage staff have determined, based on wall widths and gaps in drywall, that the addition was a wood frame construction.



Figure 5: 1940 Aerial photograph of subject property, Guelph Civic Museum

A colorized aerial photograph from 1948 shows the expanded house with two front-gable bays and an attached garage (Figure 6)



Figure 6: 1948 Aerial photograph of subject property

Some walls of the original stone structure remain within the present building, though original attributes like the roofline, windows, and doors have been

significantly altered or removed entirely. The extant stone walls can be seen in the building permit drawings from the 1980s created by the property's owner, Tracey Clifford, for the building permit to increase the height and pitch of the roof (Figure 7, stone walls in blue).

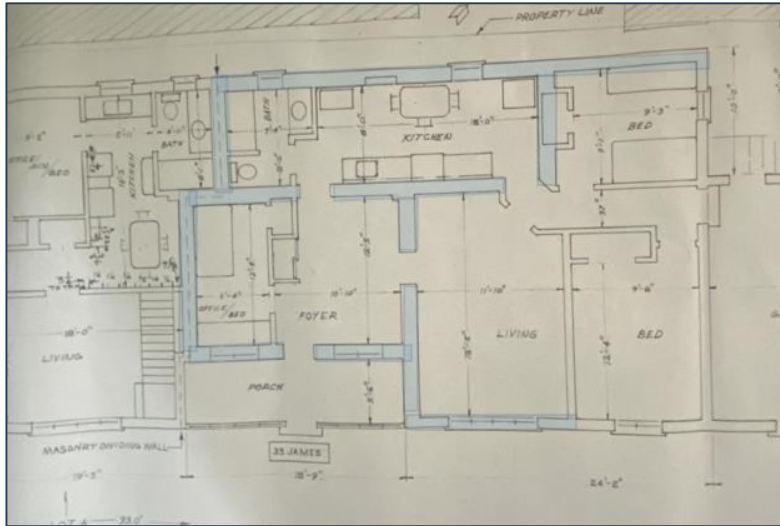


Figure 7: Building Permit Drawings by Tracey Clifford, c. 1985

The property owner removed parts of the drywall to expose the original rubble stone and timber walls beneath. The photographs (Figures 8 and 9) reveal rubble stone and timber construction, clad in plaster on the interior and likely clad in stucco on the exterior.



Figure 8: original stone wall



Figure 9: original stone wall

### **Staff Recommendation**

Heritage staff are of the opinion that the significant alterations to the historic structure on the subject property have removed all heritage attributes (original roof, windows, doors, stucco) and diminished the structure's cultural heritage value. Additionally, the subject property meets none of the O. Reg 9/06 (as amended by 569/22) criteria for determining cultural heritage value or interest. Thus, staff recommend that the owner's intention to demolish be considered by City Council for approval.

### **Attachments**

Attachment-1 Historic Images and Documents

Attachment-2 Current Photographs

### **Departmental Approval**

Melissa Aldunate, MCIP, RPP, Manager, Policy Planning and Urban Design

### **Report Author**

Jack Mallon, Heritage Planner, Policy Planning and Urban Design