REPORT

11185 Airport Road, City of Brampton, Municipality of Peel, Ontario

Documentation and Salvage Plan Report

Submitted to:

Opal Valley Developments Inc.
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Submitted by:

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April 11, 2025

DISTRIBUTION LIST

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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by Opal Valley Developments (the Client) to prepare a Documentation and Salvage Plan (DSP) for the property located at 11185 Airport Road in the City of Brampton, Regional Municipality of Peel, Ontario (property). The property is listed as a non-designated property on the City of Brampton Municipal Register of Cultural Heritage Resources pursuant to Section 27 (1) of the *Ontario Heritage Act* (OHA). The property includes a late 19th century storey-and-a-half dichromatic brick farmhouse with fieldstone foundation and rear wing, known locally as “Sargent Farmhouse”.

Opal Valley Developments (the Client) intends to develop the property into a residential subdivision. The proposed work will disassemble the property (Sargent Farmhouse) and recreate the front façade and west façade of the new dwelling using salvaged brick as a cladding. A Heritage Impact Assessment (HIA) was completed in 2021 by the previous owner, Bramcon as a condition of site plan approval. The HIA determined that the property meets four criteria under Ontario Regulation (O. Reg.) 9/06 of the OHA and recommended relocating the main portion of the property (Sargent Farmhouse) within the subdivision, with new additions built on two sides.

As the present owner, Opal Valley Developments (the Client) took the ownership, Tacoma Engineers were retained to evaluate the feasibility of relocating the structure. The structural evaluation concluded that relocation was not feasible due to structural deficiencies. In response, an HIA Addendum was completed in 2024, presenting four detailed mitigation options. The preferred option (Option 2) involves a partial reassembly of two facades using salvaged materials from the demolished structure. The City of Brampton Heritage Board recommended a Heritage Conservation Plan, DSP, and Commemoration Plan in response to the HIA Addendum.

The preparation of this Documentation & Salvage Plan was guided by the City of Brampton’s Official Plan City of Brampton 2023) and the City of Brampton’s *Documentation and Salvage Plan Terms of Reference* (City of Brampton n.d.).

This report provides an archival record of the subject building according to the City of Brampton’s Official Plan, and the City of Brampton’s *Documentation and Salvage Plan Terms of Reference* and must be deposited with the City of Brampton’s Heritage planning staff and approved prior to any demolition or removal of the property, and its heritage attributes.

WSP makes the following recommendations:

1) A reputable contractor with expertise in salvage must be retained to salvage the identified building materials in accordance with guidance taken from Canada’s Historic Places’ *Standards and Guidelines for the Conservation of Historic Places in Canada* (Second Edition, 2010), Section 4: Guidelines for Materials.

2) As recordkeeping, contract documentation of the property should include information regarding the CHVI of the property at 11185 Airport Road specifically the list of heritage attributes, measured drawings, photographic documentation, and a plan for savaging material.

3) Consideration should be given to the incorporation of salvaged bricks into the proposed development.

4) Exterior bricks should be extracted in a way that ensures they will not be irreparably damaged.

5) For reconstruction, salvaged bricks to be re-used should be clearly distinguishable that the material is not original to the new application, either through design, treatment of finishes, or through a commemorative plaque.

6) The destination of salvaged materials outlined should be determined prior to the initiation of any salvage process.

7) Materials should only be salvaged if they are suitable for re-use in other buildings or projects, i.e. the material must be not irreparably damaged or infested.

8) Salvaged items are recommended to be stored in a sheltered place, protected from water and temperature fluctuations.

9) The chosen contractor should propose an approach for the labelling and storage of materials salvaged until they can be incorporated into the proposed rest station.

10) Incorporation of salvaged materials into the proposed rest station should be accompanied by interpretation, (i.e. a plaque or other commemoration device), so residents and visitors can understand the provenance of the materials.

11) An inventory of salvaged bricks is recommended to be prepared by the contractor at site during salvage using the template included in APPENDIX C and is to be provided to the City and the storage location.

A copy of this report should be provided to City of Brampton Heritage planning staff for review.

STUDY LIMITATIONS

WSP Canada Inc. (WSP) prepared this report solely for the use of the intended recipient, Opal Valley Developments Inc., in accordance with the professional services agreement between the parties. In the event a contract has not been executed, the parties agree that the WSP General Terms for Consultant shall govern their business relationship which was provided to you prior to the preparation of this report.

The report is intended to be used in its entirety. No excerpts may be taken to be representative of the findings in the assessment.

The conclusions presented in this report are based on work performed by trained, professional, and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation, using investigation techniques and engineering analysis methods consistent with those ordinarily exercised by WSP and other engineering/scientific practitioners working under similar conditions, and subject to the same time, financial and physical constraints applicable to this project.

WSP disclaims any obligation to update this report if, after the date of this report, any conditions appear to differ significantly from those presented in this report; however, WSP reserves the right to amend or supplement this report based on additional information, documentation or evidence.

WSP makes no other representations whatsoever concerning the legal significance of its findings.

The intended recipient is solely responsible for the disclosure of any information contained in this report. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report.

WSP has provided services to the intended recipient in accordance with the professional services agreement between the parties and in a manner consistent with that degree of care, skill and diligence normally provided by members of the same profession performing the same or comparable services in respect of projects of a similar nature in similar circumstances. It is understood and agreed by WSP and the recipient of this report that WSP provides no warranty, express or implied, of any kind. Without limiting the generality of the foregoing, it is agreed and understood by WSP and the recipient of this report that WSP makes no representation or warranty whatsoever as to the sufficiency of its scope of work for the purpose sought by the recipient of this report.

In preparing this report, WSP has relied in good faith on information provided by others, as noted in the report. WSP has reasonably assumed that the information provided is correct and WSP is not responsible for the accuracy or completeness of such information.

Benchmark and elevations used in this report are primarily to establish relative elevation differences between the specific testing and/or sampling locations and should not be used for other purposes, such as grading, excavating, construction, planning, development, etc.

ABBREVIATIONS

CHRA	Cultural Heritage Resource Assessment
CHER	Cultural Heritage Evaluation Report
CHVI	Cultural Heritage Value or Interest
CHL	Cultural Heritage Landscape
HIA	Heritage Impact Assessment
MCM	Ministry of Citizenship and Multiculturalism
OHA	*Ontario Heritage Act*
PHP	Provincial Heritage Property
PPS	Provincial Policy Statement
SCHV	Statement of Cultural Heritage Value

GLOSSARY

Adjacent lands	Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (Government of Ontario 2024).
Alteration/Alter	Means to change in any manner and includes to restore, renovate, repair or disturb. (Brampton Plan, 2023)
Built Heritage Resource:	Means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous Community. Built heritage resources can be located on property that may be designated or listed under the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers. (Brampton Plan, 2023)
Conserved:	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 maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (Government of Ontario 2024).
Cultural Heritage Landscape:	Means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association (Government of Ontario 2024). Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act* or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.
Cultural Heritage Value/ Interest	Means of aesthetic, historic, scientific, cultural, social, or spiritual importance or significance of a resource for past, present, and/or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including but not limited to materials, forms, location, special configurations, uses, and cultural associations or meanings. (Brampton Plan, 2023)
Heritage Attributes:	Means, the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property). (Brampton Plan, 2023)
Protected Heritage Property:	Means property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation easement or covenant under Part II or IV of the *Ontario Heritage Act*; property identified by a provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*; property protected under federal heritage legislation; and UNESCO World Heritage Sites (Government of Ontario 2024).
Significant:	In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act* (Government of Ontario 2024).
Site alteration	Means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. (Brampton Plan, 2023)

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APPENDICES

1 INTRODUCTION

WSP Canada Inc. (WSP) was retained by Opal Valley Developments Inc. (the Client) to prepare a Documentation and Salvage Plan (DSP) to support a development application for a residential subdivision on the property located at 11185 Airport Road in the City of Brampton, Regional Municipality of Peel, Ontario (the property) (Figure 1 and Figure 2). The property is listed as a non-designated property on the City of Brampton's (the City's) *Municipal Register of Cultural Heritage Resources* pursuant to Section 27 (1) of the *Ontario Heritage Act* (OHA). The property includes a late 19th century storey-and-a-half dichromatic brick farmhouse with fieldstone foundation and rear wing, known locally as the "Sargent Farmhouse".

In 2021, Golder Associates Ltd., now WSP, completed a Heritage Impact Assessment (HIA) for the property which was later revised in January 2024 to address City comments. The HIA concluded that the property has Cultural Heritage Value or Interest (CHVI) because it meets three criteria prescribed in Ontario Regulation (O. Reg.) 9/06 of the OHA (1, 2, and 8). The property's CHVI is principally linked to the Sargent Farmhouse, which has physical value as a representative example of a late 19th century Neoclassical rural farmhouse, executed with a high degree of craftsmanship in its detail and overall composition. The property also has historical or associative value for its direct association with William Sargent, who was a member of an early pioneering family into the township of Toronto Gore and significant to the Tullamore community in his role as warden for the Tullamore's St. Mary's Church. Finally, the property was also found to have contextual value as a local landmark for its extensive decoration and location at the crest of the valley land and proximity to Airport Road.

Following the Client's acquisition of the property in 2024, WSP completed an HIA Addendum to update the recommendations following a Structural Condition Assessment completed by Tacoma Engineers in April 2024 (APPENDIX A).

The 2024 HIA Addendum included an options analysis that ranked complete disassembly and reassembly of the Sargeant Farmhouse on a new lot within the proposed subdivision as the preferred option from a cultural heritage perspective. However, the 2024 HIA Addendum noted that the feasibility of this option was dependent on the viability of the bricks for reuse and as such determined that if it can be demonstrated by a structural engineer that an insufficient amount of brick is salvageable for reuse, then the next preferred option would be:

- Disassembly of the Sargent Farmhouse and recreation of the front façade and west façade using salvaged brick as a cladding on a new larger dwelling on Lot 8

The 2024 HIA Addendum also included short-term, mid-term, and long-term conservation actions including the completion of a DSP (WSP 2024). Following review of the HIA Addendum, the Brampton Heritage Board recommended that a DSP be prepared as a condition for Draft Plan Approval and prior to the issuance of the demolition permit.

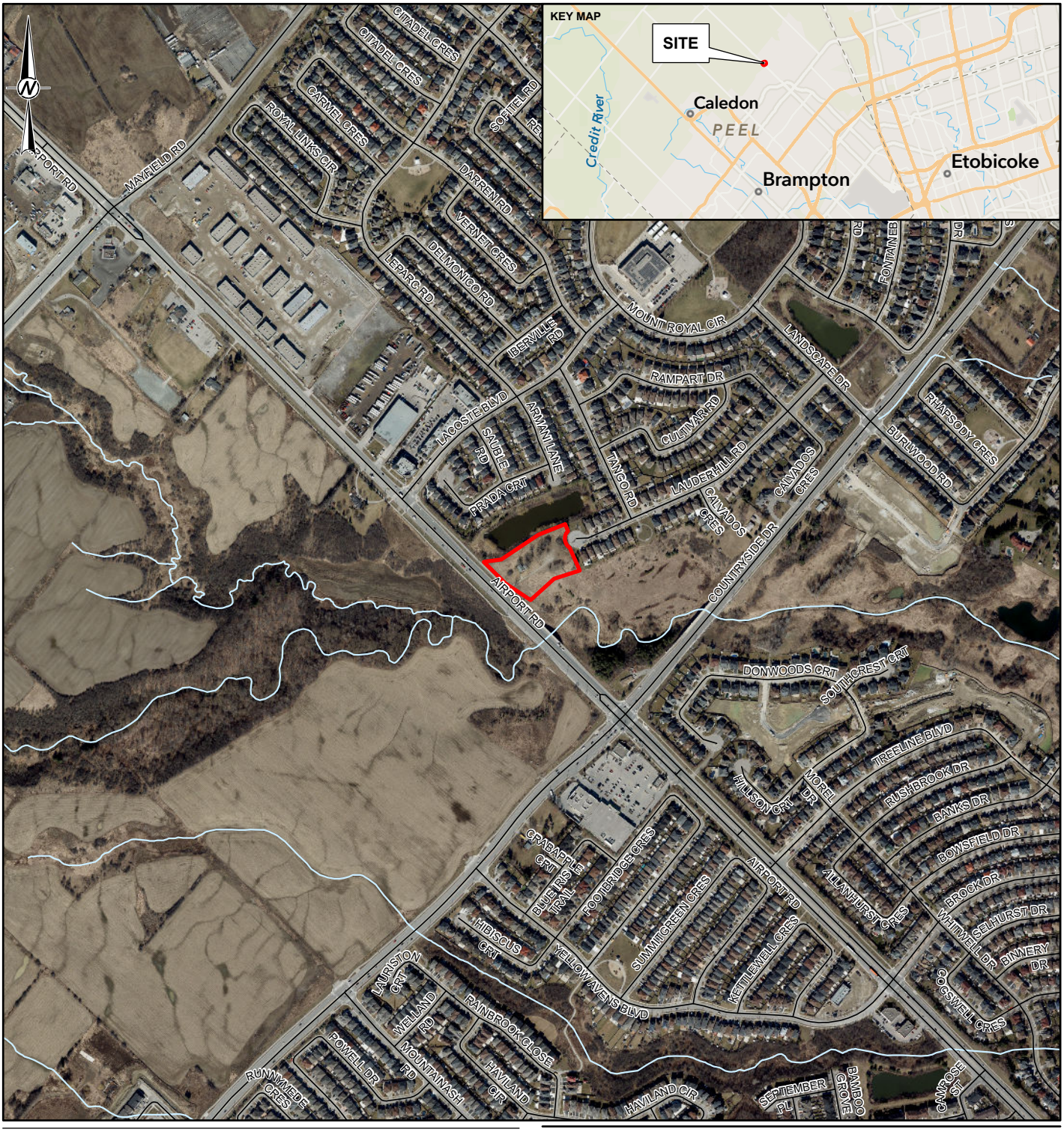
The preparation of this DSP was guided by the City's Official Plan, known as the *Brampton Plan* (City of Brampton 2023), a scoped version of the City's *Documentation and Salvage Plan Terms of Reference* (City of Brampton n.d.), and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010).

1.1 Scope

A field review was conducted as part of the DSP on December 19, 2024, by Kanika Kaushal, Senior Cultural Heritage Specialist with WSP.

The DSP follows guidance set out in a scoped version of the City's *Documentation and Salvage Plan Terms of Reference* as provided by Heritage Planner Tom Tran on 04 October 2024 and provides:

- A brief summary of why the resource cannot be conserved
- A general description of the history of the property, as well as a detailed historical summary of property ownership and building development from the HIA addendum completed in 2024 (Section 4)
- A detailed description of the property drawn from the HIA revised in July 2024 including building elevations, representative photographs of the exterior of the farmhouse, character-defining architectural elements on the exterior and interior of the farmhouse. Updated descriptions of existing conditions as appropriate after the site visit. (Section 5)
- Measured, to scale elevation drawings and floor plans and historic photographs or plans if available (Section 5.3)
- Identification of salvageable material, a salvage plan and salvaged materials use plan. The salvage plan includes identification of salvageable material, identification of the firm undertaking the salvage work, planned means of salvage, and where and how long materials to be stored. (Section 6).



LEGEND

- STUDY AREA
- ROADWAY
- WATERCOURSE

0 100 200 400

1:10,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. BASE MAP: PROVINCE OF ONTARIO, ESRI CANADA, ESRI, TOMTOM, GARMIN, SAFEGRAPH, FAO, METI/NASA, USGS, EPA, NPS, NRCAN, PARKS CANADA
3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT
OPAL VALLEY DEVELOPMENTS INC.

PROJECT
DOCUMENTATION AND SALVAGE PLAN
1185 AIRPORT ROAD, CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL

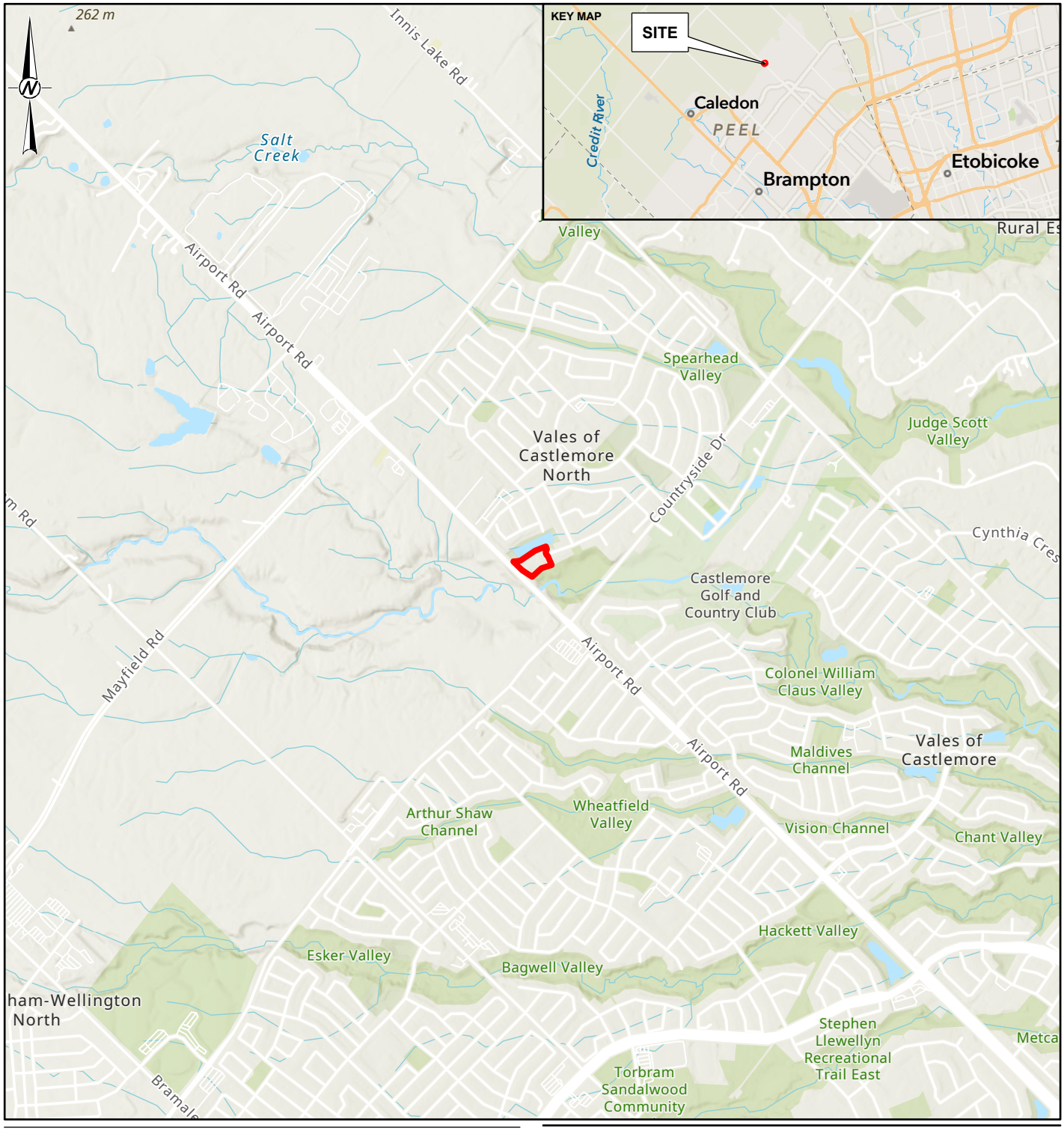
TITLE
PROJECT LOCATION

CONSULTANT

wsp

YYYY-MM-DD	2025-04-11
DESIGNED	----
PREPARED	BR
REVIEWED	AM
APPROVED	HS

PROJECT NO.	CONTROL	REV.	FIGURE
CA0033249.8836	0001	0	1



LEGEND

STUDY AREA

0 250 500 1,000

1:25,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. BASE MAP: ESRI, NASA, NGA, USGS, FEMA, PROVINCE OF ONTARIO, YORK REGION, ESRI CANADA, ESRI, TOMTOM, GARMIN, SAFEGRAPH, GEOTECHNOLOGIES, INC, METI/NASA, USGS, EPA, NPS, US CENSUS BUREAU, USDA, NRCAN, PARKS CANADA, PROVINCE OF ONTARIO, ESRI CANADA, ESRI, TOMTOM, GARMIN, SAFEGRAPH, FAO, METI/NASA, USGS, EPA, NPS, NRCAN, PARKS CANADA
3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT

OPAL VALLEY DEVELOPMENTS INC.

PROJECT

DOCUMENTATION AND SALVAGE PLAN
1185 AIRPORT ROAD, CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL

TITLE

LOCATION OF STUDY AREA IN THE CITY OF BRAMPTON, ONTARIO

CONSULTANT

wsp

YYYY-MM-DD	2025-04-11
DESIGNED	----
PREPARED	BR
REVIEWED	AM
APPROVED	HS

PROJECT NO.	CONTROL	REV.	FIGURE
CA0033249.8836	0001	0	2

2 CONTEXT AND METHODOLOGY

2.1 Regulatory Requirements

The requirements to consider cultural heritage under the *Planning Act* process is found in the *Provincial Planning Statement* 2024 (PPS 2024) (Government of Ontario 2024) and the OHA, R.S.O. 1990, c. O.18 (Government of Ontario 1990).

2.1.1 Provincial Planning Statement

The *Planning Act* describes planning direction in Ontario. In particular, Section 2 of the *Planning Act* identifies that planning authorities at the municipality should have regard to matters of provincial interest, including the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

Similarly, the PPS 2024 prioritizes the long-term conservation of the Province's cultural heritage resources, including built heritage resources, cultural heritage landscapes, and archaeological as they provide environmental, economic and social benefits (Government of Ontario 2024). It is in the provincial interest to protect and utilize these resources effectively over a long term. Section 6.2 states:

1) A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:

3) Managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;

Section 4.6 also details the conservation of cultural heritage and archaeology through the following five policies:

1) Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2) Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

3) Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4) Planning authorities are encouraged to develop and implement:

    1) archaeological management plans for conserving archaeological resources; and

    2) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

5) Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

2.1.2 Region of Peel

As per Ontario Bill 23 (*More Homes Built Faster Act, 2022)* and Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*), the *Region of Peel Official Plan* (RPOP), as of July 1, 2024, was be deemed to constitute an official plan of Peel's lower-tier municipalities such as the City of Brampton (Region of Peel, 2022:111-112).

The RPOP was adopted by Region Council on April 28, 2022. The RPOP provides a long-term policy framework for decision making. Section 3.6 outlines policies concerning cultural heritage resources, relevant policies are included below:

3.6.2 To encourage stewardship of Peel's built heritage resources and cultural heritage landscapes and promote well-designed built form to support a sense of place, help define community character and contribute to Peel's environmental sustainability goals.

3.6.11 Direct the local municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.1.3 City of Brampton

2.1.3.1 Brampton Plan

The City's Official Plan, known as the *Brampton Plan*, contains comprehensive cultural heritage resources policies and takes a holistic approach toward cultural heritage planning and implementation. (Brampton 2023).

Section 3.6.3 of the Official Plan is entitled "Cultural Heritage" and outlined policies for the City's built heritage resource management strategy. Policies pertaining specifically to DSP that may be part of a development application to alter a listed or designated property:

3.6.3.27 As part of a development application or an application to alter a property, a number of documents may be requested in support of that application, to be completed in accordance with the City's applicable terms of reference. These documents include:

- A Cultural Heritage Evaluation Report (CHER);
- A Heritage Impact Assessment (HIA);
- A Heritage Conservation Plan (HCP);
- A Heritage Building Protection Plan (HBPP);
- A Heritage Documentation & Salvage Plan (DSP); and,
- A Heritage Commemoration Plan (HCOMP).

3.6.3.28 A given Terms of Reference may be scoped by the City based on the specific circumstances and characteristics that apply to a heritage resource. Direct consultation with City Heritage Staff will be required to determine where scoped studies/reports may be appropriate

- A Heritage Documentation and Salvage Plan (DSP) is a document that can arise from the recommendations contained within a Heritage Impact Assessment. The purpose of the Plan is to record and document heritage resources that cannot be conserved, and to identify materials that should be considered for salvage and reuse. It must be noted that the Documentation prior to demolition and removal is always understood to be a mitigation strategy of last resort. While it does provide a clear, detailed record of a property and the structure(s) that was once present, it does not allow for the public to see and interact with the resource in its context. That said, documentation, when combined with a meaningful and focused approach to salvage and reuse of architectural elements can bring benefits to other conservation/restoration projects. When combined with a thoughtful and accessible commemoration plan, the Heritage Documentation

and Salvage Report can be a highly valuable vehicle for sharing information about historic construction materials and practices based on direct recording of a specific resource. 3.6.3.43 The submission of a Heritage Documentation and Salvage Plan will be required prior to the issuance of any demolition or building permits where a built heritage resource cannot be retained or relocated and is proposed to be demolished as per the associated Heritage Impact Assessment.

3.6.3.43 The submission of a Heritage Documentation and Salvage Plan will be required prior to the issuance of any demolition or building permits where a built heritage resource cannot be retained or relocated and is proposed to be demolished as per the associated Heritage Impact Assessment.

2.1.3.2 Secondary Plan Area 49 (Vales of Castlemore North)

The Secondary Plan Area 49 (Vales of Vales of Castlemore North) was developed in 2019 to provide policy guidelines for the development of approximately 189 ha in Northeast Brampton and is generally bound by Mayfield Road (the Brampton/Caledon municipal boundary) to the north, Countryside Drive to the south, the Salt Creek Valley to the east, and a valley west of Airport Road. The Vales of Castlemore North Secondary Plan proposes residential land uses throughout most of the Secondary Plan Area, with an emphasis on upscale executive housing in the eastern and southeastern areas closest to Countryside Drive and Goreway Drive (City of Brampton 2019). The lands located at the intersection of Airport Road and Mayfield Road and extending south along the Airport Road Corridor are proposed to be developed for an appropriate mix of commercial, employment, limited residential and institutional uses to serve the area residents and businesses in addition to serving passing vehicular traffic (City of Brampton 2019).

Development guidelines are provided in Section 6.1 in relation to cultural heritage, and are summarized here:

- Section 6.1.1, Heritage resource management activities within the Vales of Castlemore North Secondary Plan Area shall be undertaken in accordance with the relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural or archaeological value, significance or interest.
- Section 6.1.2, Proponents of development are encouraged to retain and conserve buildings of architectural or historical merit on their original site, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- Section 6.1.3, Appendix C to this Plan identifies those heritage resources identified as “Recommended for Designation under the Ontario Heritage Act” by the Cultural Heritage Analysis Study completed by Archaeological Services Inc. for the Secondary Plan. These structures are considered to be of architectural and historic merit and recommended to be retained and conserved on their original sites.
- Section 6.1.4, Where a development proposal will impact a heritage resource identified on Appendix C, the City shall require the preparation of a Heritage Resource Impact Assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on the identified heritage resources, including alternative development in order to retain the structure on site.

2.1.4 Guidance documents

The City has developed the *Documentation and Salvage Plan Terms of Reference* (Terms of Reference) as a two-part study to record cultural heritage sources or parts of heritage resources that are not able to be conserved

and would be lost. The Terms of Reference state that the documentation of a cultural heritage resource is required for the following:

- any property that is subject to planning applications where cultural heritage value or interest has bee identified for a property subject to the application
- any property that is subject to Heritage Impact Assessment (HIA) Process, and completion of DSP is result of recommendations made in HIA

DSPs must include executive summary; background; introduction and description of proposed development; cultural heritage value or interest; historical summary, documentation of existing conditions, salvage plan, and conclusion, This DSP was organized to comply with the requirements of the *Brampton Documentation and Salvage Plan: Terms of Reference*.

- A summary of why the resource cannot be conserved
- A general description of the history of the property, as well as a detailed historical summary of property ownership and building development from the HIA addendum completed in 2024 (Section 4)
- A detailed description of the property drawn from the HIA (2021), representative photographs of the exterior of the farmhouse, character-defining architectural elements on the exterior of the farmhouse. Updated descriptions of existing conditions as appropriate after the site visit. (Section 5)
- Measured, to scale elevation drawings and floor plans and historic photographs or plans as available (Section 5.3)
- Identification of salvageable material, a salvage plan and salvaged materials use plan. The salvage plan includes identification of salvageable material, identification of the firm undertaking the salvage work, planned means of salvage, and where and how long materials to be stored. (Section 6)

The chosen contractor should propose specifications with instructions for the labelling, storage and reassembly of material in accordance with guidance taken from the Standards and Guidelines for the Conservation of Historic Places in Canada, Section 4: Guidelines for Materials.

- A requirement for expertise in cultural heritage resource removal; and
- The ultimate destination of salvaged materials.

3 STATEMENT OF CULTURAL HERITAGE VALUE

The following Statement of Cultural Heritage Value or Interest (SCHVI) (Section 3.1) and list of heritage attributes (3.2) has been reproduced from the HIA for 11185 Airport Road (WSP 2024).

3.1 Statement of Cultural Heritage Value or interest

The property has cultural heritage value or interest for its design or physical value, its historical or associative value, and for its contextual value. The property's design or physical value is linked to its storey-and-a-half farmhouse, known locally as the Sargent Farmhouse. Built after 1861 but before 1877, the Sargent Farmhouse was built on a fieldstone foundation in red brick with buff brick detailing and decoration, including quoins, gauged or rubbed brick voussoirs, a frieze of circular forms, and diamond patterns below the gables. It has a T-shaped plan with a rectangular main block and rear wing off the east end wall. The main block has asymmetrical fenestration with a slightly off-centre recessed main entrance with a moulded architrave, sidelights, fanlight, Doric pilasters, and entablature marked by two large six-by-six flat windows on either side. It has a gable roof with return eaves and a single chimney on its south end wall. Its double-wythe masonry on the principal façade is entirely in stretcher bond and the other walls are one-in-five American or common bond. Like the main block, it has asymmetrical fenestration with an open verandah along the length its south façade. The Sargent Farmhouse has a good level of heritage integrity as a representative example of a late 19th century Neoclassical rural farmhouse executed with a high degree of craftsmanship in its detail and overall composition.

The property's historical or associative value lies in its direct association with William Sargent, who was not only successful in the mixed farming that was central to the area's economy during the 19th century, but also played a leading role in the community's social development as the warden for Tullamore's St. Mary's Church. William inherited the farm from his father Benjamin Sargent, an early 19th century settler of Toronto Gore township, and the Sargent family were recognized as a pioneering family of the area.

For its extensive decoration and location at the crest of the valley land and in proximity to Airport Road, the Sargent Farmhouse has contextual value as a local landmark.

3.2 List of Heritage Attributes

The heritage attributes demonstrating the property's cultural heritage value or interest are its:

Sargent Farmhouse in Neoclassical style with:

- Load-bearing double wythe brick masonry on a fieldstone foundation built in stretcher course on the principal façade and the other walls are one-in-five American or common bond
- Side gable main block with asymmetrical fenestration with a recessed main entrance with moulded architrave, sidelights, fanlight, Doric pilasters, and entablature marked by six-over-six windows with buff brick voussoirs and quoins on either side
- Buff brick architectural detailing, including quoins, gauged or rubbed brick voussoirs, a frieze with circular forms below the eaves, and a diamond pattern below the gables
- Projecting eaves and verges with plain soffit, fascia, and frieze with return eaves on the gable ends, and a single-stack brick chimney (south end wall)

- Rear wing extending from the east wall of the main block with asymmetrical fenestration, open verandah along south façade, one-in-five American or common bond masonry on all walls, and gable roof with plain soffit, fascia, and frieze

4 HISTORICAL SUMMARY

This section provides an overview of the property's history, reproduced from a previous reporting (HIA, 2024). The report refers to the property's historical significance, highlighting key events and developments over the years. It provides detailed accounts of the indigenous regional history, the history of Toronto Gore Township, and the specific property history. Additionally, it includes an overview of the structural history, identifying two development phases based on the property's structural evidence.

The earliest evidence of human activity in the Great Lakes area can be traced back approximately 11,000 years. These first arrivals, known as Paleo People, moved into Ontario as the last of the glaciers retreated northward (10,950 to 9,950 B.P.). The limited available evidence suggests that Paleo People were highly mobile hunters and gatherers relying on migratory caribou, small game, fish and wild plants found in the sub-arctic environment. Their sites have been located along the former shores of glacial lakes such as Lake Algonquin and along the north shore of present-day Lake Ontario. The end of the Paleo Period was heralded by numerous technological and cultural innovations that appeared throughout the subsequent Archaic Period. These innovations may be best explained in relation to the dynamic nature of the post-glacial environment and region-wide population increases.

During the succeeding Archaic Period (9,950 to 2,900 B.P.), the environment of southern Ontario became more temperate, yielding larger areas suitable for human inhabitation. Archaic groups were also hunter-gatherers, yet their tool kit was more varied, reflecting a greater reliance on local food resources instead of high mobility. In the Middle to Late Archaic Periods, extensive trade networks developed and included copper from the north shore of Lake Superior among other exotic items.

The Woodland Period (2,900 to 350 B.P.) is distinguished by the introduction of ceramics into southern Ontario. Extensive trade networks continued through the early part of this period and Early Woodland populations in Ontario appear to have been heavily influenced by groups to the south, particularly the Adena people of the Ohio Valley. The Late Woodland Period is widely accepted as the beginning of agricultural life ways in south-central Ontario. Researchers have suggested that a warming trend during this time may have encouraged the spread of maize into southern Ontario, providing a greater number of frost-free days (Stothers and Yarnell 1977). The first agricultural villages in southern Ontario date to the 10th century C.E. and, unlike the riverine base camps of previous periods, were located upland on well-drained sandy soils.

The property is located within part of the Mississauga Tract which was ceded to the British by the Mississaugas on the 28th of October 1818, under Treaty 19, for £522 and 10 shillings annually. Treaty 19 was the “Second Purchase” involving the Tract of which the “First Purchase” or “Mississauga Purchase” of 1805 allowed the British Crown to acquire over 74,000 acres of land in southern Peel County. Treaty 19 transferred an additional 648,000 acres of the Tract to the British who in 1819 surveyed the area and divided it into the townships of Toronto, Chinguacousy, Caledon, Albion and Toronto Gore (PAMA 2014).

4.1.1 Toronto Gore Township

The property is within the former Toronto Gore Township of Peel County, originally between the Townships of Chinguacousy, Toronto, Vaughan and Etobicoke. Active settlement of the area by emigrants commenced prior to the Crown Survey of Toronto Gore Township in 1819 (Tavender 1984:8). One of the earliest settler families to the township were the McVeans, Scottish immigrants who arrived in New York in 1817 and proceeded to Glengarry in Upper Canada a year later. In 1819, Alexander McVean, his wife, four sons and daughter arrived in York County with a grant for six hundred acres in the northern portion of Toronto Gore Township. Following the township’s separation from Chinguacousy Township in 1831, McVean erected a grist mill on Lot 5, Concession 8, using trees

sawn at his son John's sawmill (Tavender 1984:11). The following year, Simon Grant and his family settled on Lot 15, Concession 9 and established an inn. Other pioneer families began to settle in the area including the Grahams, Bells, Lawrences, Bowmans and Dobsons (Walker and Miles 1877:63).

By 1840, most of the lots in the township had been sold and the population continued to rise; the 1841 census enumerated 1145 settlers, and the 1851 census recorded 1820 inhabitants (Tavender 1984:8; Smith *et al.* 1977:28). In 1835, a trimmed log structure served as the first Protestant school in Toronto Gore Township (Tavender 1984:8) but by 1849, the number of pupils had outgrown the original schoolhouse, and they moved into new frame building. This was replaced by a brick schoolhouse in 1890 (Tavender 1984:15).

Wheat farming brought enough prosperity in the mid-1800s for many Peel County farmers to build larger farmhouses. These were often made of red brick with buff brick detailing and became an architectural characteristic of the area (Town of Caledon 2003). After the Reciprocity Treaty with the United States between 1854 and 1865 and arrival of the Grand Trunk Railway (1858) and later Credit Valley Railway (Pope 1877), farmers diversified their crops beyond wheat and increase their livestock herds (Town of Caledon 2003).

4.1.2 Property History

The property was originally within Lot 16, Concession 7 Northeastern Division of Toronto Gore Township. The 1837 *The City of Toronto and the Home District Commercial Directory and Register* by George Walton indicates that the property was initially occupied by both Michael Dixon and Nathanial Reed (the exact portions/ halves of the lot are not specified). Just under a decade later, the 1846 *Toronto City and the Home District Directory* by George Brown lists Patrick Brophey, Samuel Hamilton, Benjamin Sergent and once again Nathanial Reid [sic] as the occupants of the lot. In 1849 that Benjamin Sargeant [sic] received a Crown patent for all 100 acres of the west half (Dilse *et al.* 2008) and by the time of the 1850 *City of Toronto and County of York Directory* by Henry Roswell, only Nathanial Reid and William Serjeant [sic], presumed son of Benjamin Sergent, are included as residents of Lot 16 (west or east halves).

William Sargent's occupation of the property is corroborated by the 1859 *Tremaine's Map of the County of Peel* by George R. Tremaine, which labels William Sargent [sic] as the owner of the west half of Lot 16, Concession 7 Northeastern Division (APPENDIX B). This map also depicts a tributary of the West Humber River as traversing through the southwest corner of Lot 16, similar to its present-day alignment. To the north, the village of Tullamore is shown at the present-day crossroads of Airport Road and Mayfield Road. No structures are illustrated within the property on the 1859 map, although only the buildings of subscribers to Tremaine's maps were usually included.

The 1851 Census of Canada West lists William Sargent as a 41-year-old Irish farmer and member of the Church of England residing in Toronto Gore Township with his 26-year-old wife Fanny Ray, three children ages 1 to 4, and his 68-year-old father Benjamin Sargent. By the time of the 1861 Census, William's family grew by four more children (ages 2 to 7), and he was recorded as residing in a one-storey log house; the same year the census recorded the death of his father at age 75 due to "decay of nature" (natural causes). The Agricultural Census for 1861 stated that William Sargeant [sic] cultivated 70 acres, of which 50 acres were cropland, 19 acres were pasture, one acre was orchard and 39 (error, previously written as 29) acres were wooded. The cash value of the farm in 1861 was recorded at $6,400.00 while the farm machinery was valued at $120.00. The census stated that the yield for the Sargent farm included 100 bushels of fall wheat, 200 bushels of spring wheat, 200 bushels of peas, 150 bushels of oats, 150 bushels of potatoes, five bushels of carrots and 12 bundles of hay.

In the 1866 *General Directory for the City of Toronto and Gazetteer of the Counties of York and Peel* by Mitchell & Co., William Sargent is listing as freeholder (rather than householder or tenant) of the property. By 1870, the

Abstract Index Books for Peel County (LRO 43) lists William Cawthra releasing a one-acre part to William Sargent. Also in 1870, Sargent and his wife transferred, via Bargain and Sale, the one-acre part to the “School Trustees” for a $160.00 consideration. As the property is located within the west half of Lot 16, only the Sargent family’s portion of the lot was examined in the subsequent historical records for the late 19th and early 20th centuries.

The 1874 *Directory of the County of Peel* by John Lynch did not include a listing for the property, but the earlier 1871 Census suggested that William and Fanny Sargent were still residing in the Township and had nine children, ages 7 to 22. Four of the Sargent children would leave the household as they were not included in the 1881 Census. Sargent served as warden for Tullamore’s St. Mary’s Church (Dilse et al. 2008) which is no longer extant.

Sargent’s occupation of the property is confirmed by the 1877 *Illustrated Historical Atlas of the County of Peel* by J.H. Pope which labels William Sargent as the owner for the west half of Lot 16 as well as a southwest portion of the adjacent Lot 17 (APPENDIX B). The 1877 map also illustrates a structure on the south bank of the tributary of the West Humber River and this may be related to the one-acre part sold to the School Trustees by Sargent. On the north side of the tributary, a structure and small orchard are depicted in approximately the same location as the house that stands on the property today.

William’s grave marker at the nearby St. Mary’s Anglican Cemetery (Lot 17, Concession 6 East of Centre Road, Chinguacousy Township) indicates that he died in 1886. The Abstract indicates that William transferred all 100 acres of the west half of Lot 16 to “Frances Sargent et al.” (his wife and presumably his children). The 1891 Census did not include any information on the Sargent family in Peel County, however, the 1901 Census did include Frances Sargent as a 73-year-old widow and “Sewing] …]” residing in the Town of Brampton. “Frances Wray” died in 1904 and is buried with her husband William at St. Mary’s Anglican. In 1908, four years after Frances’ passing, her executors sold the west half of Lot 16, Concession 7 to Edward Carberry for $4,300.00 (amount may contain additional chattel included in estate). The Carberrys were another early pioneering family to the township and were neighbours of the Sargents since the late 19th century as indicated by their residence in the southeastern quarter of Lot 16 in the 1877 map (APPENDIX B). The 1911 Census provides information for a number of individuals with the surname Carberry residing in Brampton, however, Edward Carberry is not listed.

The 1914 and 1919 versions of the Topographic Map Ontario – Bolton Sheet by the former Department of Militia of Defence indicate that the structure on Edward Carberry’s property, which is situated in the approximate location of the present-day residence, had been built in masonry (). The maps further denote the structure south of the tributary on the lot as a brick schoolhouse. The 1926 to 1940 versions of the Bolton Sheet (now published by the Department of National Defence) also show the Carberry structure but its building material is no longer specified. A 1954 aerial photograph shows the house and outbuildings on the property in the same layout as today. (APPENDIX B)

The Carberry family appears to have maintained ownership of the property throughout the remainder of the 20th century and into the 21st century, parceling out parts of Lot 16 as the surrounding residential and urban development encroached and replaced the former rural agricultural landscape. Notable transactions in the Abstract Index Books include Edward Carberry’s 1935 annuity deed to his son Edward S. Carberry for all 100 acres as well as the County of Peel’s 1960 expropriation of 0.95 acres of Edward S. Carberry’s property.

In 2001, subdivisions were constructed to the north and east of the property. In 2007 the barn on the property was dismantled (Dilse et al. 2008), and the Carberry family owned the property until 2019 when it was transferred to Massi Homes Inc.

Table 1: Ownership Transfer History of 11185 Airport Road

Instrument	Date	Grantor	Grantee	Description
Patent	May 16, 1849	Crown	Benjamin Sergeant	100 acres
Indenture	December 9, 1853	Benjamin Sergeant	William Sergeant	All
Will	Registered September 25, 1886	William Sargent	Frances Sargent et al	100 acres, West half
Bargain & Sale	March 17, 1908	Ann J, Gray et al, executors of Frances Sargent Estate	Edward Carberry	100 acres, West half
Grant	September 24 1964	Edward S. Carberry	Clare E. Carberry	West half, with exceptions

4.1.3 Summary of Key Findings

- The Sargent family occupied the property from c. 1846 to 1904
  - The 1861 Census indicates that William Sargent and family were residing in a one-storey log house in Toronto Gore Township
  - The 1877 map portrayed a farmstead and possible orchard on William Sargent's property of which the farmhouse is situated in the approximate location of the present-day residence
- The Carberry family occupied the property 1908 to 2019
  - Edward Carberry purchased the property in 1908 for $4,300
  - The 1914 to 1919 topographic map suggests a brick structure in the approximate location of the present-day residence
  - The 1926 to 1940 topographical map suggests a structure in the approximate location of the present-day residence
  - 1954 aerial photograph depicts the farmhouse and outbuildings
  - The barn on the property was dismantled in 2007, and reconstructed in Wellington County

4.2 Structural History and Analysis

Two development phases could be identified from the property's structural evidence. Each phase is described below with an architectural analysis of the fabric representing each phase. This section has been reproduced from the 2024 HIA for 11185 Airport Road (WSP 2024).to understand how past construction activities have altered and shaped the property as it stands today.

4.2.1 Phase 1: Sargent Family, 1846 to 1904

This phase represents the construction of the Sargent Farmhouse, including the later rear wing.

The Sargent Farmhouse is constructed in the Neoclassical architectural style, dated in Ontario to between 1800 and 1860 (Blumenson 1990). The style is characterized by a more refined and lighter version of Classical architecture. Stylized Classical elements, such as columns, pilasters and moulding are thin in proportion, appearing elongated or attenuated, and the spacing between columns is often not in strict accordance with academic prototypes (Blumenson 1990:13). Facades are highlighted with arcades, monumental pilaster strips, decorative friezes, large windows, fanlights, stringcourses, antique orders, pilaster orders, and wide entrances

(Blumenson 1990). These characteristics are seen on the west, front façade of the Sargent Farmhouse, specifically its main entrance doorway which is slightly off-centre and marked by sidelights, a fanlight, pilasters, and an entablature.

The rear wing also features Neoclassical elements in its return gable and east entrance trim; however, given the difference in brick and slight misalignment of its coursing from the main block, it is a later construction.

The main block is known to have been constructed after 1861, as the Census for that year states that William Sargent and his family were living not in a brick building like the one that stands today but a one-storey log house. However, the main block can be confirmed to be older than 1877, when the historical atlas illustrates structure in the approximate location of the Sargent Farmhouse. Furthermore, the 1914 topographic map depicts a brick structure in the location of the Sargent Farmhouse.

Dimensional lumber like the material used in the floor joists had been widely available since the late 19th century but was most often left in the rough with clear evidence of the vertical or circular saw marks used in its milling. Planing too had become more widely used in the late 19th century though was primarily used for doors and mouldings, and it was not until the 1920s that lumber sizes were standardized, which required planing to meet these requirements (Gottfried 1995; US Department of Agriculture 1964:6).

Based on this information, the main block of the Sargent Farmhouse was likely constructed between 1861 and 1877, and the rear wing added some time after the main block construction period (c. 1861-1877) and before 1904.

4.2.2 Phase 2: Carberry Family, 1904 to c. 2019

This phase includes construction of the driveshed, metal grain bin, and removal of outbuildings.

Determining the date of construction for the driveshed is difficult. The driveshed features drop tie-beams, which are tie-beams that are mortised into the posts below the plates, and these have been documented in Pennsylvania barns dating to after 1870-80 (Huber 2017:162). Another post-1880 construction feature are the dimensional cut rafters. The lack of redundant mortices in all visible hand-hewn components indicates the driveshed was likely not composed of salvaged material, such as an earlier 19th century outbuilding. It is probable based on the combination of original hand-hewn components and dimensional cut rafters that the driveshed was originally from the Carberry's 50-acre property in the southeastern quarter of Lot 16 and it was reconstructed with dimensional cut rafters following the 1904 purchase of the property (west half of Lot 16).

The only solid date for the driveshed is that it is pre-1954, when it appears on the aerial imagery from that year; however, it is most likely to have been erected on the property between 1904 and 1919, when the Carberry family sold the 50-acre property. The driveshed is not depicted on the historical atlases or topographic series, although this is not unusual since outbuildings were frequently omitted in these maps.

The metal grain bin was erected on the property in 1972; this date is painted on the interior of the structure. A gable-roofed barn and a shed, assumed to have been constructed during the Carberry occupation, were removed by 2007. The driveshed, and metal grain bin no longer exist on the property.

5 DOCUMENTATION OF THE PROPERTY

A site visit was conducted on December 19, 2024, by Kanika Kaushal, Senior Cultural Heritage Specialist with WSP, and access to the exterior and interior of the structure at 11185 Airport Road was provided.

5.1 Location Context

The property located at 11185 Airport Road is composed of a trapezoidal plot of land approximately 0.66 ha large and contains a farmhouse, driveshed, driveway, lawn and treelines. The farmhouse is a Neoclassical, one-and-a-half storey, single-detached building with T-shaped plan built in load-bearing brick masonry. The rear wing was likely added in late 19th century. The wood driveshed and grain bin, likely added in 20th century, no longer exist.

The property fronts Airport Road along on its western boundary and is situated approximately 315 metres (m) north of Countryside Road and 950 m south of Mayfield Road (Figure 3). Airport Road is a four-lane road (two lanes in each direction) with a wide median and boulevards with sidewalks on either side. The road was widened and improved between 2006 and 2007, maintaining the alignment of the original survey. Access to the property is via a straight driveway extending east from Airport Road for approximately 95 m. Views into and from the property are clear and open from the south but hindered by vegetation from the north (Figure 3). The long axis of Sargent Farmhouse is oriented parallel to Airport Road on the crest of a hill overlooking the valley lands of the West Humber River tributary.

Contextually, the property forms part of a varied landscape on the edge of Brampton's urban area. To the north, east, and south, the surroundings are urban with low to medium density residential and commercial developments, while to the west, the landscape is rural agricultural (Plate 1 to Plate 5).

To the immediate north, there is a stormwater management pond associated with the residential development to the north and east. The south of the property features a riverine environment linked to the west branch of the West Humber River. The topography is generally flat at approximately 226 meters above sea level, rising gradually to the northwest. Within the property, the ground slopes toward the valley to the south (Figure 3).

The property is primarily covered with deciduous trees, though none are mature. Most trees are located north of the Sargent Farmhouse, with additional stands to the east and south. An unnamed water feature near to the property, passes under Airport Road south of the Sargent Farmhouse via a concrete bridge (Plate 2).

For the purpose of this report, and unless otherwise stated, all measurements will be provided in inches and in a width by height format.

Plate 1: View facing north from Airport Road showing residential development to the north of the property

Plate 2: View facing northeast from Airport Road showing the property to the north and residential development to its immediate east

Plate 3: View facing south from Airport Road showing commercial development to the south of the property

Plate 4: View facing east from Airport Road of the property's driveway, front lawn, and farmhouse

5.2 Built Environment

The built environment includes the Sargent Farmhouse, and rear wing. The section below includes photo documentation of the Sargent farmhouse's all exterior elevations. Annotated drawings of building elevations are presented in Figure 4 to Figure 7 and floor plans are presented in Figure 8 to Figure 10.

5.2.1 Sargent Farmhouse (Main Block)

5.2.1.1 Exterior

The west elevation (front façade) of the Sargent Farmhouse features slightly off-centred main entrance to the right with six-over-six, single hung windows on either side (Plate 8). Each window has a two-over-two storm and a plain lug sill. The first-level window openings are flat with wide voussoirs and quoins formed in buff brick (Plate 8). Buff brick quoining at corners and a buff brick decorative band are visible below the eaves. The main entrance contains a five-panel door, with a wood screen door and narrow wood strip landing. It is marked by side lights, a flat transom, and moulded trim within the structural opening. Doric capital pilasters support a two-part (cornice and frieze) entablature (Plate 9). The entrance is also painted in traditional colors of dark green and white.

The north elevation features window openings that are six-over-six, single-hung, except for one on the first level, and second level (Plate 8). The first-level window openings are flat arch with plain trim, wide buff brick voussoirs, and stone lug sills, while the second-level openings have plain trim, flat arch buff brick headers, and plain lug sills (Plate 8). Buff brick decorative diamonds are located below the gable (Plate 9). A second chimney, now removed, was located to the side left center (north end wall). Buff brick quoins are located on either corner of the walls (Plate 16).

The south elevation has a flat arch opening on the first level with a one-over-one, single-hung window (an alteration of the original sash) and a stone lintel and lug sill (covered in aluminum). The second level has two flat window openings with six-over-six, single-hung windows with flat arch headers formed in buff brick and plain wood lug sills. (Plate 12) Buff brick decorative diamonds are located below the gable. A single-stack brick chimney is set to the side right center (south end wall) (Plate 11).

The east elevation features a window opening with plain trim, a flat arch red brick header, and a plain lug sill fitted with a one-by-one horizontal sliding window. The medium gable roof is covered in asphalt shingle and the projecting eaves and verges have a moulded soffit, plain fascia, and moulded frieze with prefabricated aluminum gutters and rainwater leaders (Plate 15). On the gable ends are eave or cornice returns. A single-stack brick chimney is set to the side right center (south end wall). A second chimney, now removed, was located to the side left center (north end wall).

Plate 5: Front façade (west elevation) of the Sargent Farmhouse (View 1 in Figure 3)

Plate 6: Main entrance of the Sargent Farmhouse (Detail 1.1 in Figure 4)

Plate 7: North elevation of the Sargent Farmhouse (View 2 in Figure 3)

Plate 8: Window at first level, flat arch with plain trim, wide buff brick voussoirs, and stone lug sills, second-level, plain trim, flat arch buff brick headers, and plain lug sills (Detail 1.2 in Figure 5)

Plate 9: Buff brick decorative diamonds located below the gable (Detail 1.3 in Figure 5)

Plate 10: West elevation (left) and south elevation (right) of the Sargent Farmhouse (View 3 in Figure 3)

Plate 11: South elevation of the Sargent Farmhouse (View 4 in Figure 6)

Plate 12: Example of flat arch window openings on the south elevation (Detail 1.4 in Figure 6)

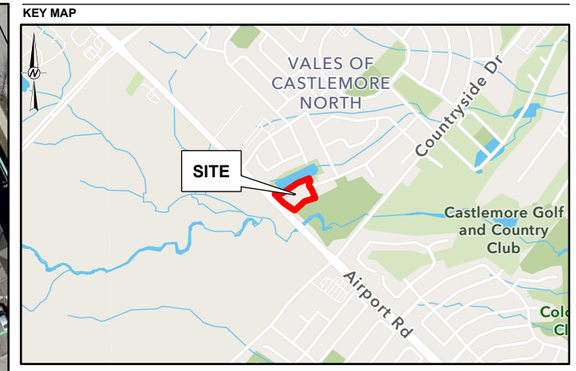
Plate 13: South elevation (right) east elevation (centre) of the Sargent Farmhouse (View 5 in Figure 6)

Plate 14: Medium gable roof, projecting eaves, verges with moulded soffit, plain fascia (Detail 1.5 in Figure 6)

Plate 15: East elevation of the Sargent Farmhouse (View 6 in Figure 3)

Plate 16: Buff brick quoins on north and west elevations (Detail 1.6 in Figure 4)

KEY MAP



SCALE: 1:25,000

LEGEND

- STUDY AREA
- ROADWAY
- WATERCOURSE
- RESIDENCE
- PROPERTY PARCEL

0 10 20 40

1:1,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. BASE MAP: PROVINCE OF ONTARIO, YORK REGION, ESRI CANADA, ESRI, TOMTOM, GARMIN, SAFEGRAPH, GEOTECHNOLOGIES, INC, METI/NASA, USGS, EPA, NPS, US CENSUS BUREAU, USDA, NRCAN, PARKS CANADA

CLIENT

OPAL VALLEY DEVELOPMENTS INC.

PROJECT

DOCUMENTATION AND SALVAGE PLAN
1185 AIRPORT ROAD, CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL

TITLE

EXISTING CONDITIONS

CONSULTANT

wsp

YYYY-MM-DD	2025-04-11
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REVIEWED	AM
APPROVED	HS

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5.2.1.2 Interior

5.2.1.2.1 First Level

The 11185 Airport Road's first level interior is divided into four spaces with a central passage (vestibule), living room, office, dining room, and kitchen. The main entrance opens into a wood strip floored vestibule, providing access to the living room to the north, a small office to the south, and the dining room and stairway to the second level to the east. The vestibule walls are wallpapered (Plate 17).

The living room, accessed via a single-leaf four-panel door from the vestibule, features wallpapers on walls with moulded architraves and high baseboards, and hardwood strip flooring (Plate 18 to Plate 19). A large brick fireplace with Neoclassical trim is on the north wall, along with a window, and another window on the west wall (Plate 20). The trim around the openings is wide and moulded. An opening on the east wall leads to the kitchen (Plate 21).

The kitchen has painted plasterboard walls with thin architraves and baseboards, and vinyl flooring (Plate 22). A small window with plain trim is located on the north wall (Plate 22). North of the kitchen is a doorway to the dining room, a single-leaf doorway to the basement on the west, and another doorway on the east leading to the wing (Plate 23).

The dining room, also wallpapered, features thin plain architraves and high moulded baseboards (Plate 24 to Plate 25). It has a drop ceiling and faux-wood laminate flooring. The west wall has a single-leaf, four-panel door to the office and a five-panel door to the vestibule. A single-leaf four-panel door on the east wall provides access to the rear wing. The south wall has a central window, and to the west of the window was a woodstove, now removed.

The office, south of the vestibule and west of the dining room, is a small room with wallpapered walls, and faux-wood laminate flooring (Plate 26).

Plate 17: Vestibule with living room (left), stairs to second level (centre-left), dining room (centre-right), and office (right), facing west (View A in Figure 8)

Plate 18: Single-leaf four panel door from the vestibule, and wallpapers on walls (View B in Figure 8**)**

Plate 19: Single-leaf four panel door from the vestibule, and hardwood strip flooring (View B in Figure 8)

Plate 20: Living room with fireplace with Neoclassical features, facing north (View C in Figure 8)

Plate 21: Living room with access to kitchen, facing east (View D in Figure 8)

Plate 22: Kitchen, facing north (View E in Figure 8)

Plate 23: Kitchen, facing south (View F in Figure 8)

Plate 24: Dining room, facing south (View G in Figure 8)

Plate 25: Dining room with access to office (west wall, centre) and vestibule (west wall, right), facing west (View H in Figure 8)

Plate 26: Office, facing southwest (View I in Figure 8)

5.2.1.2.2 Second Level

Access to the second level is via a single flight of straight stairs (Plate 27). The stairway from the first level hall opens to landing hall at the second level with two doors on the north and south as well as one on the west (Plate 28 to Plate 29).

On the north wall of the landing is a single-leaf five-panel door that opens to a three-piece bathroom with wallpapered walls, vinyl flooring, built-in cabinets on the east and west walls, and a single-leaf door on the north wall (Plate 30). The door provides access to a small, carpeted room with white painted plasterboard walls, now used as storage room (Plate 31) and the room has a six-over-six single-hung window on its north wall and an opening in the ceiling that provides access to the attic (Plate 32).

Perpendicular to the landing balustrade is a hallway that terminates at a closet at the west end. Flanking the closet at the west end of the second-floor hall are single-leaf doorways for the southwest and northwest bedrooms. Single-leaf doorways open to two bedrooms on the south side of the hallway and one bedroom on the north.

The southeast bedroom has wallpaper, tall plain white painted skirting, carpeted floors and a tall window on the south wall (Plate 33 to Plate 36). Both bedrooms are painted plasterboard. The southwest bedroom has tall plain skirting board while the northwest bedroom has short plain skirting board. On the east wall of the northeast bedroom is a double-leaf door which opens a narrow closet (Plate 37).

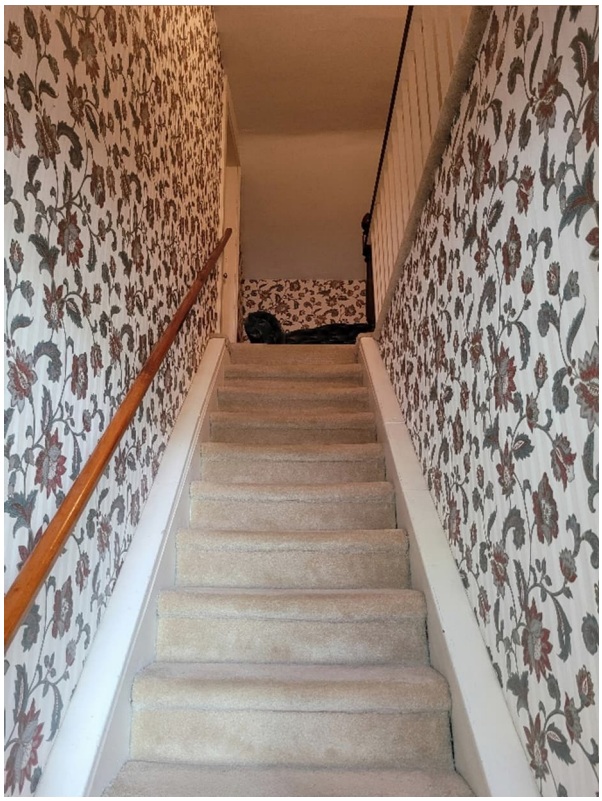

Plate 27: Stairs to second level, facing east (View J in Figure 9)

Plate 28: Second level landing hall, facing east (as shown in Figure 9)

Plate 29: Second level hall, facing west (View K in Figure 9)

Plate 30: Bathroom, facing west (View L in Figure 9)

Plate 31: Entrance to storage room (northeast room), facing north (View M in Figure 9)

Plate 32: Storage room (northeast room), facing northeast (View N in Figure 9)

Plate 33: Bedroom 3 (southeast room), facing south (View O in Figure 9)

Plate 34: Bedroom 3 (southeast room), facing west (View P in Figure 9)

Plate 35: Bedroom 2 (southwest room) facing south (View Q in Figure 9)

Plate 36: Bedroom 2 (southwest room), with chair rail along south and west walls, facing south (View R in Figure 9)

Plate 37: Primary bedroom (northwest room), facing north (View S in Figure 9)

5.2.1.3 Basement

Entrance to the basement beneath the south half of the main block is a single flight of wood straight stairs from a doorway in the kitchen (Plate 38). The basement is unfinished with exposed floor joists and poured concrete floor, which is broken in several areas (Plate 39 to Plate 41). Coursed fieldstone foundation is visible in the interior of the basement with signs of deterioration due to water damage (Plate 42)

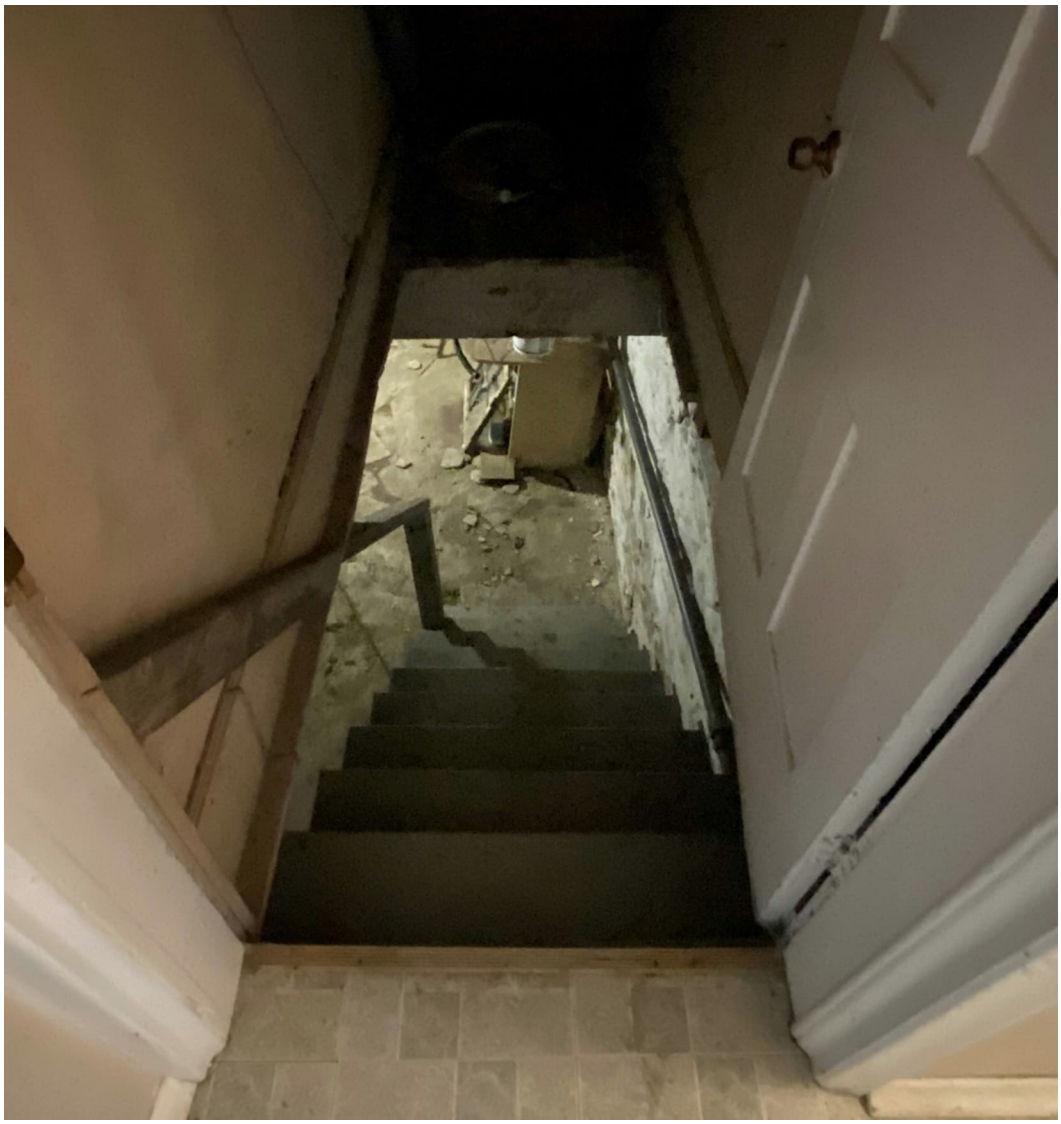

Plate 38: Basement with straight wood stairs, facing east (View U in Figure 10)

Plate 39: Basement, facing north (View V in Figure 10)

Plate 40: Basement, facing south (View W in Figure 10)

Plate 41: Basement with coursed fieldstone foundation, facing west (View X in Figure 10)

Plate 42: Coursed fieldstone foundation, facing west (View Y in *Figure 10*)

5.2.2 Rear Wing

The two-bay one storey rear wing extends from the centre-south of the main block's east elevation (Plate 43). While its foundation appears to be rubble fieldstone, it is shallow as there is no interior basement or crawl space. The load bearing walls are double-wythe red brick laid in one-in-five American or common bond on all walls. Buff brick quoining at the northeast corner continues the pattern seen on the east façade of the main block, but at the southwest corner there is a mix of faded dark red and buff brick quoins.

Over the walls is a medium gable roof with projecting eaves and verge that have a plain soffit, fascia, and frieze with prefabricated aluminium gutters and rainwater leaders. Like the main block, there are eave, or cornice returns on the gable end. A low, shed roof verandah spans the length of the wing on the south elevation. Three turned wood posts support the verandah's roof that slopes continuously from the wing's gable roof are two single-leaf entrances, each with a four-panel wood door with metal screen on the south and east elevations. The south entrance has a wood deck covered by the verandah while the east entrance is at grade with Neoclassical trim (Plate 43).

The interior is divided into two sections. The west half is accessed via the south entrance and contains vinyl flooring, vertical siding walls, a drop ceiling; it provides access into the kitchen and dining room of the main block, as well as the east half of the rear wing (Plate 45). The east half is accessed via a doorway from the west half as well as via the east entrance and has wood strip flooring and white painted walls) (Plate 46). The rear wing was likely used as a summer kitchen.

Plate 43: South elevation of the rear wing with open verandah extending from centre-south of the main block's east façade (View a in Figure 8)

Plate 44: Buff brick quoins at the corner of east façade with a mix of faded red shade (as shown in *Figure 7*)

Plate 45: West half of the rear wing, facing north (View b in *Figure 8*)

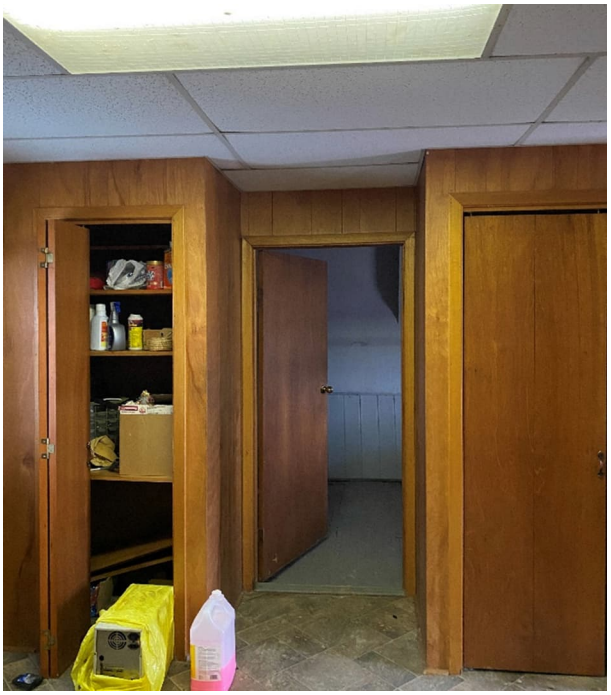

Plate 46: East half of the rear wing, facing south (View c in *Figure 8*)

5.3 Measured Drawings

This section provides photo location reference plans for the details and views noted in Section 5. Building elevations noted details are provided in Figure 4 to Figure 7. Floor plans and noted views are provided in Figure 8 to Figure 10.

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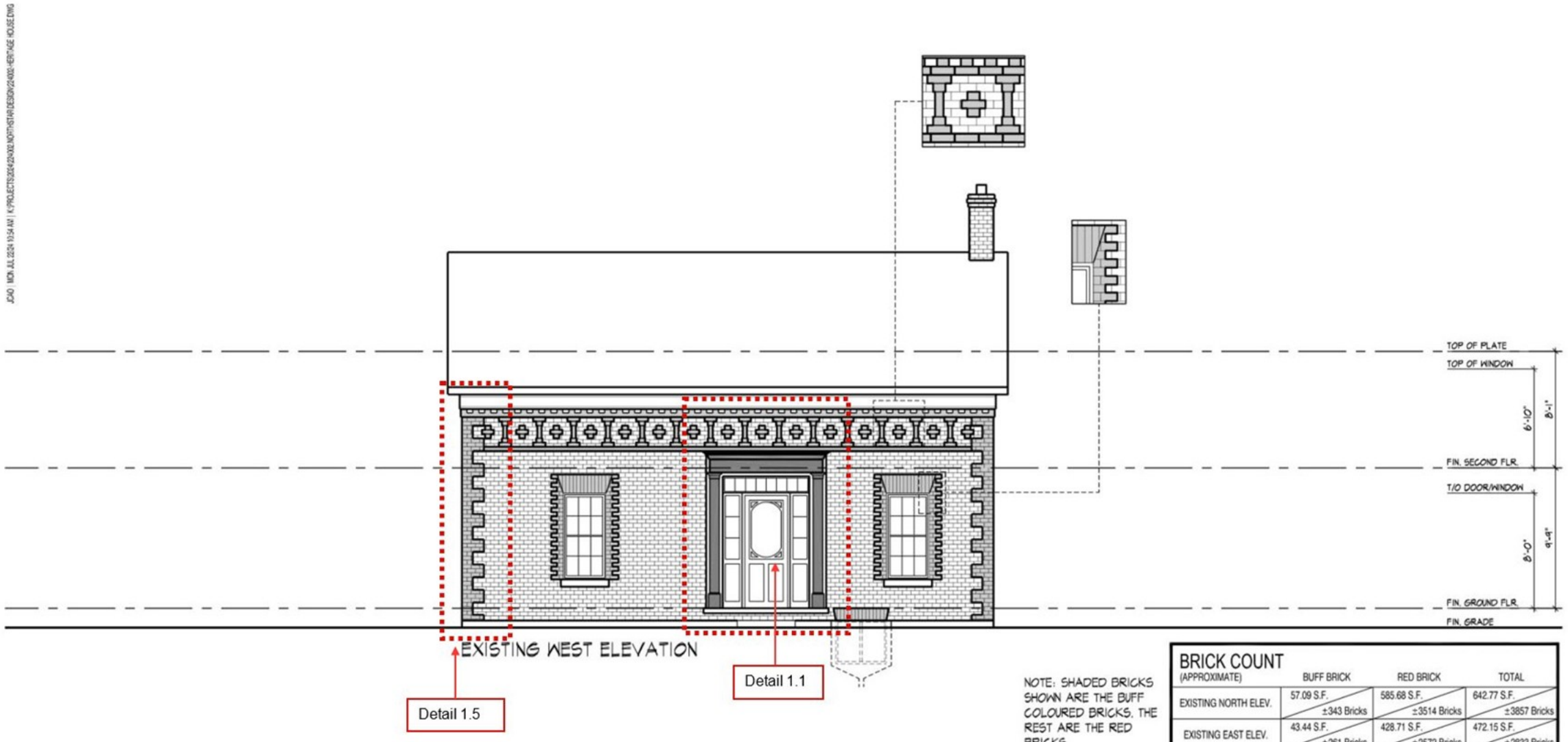
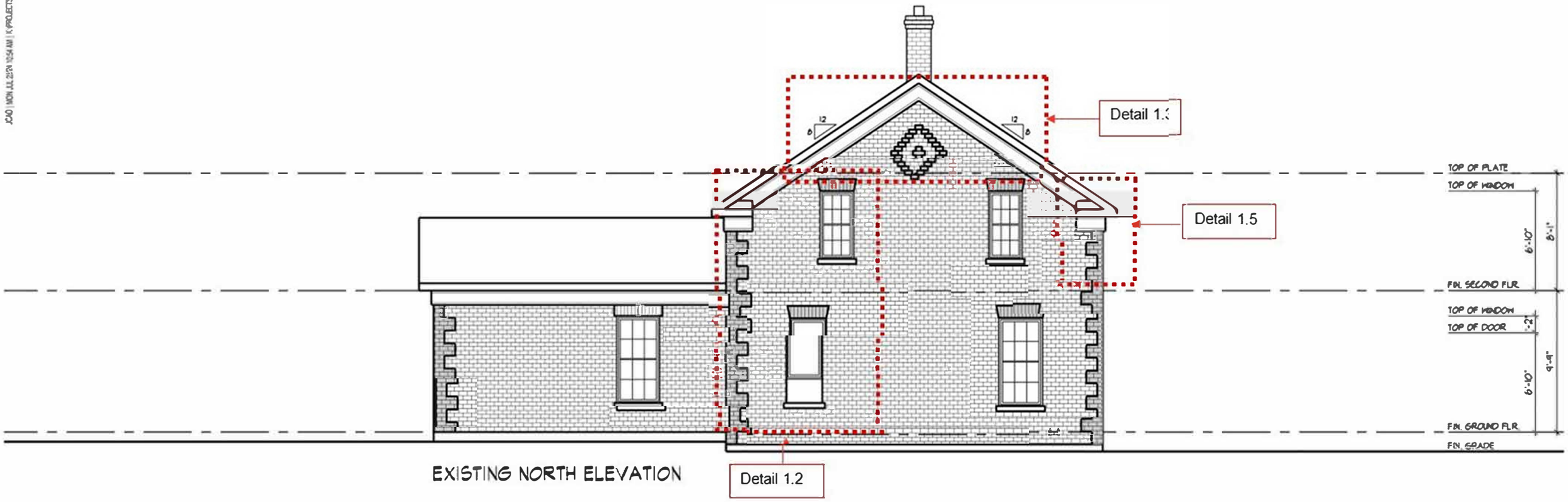


NOTE: SHADED BRICKS SHOWN ARE THE BUFF COLOURED BRICKS, THE REST ARE THE RED BRICKS

BRICK COUNT

(APPROXIMATE)	BUFF BRICK	RED BRICK	TOTAL
EXISTING NORTH ELEV.	57.09 S.F. ±343 Bricks	585.68 S.F. ±3514 Bricks	642.77 S.F. ±3857 Bricks
EXISTING EAST ELEV.	43.44 S.F. ±261 Bricks	428.71 S.F. ±2572 Bricks	472.15 S.F. ±2833 Bricks
EXISTING WEST ELEV.	108.21 S.F. ±649 Bricks	343.56 S.F. ±2061 Bricks	451.77 S.F. ±2711 Bricks
EXISTING SOUTH ELEV.	40.65 S.F. ±244 Bricks	584.14 S.F. ±3505 Bricks	624.79 S.F. ±3749 Bricks
TOTAL	249.39 S.F. ±1497 Bricks	1942.09 S.F. ±11652 Bricks	2191.48 S.F. ±13149 Bricks

FIGURE 4



EXISTING NORTH ELEVATION

FIGURE 5

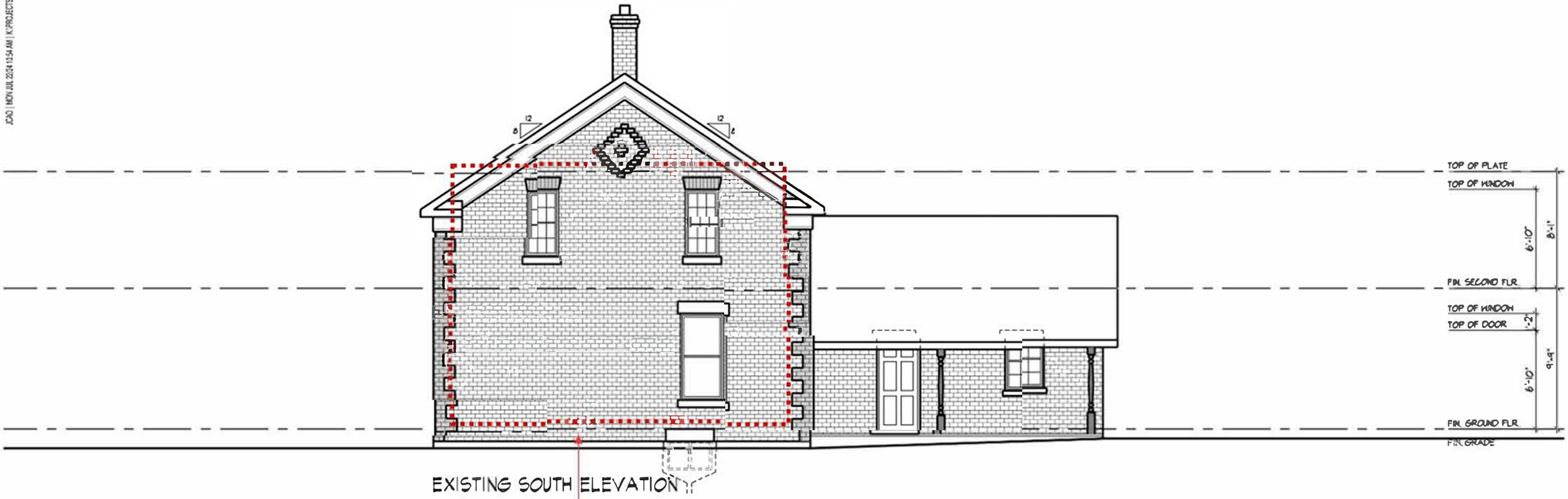
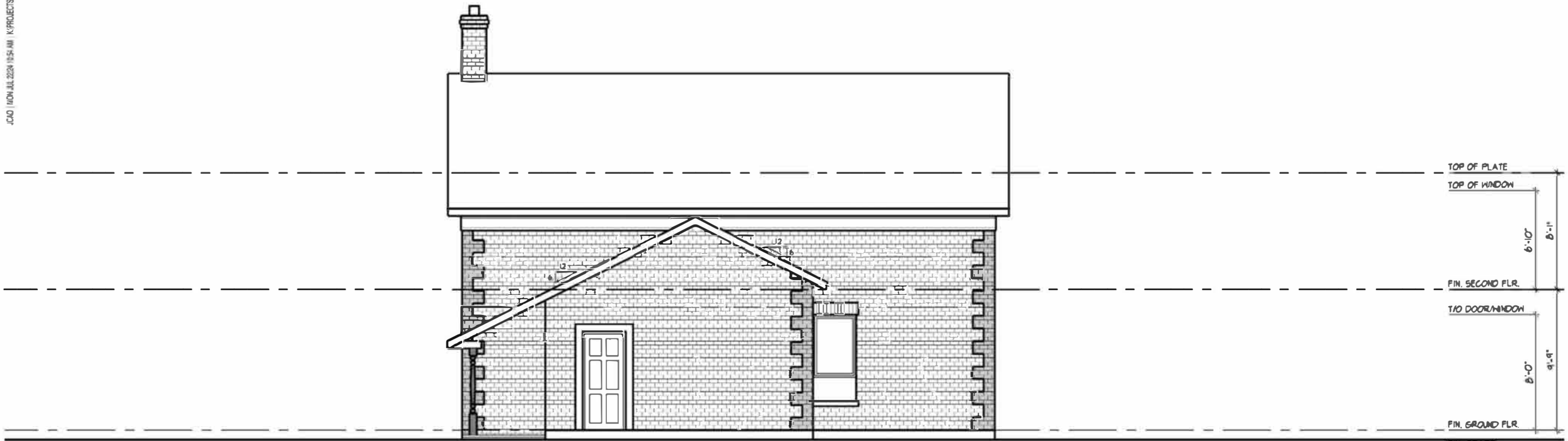
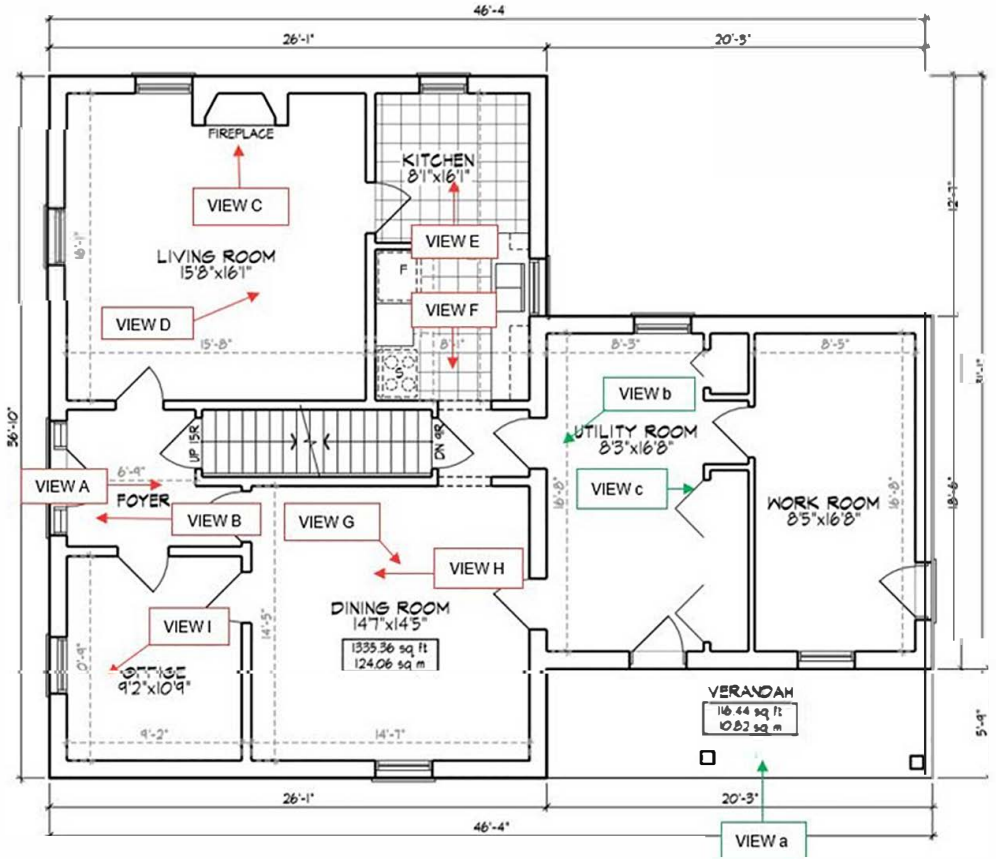


FIGURE 6



EXISTING EAST ELEVATION

FIGURE 7



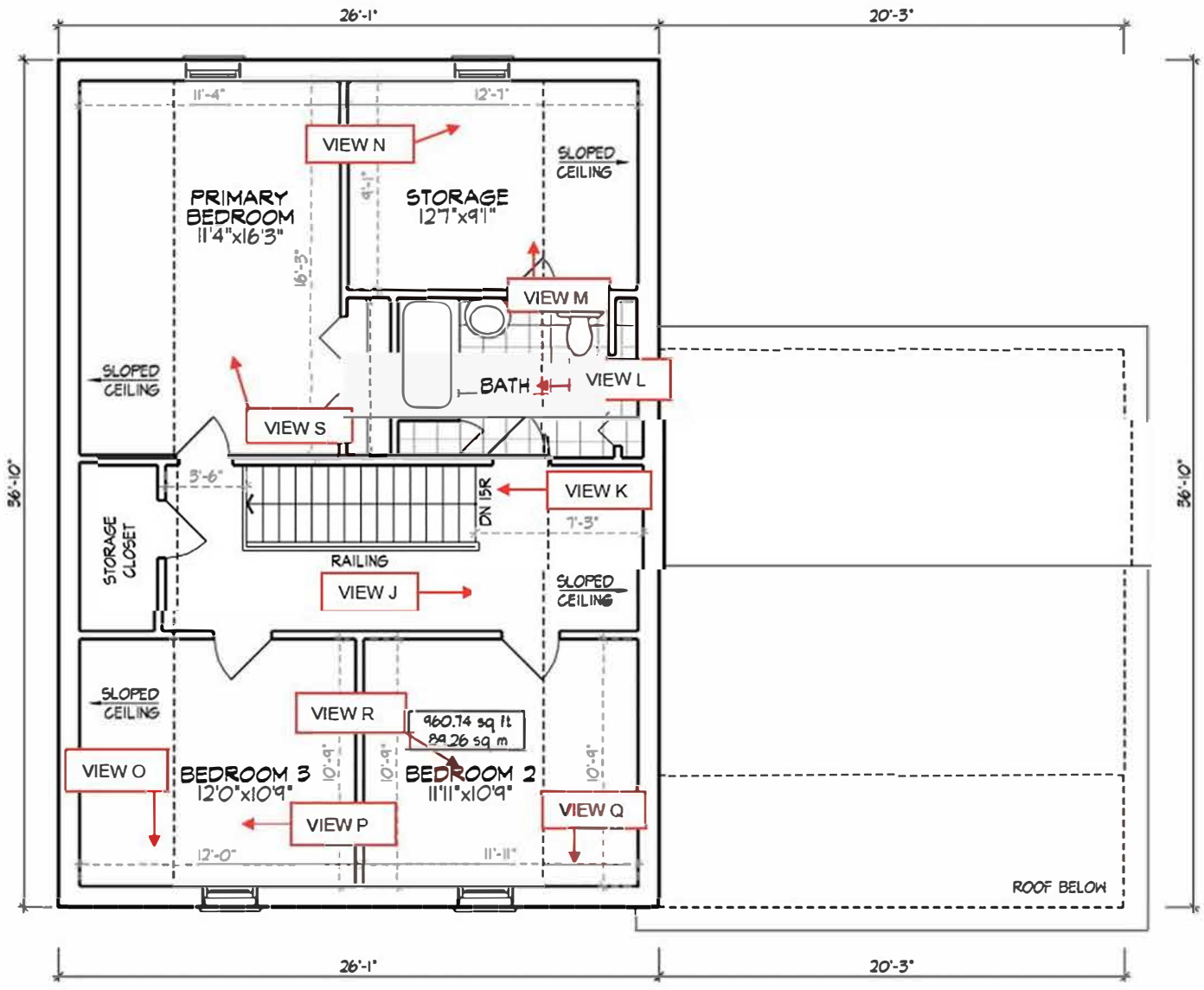
EXISTING GROUND FLOOR PLAN

1335 sq ft

COVERAGE W/O PORCH 1335 sq ft

1452 sq ft

FIGURE 8

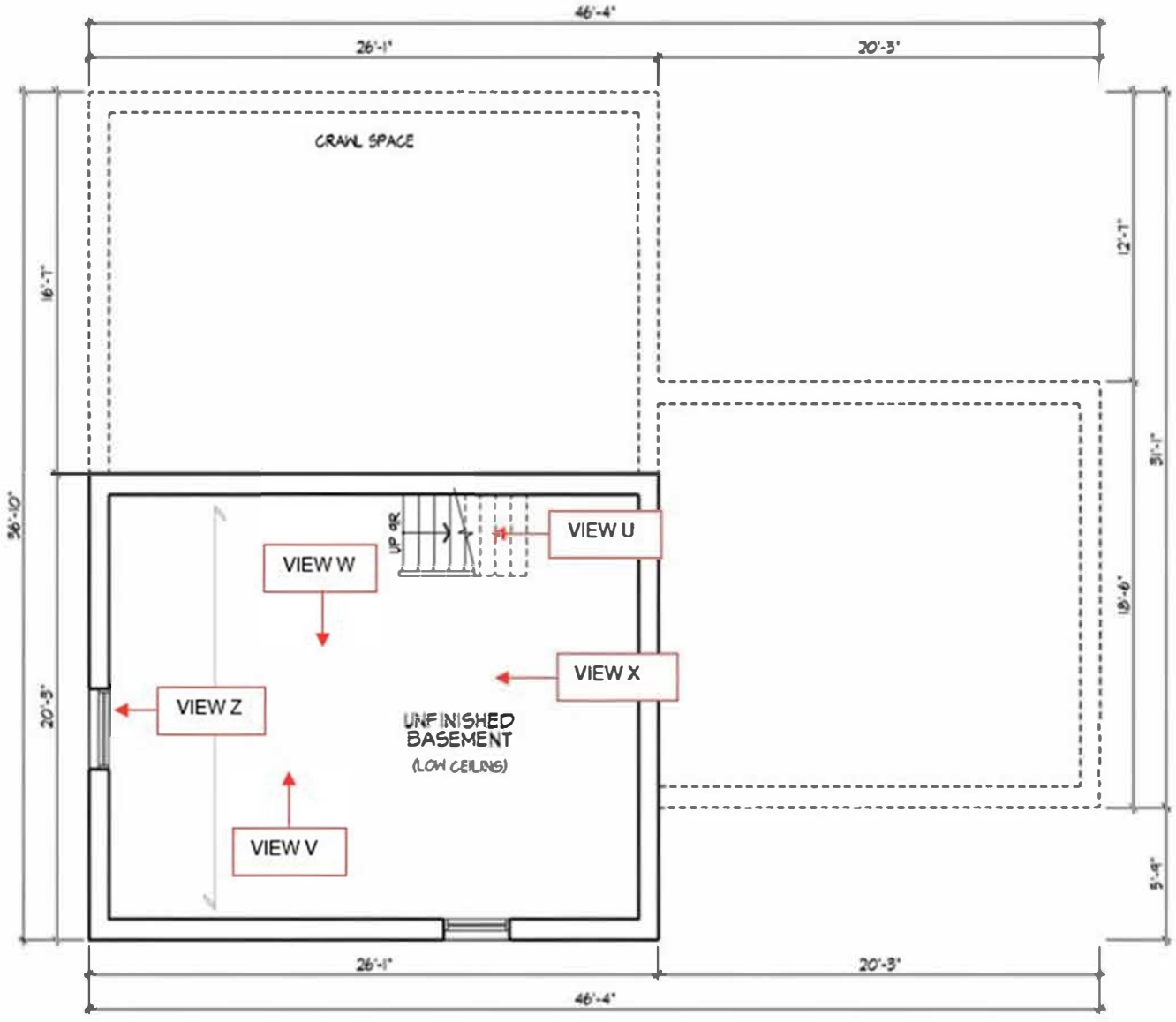


EXISTING SECOND FLOOR PLAN

961 sq ft

GROSS FLOOR AREA	961 sq ft
DEDUCT OPEN AREAS	0 sq ft
NET AREA	961 sq ft

FIGURE 9



EXISTING BASEMENT PLAN

0 sq ft

FIGURE 10

6 SALVAGE STRATEGY

6.1 Material Curation and Reuse

The Client intends to disassemble the Sargent farmhouse and recreate front facade and west facade using salvaged bricks as a cladding from the original farmhouse on the proposed new dwelling.

Detailed documentation and salvage is often the preferred mitigation strategy when retention or relocation of a structure is neither feasible nor warranted. Documentation creates a public record for the structure and provides researchers and the public with a land use history, construction details and photographic record of the resource. The purpose of salvaging heritage building material is to preserve portions of features of buildings or structures that have historical, architectural or cultural value and divert them from becoming land fill material. Sourcing materials for repair and replacement can be challenging, especially if the materials are from a historical source that no longer exists, such as a quarry, or a manufacturing facility that has closed (Canada's Historic Places 2010). As such, the careful salvage of these materials from one historic structure can represent an opportunity for the in-kind replacement of quality historical material on another. Where feasible, historical materials can also be incorporated into the new design. If any materials are incorporated into the design, there should be an interpretive plaque to convey that these materials were reused from the previous building on-site.

6.2 Suggested materials for salvage

These recommendations are based on the results of this DSP prepared by WSP for the property at 11185 Airport Road, Brampton, Ontario, and based on the condition at the time of the site visit., the salvageable materials suggested for salvage and reuse includes:

- Red, and yellow brick

As determined from the conversations with the City and Client, bricks are the only salvageable material from the property. Email correspondence with Tacoma Engineers 16 July 2024 estimated that approximately 60-70% of the bricks could be salvaged and reused. As the estimate was based on the condition of exterior wythe bricks, it is important to note that interior bricks (red in color), which were often fired at lower temperatures, may not be suitable for exterior applications due to their inability to withstand weather conditions. Final quantity of reusable bricks will be determined once the property is demolished.

Utilizing suitable salvaged bricks as cladding on a new structure may address the structural issues highlighted in the 2024 Structural Condition Assessment. Furthermore, while the use of interior bricks may not be suitable for exterior application on the house, correspondence with the City on February 11, 2025 indicated the City is agreeable to the use of these interior bricks in a plaque monument pending they are deemed suitable by a structural engineer.

The exterior panelled wood door is likely original, however, some boards appeared to be replaced and is the door is not in a good condition. Some windows retain original frames while others have been replaced with synthetic materials and are not recommended for reuse in the proposed development by the City's Heritage Planning staff. The fieldstone foundation is original; however, the Structural Condition Assessment reveals differential settlement resulting in sloping floor and the site photos indicate signs of water damage in the foundation (where visible from the inside) (Tacoma Engineers 2024).

7 RECOMMENDATIONS

In accordance with the City's *Documentation and Salvage Plan Terms of Reference*, this report provides an archival record of the property at 11185 Airport Road, Brampton Ontario.

Opportunities for salvage include:

- Sargent Farmhouse (exterior, and interior[1])
  - Red bricks
  - Yellow bricks
- Rear wing
  - Red bricks
  - Yellow bricks

The following recommendations for the curation and/or reuse of salvaged materials are suggested based on the results of the DSP prepared by WSP:

1) A reputable contractor with expertise in salvage should be contracted to salvage the identified building materials in accordance with guidance taken from Canada's Historic Places' *Standards and Guidelines for the Conservation of Historic Places in Canada* (Second Edition, 2010), Section 4: Guidelines for Materials.
2) As recordkeeping, contract documentation of the property should include information regarding the CHVI of the property at 11185 Airport Road specifically the list of heritage attributes, measured drawings, photographic documentation, and a plan for savaging material.
3) Consideration should be given to the incorporation of salvaged bricks into the proposed development.
4) Exterior bricks should be extracted in a way that ensures they will not be irreparably damaged.
5) For reconstruction, salvaged bricks to be re-used should be clearly distinguishable that the material is not original to the new application, either through design, treatment of finishes, or through a commemorative plaque.
6) The destination of salvaged materials outlined should be determined prior to the initiation of any salvage process.
7) Materials should only be salvaged if they are suitable for re-use in other buildings or projects, i.e. the material must be not irreparably damaged or infested.
8) Salvaged items are recommended to be stored in a sheltered place, protected from water and temperature fluctuations.
9) The chosen contractor should propose an approach for the labelling and storage of materials salvaged until they can be incorporated into the proposed rest station.
10) Incorporation of salvaged materials into the proposed rest station should be accompanied by interpretation, (i.e. a plaque or other commemoration device), so residents and visitors can understand the provenance of the materials.

[1] While the use of interior bricks may not be suitable for exterior application on the house, correspondence with the City on February 11, 2025 indicated the City is agreeable to the use of interior bricks in a plaque monument pending they are deemed suitable by a structural engineer.

11) An inventory of salvaged bricks is recommended to be prepared by the contractor at site during salvage using the template included in (APPENDIX C) and is to be provided to the City and the storage location.

A copy of this report should be provided to City of Brampton Heritage planning staff for review.

Signature Page

WSP Canada Inc.

Alisha Mohamed, MA, CAHP
Senior Cultural Heritage Specialist

Heidy Schopf, MES, CAHP
Cultural Heritage Lead

VJ/AM/HS/mp/al

https://wsponlinecan.sharepoint.com/sites/ca-ca00332498836/shared documents/06. deliverables/task 4 - dsp/final (rev0)/ca0033249.8836-r-rev0-11185 airport road_d&s plan-11apr2025.docx

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APPENDIX A

11185 Airport Road, Structural Condition Assessment. Tacoma Engineers, March 21, 2024

11185 Airport Road
Structural Condition Assessment

11185 Airport Road
Brampton Ontario

Prepared by:

TACOMA ENGINEERS

176 Speedvale Avenue West
Guelph, ON
TE-43401-24

March 21, 2024

Table of Contents

List of Photographs

1. Introduction

Tacoma Engineers has been retained by Opal Valley Developments Inc. to carry out a structural condition assessment of an existing two-storey residential building located at 11185 Airport Road in Brampton. The undersigned attended the site on March 4th, 2024, accompanied by representatives of Opal Valley Developments.

This report includes a summary of the following items for the building:

- major structural systems;
- existing structural conditions and areas of potential concern; and
- structural commentary and recommendations related to future development plans.

2. Background and Building History

This assessment is being undertaken for Opal Valley Developments Inc. and is intended to form part of the preparation work for a new development on the property. It is understood that the building cannot remain in its current location due to interference with the proposed development layout. The primary purpose of this assessment it to review the structural condition of the building as it relates to the feasibility of relocation.

The two-storey residential dwelling at 11185 Airport Road is constructed of multi-wythe brick, complete with wood-framed roof, floors, and partition walls. The building is constructed on rubble-stone foundations, with triple-wythe ground floor walls and double-wythe second floor walls. It measures approximately 88m^2 in building area with a summer kitchen on the rear, measuring approximately 34m^2 in building area (122m^2 total). For the purpose of this report, the west elevation of the building is assumed to face Airport Road.

No previous work has been completed by Tacoma Engineers on this building for this or any other owner.

3. Scope and Methods

This report is based on a visual inspection only and does not include any destructive testing. Where no concerns were noted, the structure is assumed to be performing adequately. No further structural analysis or building code analysis has been carried out as part of this report unless specifically noted.

Note that most of the spaces in the building have applied finishes that preclude a direct visual assessment of the structural systems. Limited areas are unfinished, and a review of the primary structure was possible in these areas.

A visual review of all accessible spaces was completed on March 4th, 2024, and photographs were taken of all noted deficiencies.

4. Definitions

The following is a summary of definitions of terms used in this report describing the condition of the structure as well as recommended remedial actions.

- **Condition States**[1]:
    1. Excellent – Element(s) in "new" condition. No visible deterioration type defects present, and remedial action is not required.
    2. Good – Element(s) where the first signs of minor defects are visible. These types of defects would not normally trigger remedial action since the overall performance is not affected.
    3. Fair – Element(s) where medium defects are visible. These types of defects may trigger a "preventative maintenance" type of remedial action where it is economical to do so.
    4. Poor – Element(s) where severe or very severe defects are visible. These types of defects would normally trigger rehabilitation or replacement if the extent and location affect the overall performance of that element.

In addition to the definitions listed above, it should be noted that the building in question is listed on the municipal heritage register. The Standards and Guidelines for the Conservation of Historic Places in Canada provide direction when a structural system is identified as a character-defining element of an historic place. They also provide direction on maintaining, repairing, and replacing structural components or systems[2]. Refer to the General Guidelines for Preservation, Rehabilitation, and Restoration to further inform the development of more detailed remedial actions.

[1] Adapted from "Structural Condition Assessment", 2005, American Society of Civil Engineers/Structural Engineering Institute

[2] "Standards and Guidelines for the Conservation of Historic Places in Canada", 2nd Edition, 2010, www.historicplaces.ca

5. General Structural Conditions

The building is constructed as a one and a half-storey masonry and wood-framed structure. Exterior walls are constructed with multi-wythe brick, and the roof, floors, and partition walls are constructed with wood framing.

For clarity, this report has been arranged by floor, with specific attention called to rooms or areas where deficiencies were noted.

5.1. Second Floor

Construction

The construction of the second floor consists of:

- 4”x6” roof rafters at 16” on centre spanning east-west between exterior walls.
- 2”x6” raised ceiling joists at 16” on centre spanning east-west, hung from the rafters at the ridgeline by 1”x3” boards.
- Wood framed partition walls with lathe and plaster finish.
- Double-wythe brick exterior walls with direct applied plaster finish.

Steel tension rods are present approximately 8-10” above finished floor elevation spanning between plates on the outside of the exterior walls.

Conditions

The second floor and attic were generally in fair condition, with damage to localized areas of finishes on the walls.

The exception was a significant horizontal (out of plane) deflection in the south wall, both along the height and length of the wall. A deflection of approximately 2-3” was measured at mid-length of the wall near the finished floor elevation. Refer to Photograph 1a and 1b for the relative deflection based on the offset of the wall to the tension rod.

Photograph 1a & b: Relative deflection of wall based on offset from tension rod

Refer to Section 5.2 Ground Floor and Section 5.5 Exterior for further discussion on the condition of the south wall.

5.2. Ground Floor

Construction

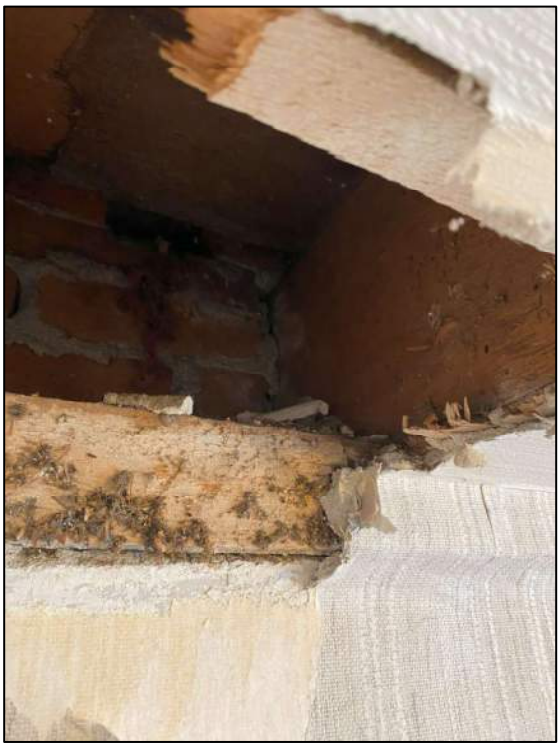
The construction of the ground floor consists of:

- 2-1/2”x10” floor joists at 16” on centre spanning north-south between exterior walls and interior loadbearing walls.
- Wood framed partition walls with lathe and plaster finish.
- Triple-wythe brick exterior walls with direct applied plaster finish.

Conditions

The ground floor was generally in fair condition, with damage to localized areas of finishes and separation of joints in the trim around select wall openings.

A section of ceiling finishes was removed at the southwest corner of the building and approximately at the middle of the south wall (refer to Photograph 2). Due to the absence of damage or evidence of movement, it is unlikely that the deflection on the second floor was caused by an outward movement of the wall after construction. It is assumed that the wall was built out of plumb. Refer to Section 5.5 Exterior for further discussion on the condition of the south wall.



Photograph 2: Section of removed ceiling finishes at the middle of the south wall

A significant slope of the ground floor structure was also noted throughout. The slope is indicative of differential settlement between the interior and exterior bearing walls.

5.3. Basement

Construction

The basement is located below the south half of the home. Its construction consists of:

- 4”x10” floor joists at 24” on centre spanning north-south between exterior foundation walls and an interior foundation wall.
- 16” thick rubble stone foundation walls with localized areas covered in parging.
- Dirt floor with areas of roughly poured concrete.

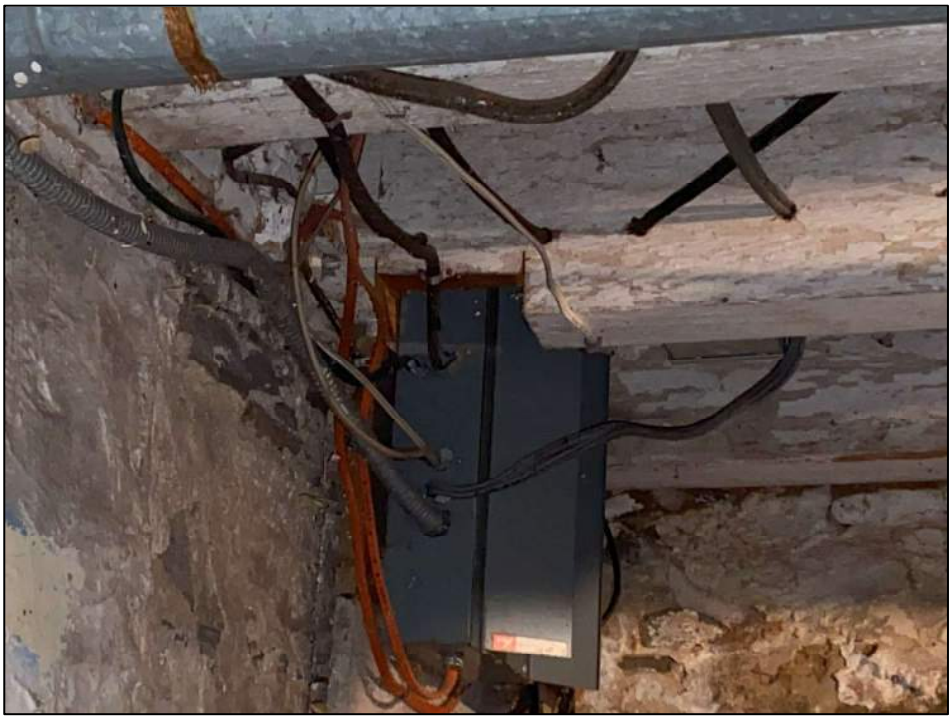
Wood shoring posts had been installed in localized areas below individual floor joists.

The north half of the home and summer kitchen are built above shallow crawl spaces with joists spanning in the north-south direction.

Conditions

The basement was generally in fair condition. A notched joist was noted behind the furnace (Photograph 3), and the foundation wall was undermined in a localized area where a water supply pipe enters the building on the west wall (Photograph 4). The foundation walls also exhibit signs of deterioration due to moisture.

One shoring post was installed to support a cut joist, and others to support other localized areas of floor. It is unlikely that the shoring posts bear on footings.



Photograph 3: Notched joist behind furnace

Photograph 4: Undermined section of foundation wall

5.4. Summer Kitchen

Construction

The construction of the summer kitchen consists of:

- 4”x6” roof rafters at 36” on centre spanning north-south between exterior walls.
- 2”x6” ceiling joists at 16” on centre spanning north-south between exterior walls.
- 8” round heavy timber floor joists spanning north-south.
- Multi-wythe brick exterior walls.

Conditions

The finishes in the summer kitchen were generally of poor quality and/or in poor condition. Water damage was noted to the ceiling and floor finishes, as seen in Photograph 5 and 6, which could pose a larger concern to the underlying structure.

Photograph 5: Water damage to ceiling finishes

Photograph 6: Water damage to floor finishes

5.5. Exterior

Construction

The exterior of the building is constructed of multi-wythe brick. The bricks of the main portion of the building are not cut where the summer kitchen connects; however, the walls do terminate, suggesting that the summer kitchen may be original to the home. The summer kitchen walls are inserted into the main building walls; however, they are not keyed in nor do the courses align.

Steel tension rods are installed below the soffit height at each corner in the main portion of the building. The tension rods are oriented in both directions.

Conditions

The deflection noted on the interior of the south wall was also apparent from the exterior, along with deflections to the west and north elevations. Cracks and displacement of bricks were also visible at the corners of each wall where the accent masonry had pulled away from the surrounding masonry, as seen in Photograph 7. Some cracks extended well into the surrounding masonry. The tension rods appeared to be installed to restrain this outward movement; however, their effectiveness is unclear.

Deterioration was noted on each elevation below windows, consistent with damage from water ingress. Diagonal cracks were also noted extending upward from the top corners of windows. Loose or damaged bricks were present in the jack arches above windows at several locations. Several failed repairs were evident, many with non-compatible materials. The typical condition of the walls can be seen in Photograph 8. Inconsistent coursing was also noted on the south elevation, as seen in Photograph 9, which does not appear to be due to movement, rather it appears to have been constructed this way.

Areas were noted throughout the walls where past repairs had been made to larger openings by filling the holes with large amounts of mortar and cutoffs from brick (Photograph 10).

The roof rafters had notable deflections, and the chimney above the roof line had several loose and spalled bricks, as visible in Photograph 11. The loose bricks at the chimney and jack arches pose a safety concern from falling material.

Photograph 7: Cracks and displacement at accent masonry

Photograph 8: Typical condition of exterior walls

Photograph 9: Inconsistent coursing

Photograph 10: Repair of past holes

Photograph 11: Condition of chimney

6. Relocation Feasibility

Tacoma Engineers was asked to review the relocation feasibility of the house at 11185 Airport Road with respect to the suitability of the structural elements only.

The summer kitchen walls are not suitably tied-in to the main portion of the building. This creates a weak point during relocation which could result in differential movement or separation of the two parts of the building.

The irregular and out of plane masonry walls – in combination with the displaced bricks, cracked joints at the corners of the building, and the inconsistent coursing – creates an unstable condition under the loads from relocation which the building is not typically subjected to. The south wall would likely require a full replacement, and the step cracks on the north and east walls would require extensive restoration before the structure would be in suitable condition to relocate, including rebedding a large number of the bricks.

Loose material at the jack arches and chimney, along with several cracks and poor repairs increase the risk of instability during a relocation attempt. The extent of restoration required would adversely affect a significant volume of the historic fabric. These repairs would be in addition to the bracing and stabilization work required during a relocation attempt.

The sloping floor is indicative of differential settlement between the interior and exterior bearing walls. By relocating the building to a new foundation, only partial recovery of the slope could be achieved. Constructing the new foundations with a varying height is impractical and would pose a challenge to relocating the building.

Due to the instability of the building and the extent of repair required, the building at 11185 Airport Road is not a good candidate for relocation.

7. Conclusions

In general, the interior of the building is in fair condition. The exterior of the building is generally in poor condition. Due to the deficiencies noted, the additional loads and deflections imposed during a relocation attempt would have critical impacts to the overall stability of the structure. The extent of repair required to stabilize the structure would be both uneconomical and adversely affect a significant volume of the historic fabric of the building. The building at 11185 Airport Road is not a good candidate for relocation.

Please contact the undersigned with any further questions or comments.

Per AWatson

Andrew Watson, EIT
Structural Designer
Tacoma Engineers

Will Teron, P.Eng., CAHP
Director – Heritage & Investigation, Principal
Tacoma Engineers

APPENDIX B

Property overlaid on historical maps (from previous reporting-revised HIA 2024)

Client: Bramcon Heritage Srvs Airport Rd Brampton

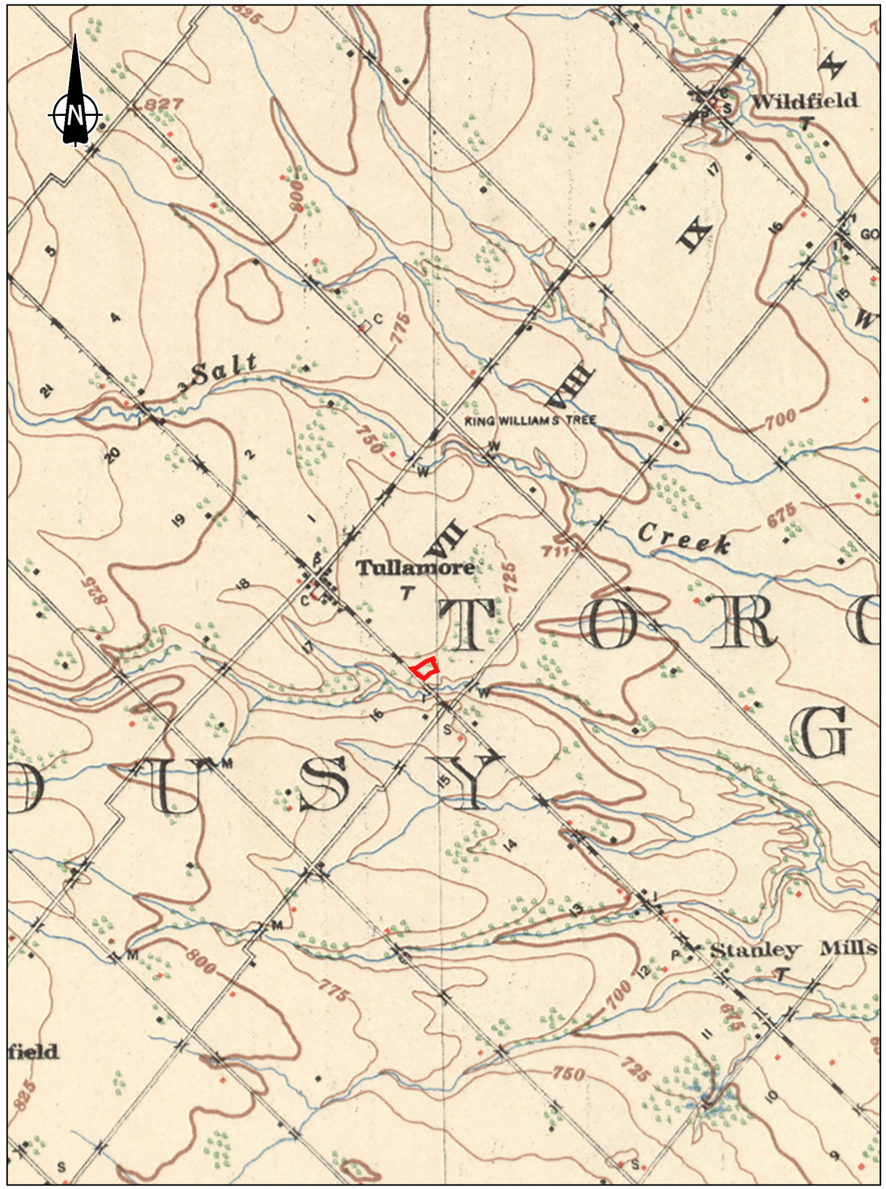
Original Format is Tabloid 279mm x 432mm

0 25mm

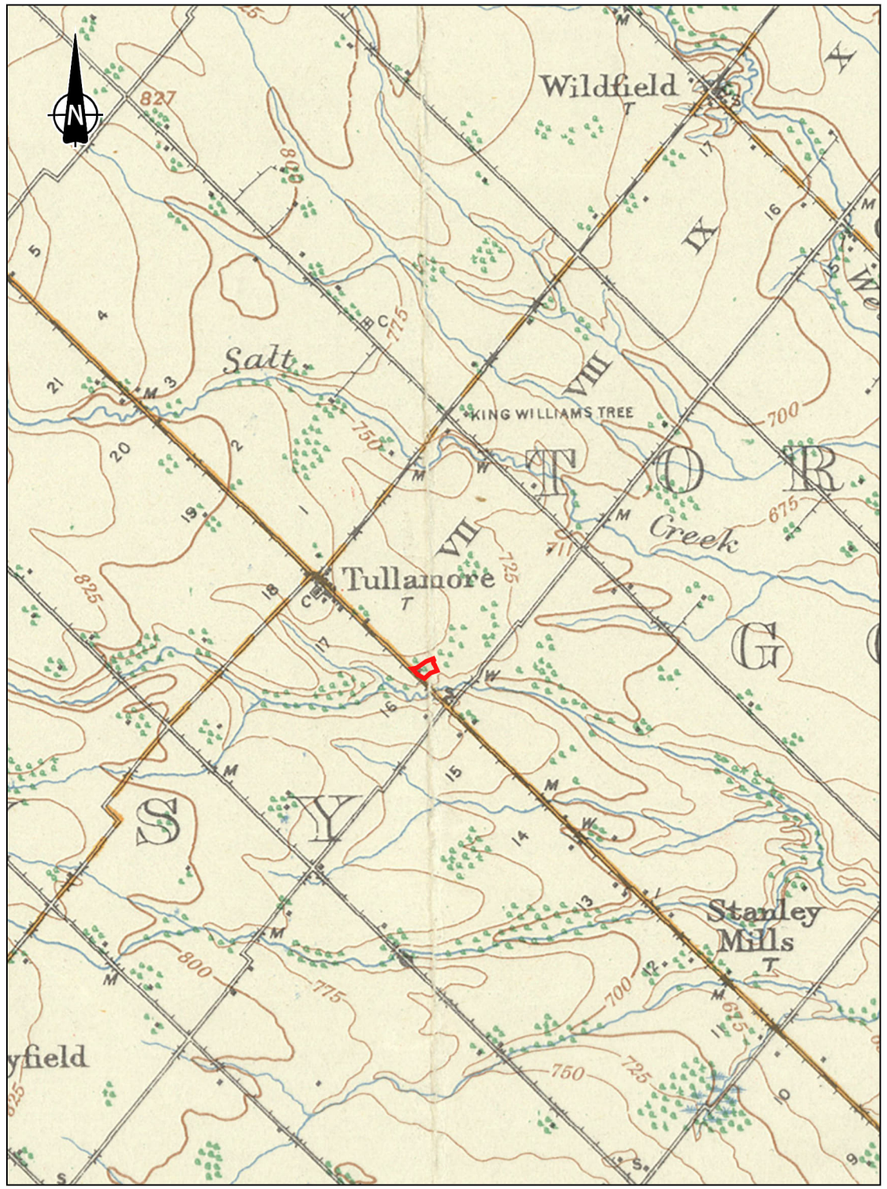
Dec 21, 2023 - 3:46pm

Drawing file: 21466860-1000-R01004.dwg

1914



1940



LEGEND

APPROXIMATE SUBJECT PROPERTY

REFERENCE

DRAWING BASED ON
1914, BOLTON, ONTARIO, MAP SHEET 030M13, [ED. 1], SURVEY DIVISION, DEPARTMENT OF MILITIA AND DEFENCE;

1940, BOLTON, ONTARIO. 1:63,360, MAP SHEET 030M13, [ED. 7], GEOGRAPHICAL SECTION, GENERAL STAFF, DEPARTMENT OF NATIONAL DEFENCE;

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

SCALE IN KILOMETRES
0 0.5 1km
1:40

PROJECT

HERITAGE IMPACT ASSESSMENT
11185 AIRPORT ROAD, CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

TITLE

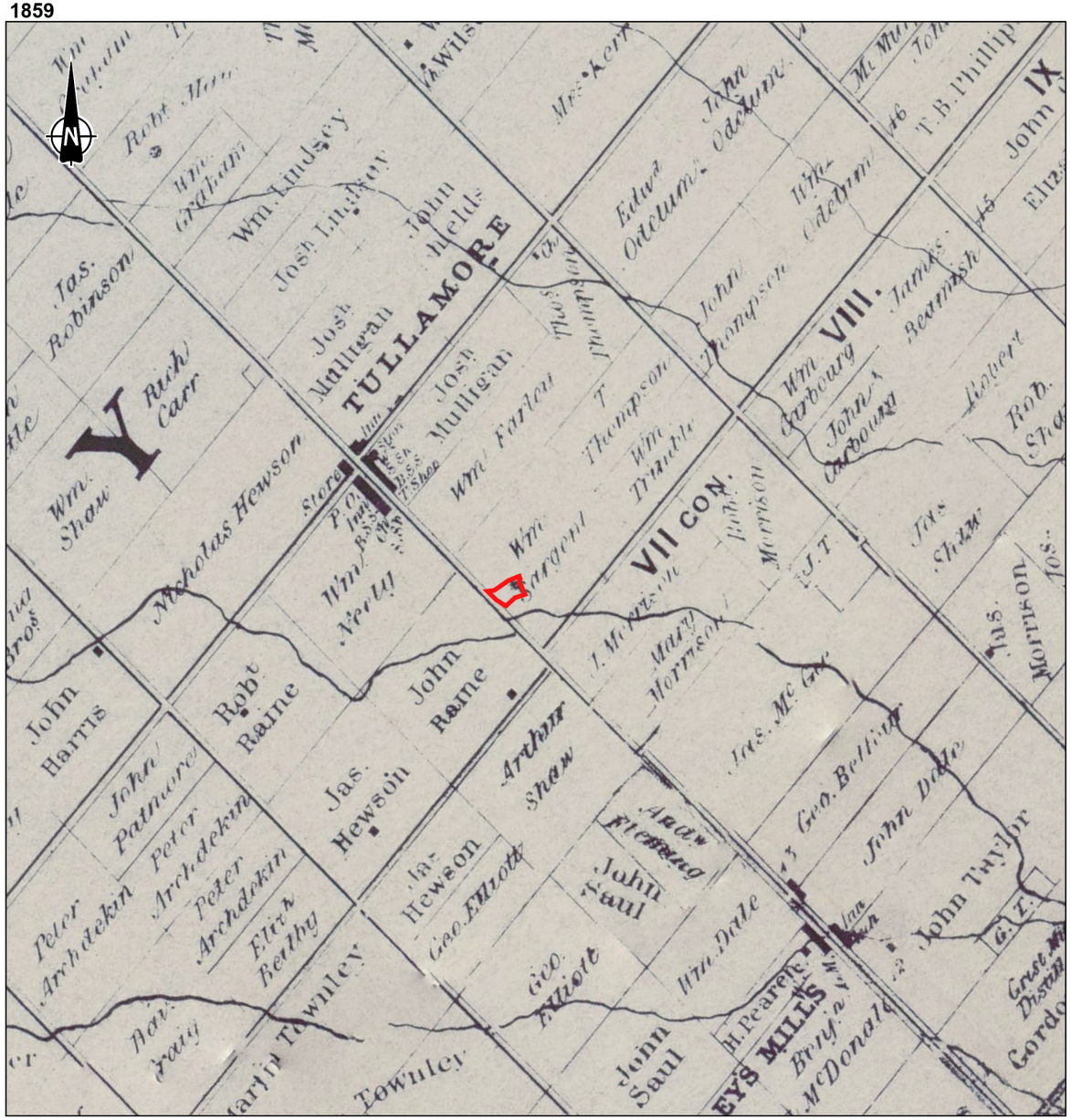
SUBJECT PROPERTY OVERLAID ON 20th CENTURY TOPOGRAPHIC MAPS

wsp

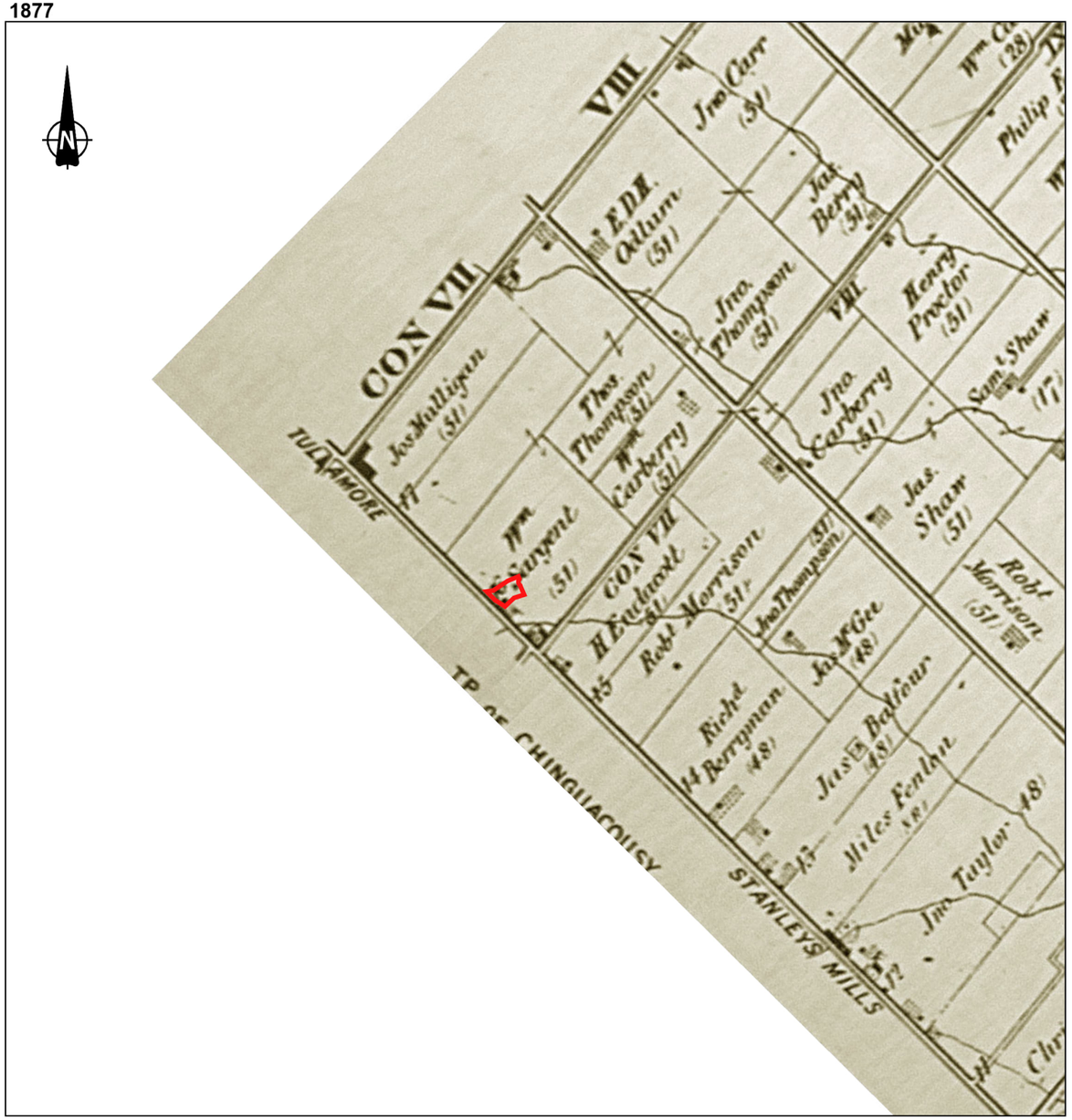
PROJECT No.		21466860	FILE No.	21466860-1000-R01004
			SCALE	NTS REV. 0
CADD	DGH/AM	Dec 21/23		
CHECK				

FIGURE 5

1859



1877



LEGEND

APPROXIMATE SUBJECT PROPERTY

REFERENCE

DRAWING BASED ON

1858 TREMAINE'S MAP OF THE COUNTY OF PEEL, CANADA WEST, COMPILED & DRAWING BY GEO. R. TREMAINE, PUBLISHED BY G.R. & G.M. TREMAINE, TORONTO;

1877 ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF PEEL, ONTARIO, COMPILED AND DRAWN BY J.H. POPE, ESQ., PUBLISHED BY WALKER & MILES, TORONTO.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT

HERITAGE IMPACT ASSESSMENT
11185 AIRPORT ROAD, CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

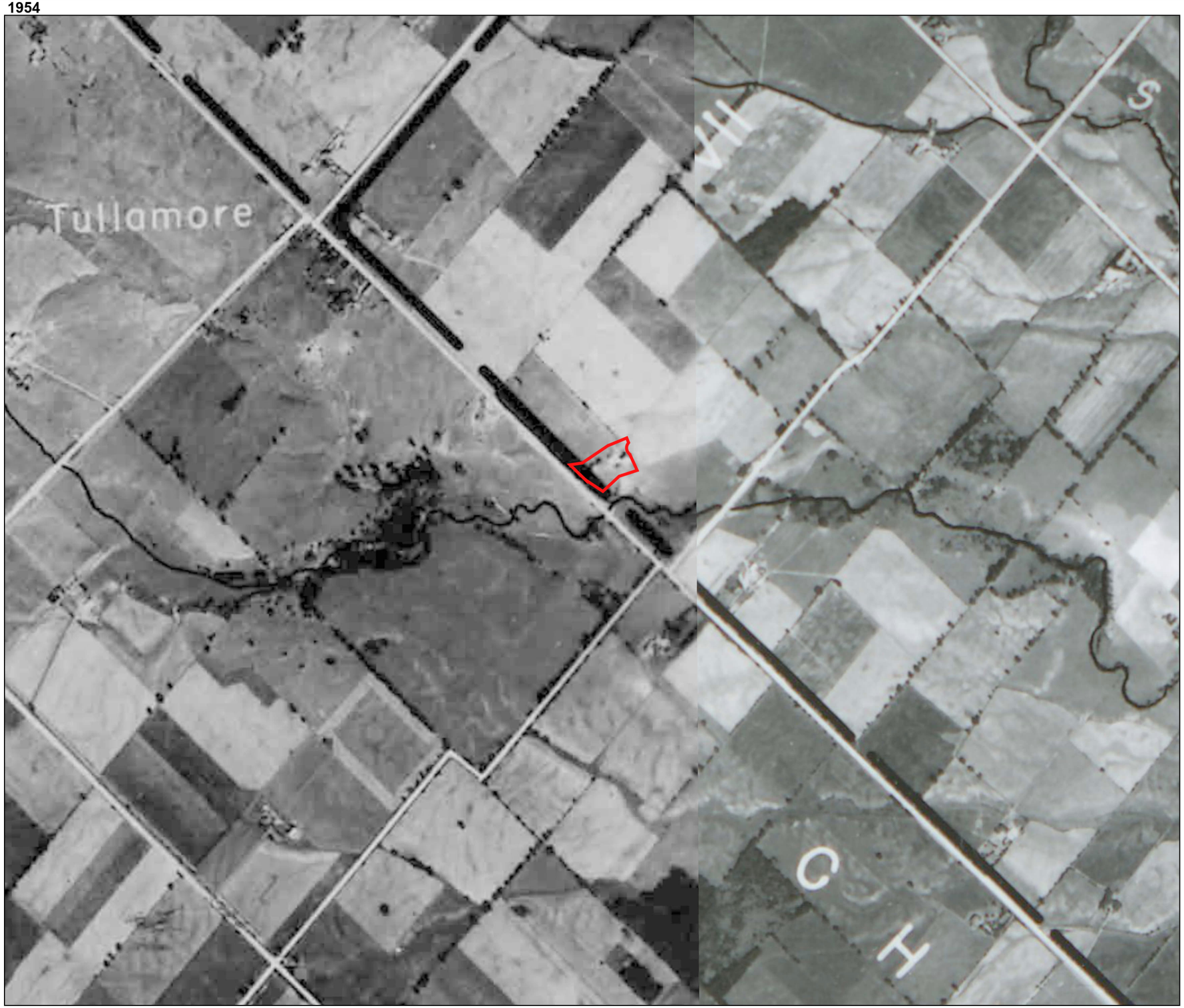
TITLE

SUBJECT PROPERTY OVERLAID ON 19th CENTURY HISTORICAL MAPS

PROJECT No.		21466860	FILE No.	21466860-1000-R01003
			SCALE	NTS REV. 0
CADD	DCH/AM	Dec 21/23		
CHECK				

FIGURE 4

1954



LEGEND

APPROXIMATE SUBJECT PROPERTY

REFERENCE

DRAWING BASED ON

1954 IMAGE PROVIDED BY THE UNIVERSITY OF TORONTO LIBRARIES, MAP AND DATA LIBRARY "https://mdl.library.utoronto.ca/collections/air-photos/1954-air-photos-southern-ontario/index" as of JUNE 23 - 2021.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

SCALE IN METRES
0 200 400m
1:10,000

PROJECT
HERITAGE IMPACT ASSESSMENT
11185 AIRPORT ROAD, CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

TITLE
SUBJECT PROPERTY OVERLAID ON 20th CENTURY AERIALS

PROJECT No. 21466860			FILE No. 21466860-1000-R01004	
			SCALE NTS	REV. 0
CADD	DCH/AM	Dec 21/23	**FIGURE 6**	
CHECK				

APPENDIX C

Salvage Inventory Form Template

Salvage Inventory Form Template

Salvage Inventory	
Original Location: *Address & Resource Name*	**Storage Location:** *Address*
Material Owner Information: *Contact Name* *Company Name* *Email* *Phone*	**Heritage Consultant Information:** *Contact Name* *Company Name* *Email* *Phone*
Salvage Contractor Information: *Contact Name* *Company Name* *Email* *Phone*	**Storage Location Contact Information:** *Contact Name* *Company Name* *Email* *Phone*

Item #	Type of Material	Date of Salvage	Date of Storage	Planned Use for Material *(indicate if unknown)*	Photo of Material	Comments/Additional Details

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