HIA ADDENDUM

1141 CLARKSON ROAD NORTH
City of Mississauga

30 APRIL 2024

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EXECUTIVE SUMMARY

Hobson Heritage Consulting was retained by Trig Investments Inc. to prepare an *Addendum* to a previous *Heritage Impact Assessment* (HIA Hobson, Sep 2022) for 1141 Clarkson Road North in Mississauga. The 2022 HIA was submitted as part of a previous *Heritage Permit Application* that was reviewed by the Mississauga Heritage Committee on November 1st, 2022.

The previous submission included a plan to 'replicate' the 1860 portion of the heritage building as part of a proposed mixed-use development. At that time the heritage building was Listed on the *Municipal Heritage Register* as a *non-Designated* property. The Heritage Committee reviewed the previous submission and recommended that the applicant consider an alternative development option and requested Council to Designate the property under Part IV of the *Ontario Heritage Act*. The Designation has been enacted under *Municipal By-law 0106-2023*.

As a response to the changed heritage status of the property, the applicant has revised the development proposal based on input provided by the Heritage Committee. This *Addendum* addresses a revised development proposal that includes 'relocation' rather than 'replication' of the 1860 portion of the heritage building. The footprint and massing of the proposed development has been reduced and reconfigured so that it is limited to the area behind the heritage building and separated from it by a one-storey link. The proposed 4-storey mixed-used building will have commercial uses at grade with 17 residential units above. One level of below-ground parking and additional surface parking will be provided.

The heritage building will be moved closer to Clarkson Road North and placed on a new foundation in the north-west corner of the property. The heritage attributes will be preserved, and missing features will be restored based on historic evidence.

Architectural Drawings for the revised development proposal and restored heritage house have been prepared by VanGroll & Associates Inc. and are included in the appendix of this report.

The applicant plans to mitigate potential risks to the heritage house through careful planning and execution of the move. Preliminary structural investigations have already been undertaken by Jonathan Dee of John G. Cooke & Associates who is a member of the *Canadian Association of Heritage Professionals* to confirm that the proposed relocation is feasible. The Engineer's Report by Jonathan Dee and Sarah Francisca is included in the appendix of this report.

The planning application by Glen Schnarr & Associates Inc. (GSAI) is currently underway and the site statistics are included on the site plan provided. The proposed development is generally consistent with the existing C4 Commercial Main Street zoning. The applicant is seeking heritage support as he moves through the planning process. A Planning Memo prepared by GSAI to assist the Heritage Committee in reviewing the Heritage Permit Application is included in the appendix of this report.

The relocated and restored heritage building will be suitable for a range of compatible uses, including a café or professional offices. An Arborist's Report and Landscape Plan are currently underway and have informed the Site Plan. The landscaping is shown in the streetscape renderings prepared by the architect and includes an outdoor patio for the heritage house

adjacent to Oak Tree Park that will support the new use and enhance the Clarkson Road frontage. The landscaped berm along the railway line provides an opportunity for a row of apple trees to commemorate the former commercial apple orchards managed by Henry Shook Clarkson. Pedestrian enhancements including a new concrete sidewalk and one new street tree. The large tree in the northwest corner of the property will remain.

The proposal will preserve the heritage attributes of the heritage building through relocation within the lot and integration into a compatible new development that maintains the legibility and prominence of the heritage building on Clarkson Road. The restored and rehabilitated heritage building will support the historic character of Clarkson Village and enhance connections with adjacent heritage resources associated with the Clarkson family.

Therefore, it is recommended that the heritage committee provide support through approval of a Heritage Permit with the following conditions:

1. that heritage staff review the final submission to ensure it is consistent with the *Heritage Impact Assessment*.

2. the applicant enters into a legal agreement such as a **Heritage Easement Agreement** and provide a **Letter of Credit**.

3. the applicant provides a detailed **Moving Plan** for safely removing the 20th century additions, stabilizing, protecting, and moving the 1860 portion onto a permanent new foundation with supporting documentation provided by a structural engineer who is professional member of the Canadian Association of Heritage Professionals.

4. the applicant provides a **Conservation Plan** for rehabilitation of the relocated heritage building for the new use, including the restoration of original features based on historic evidence.

The Moving Plan and Conservation Plan can be provided as two separate documents or combined as a single document, depending on how the development is to be phased.

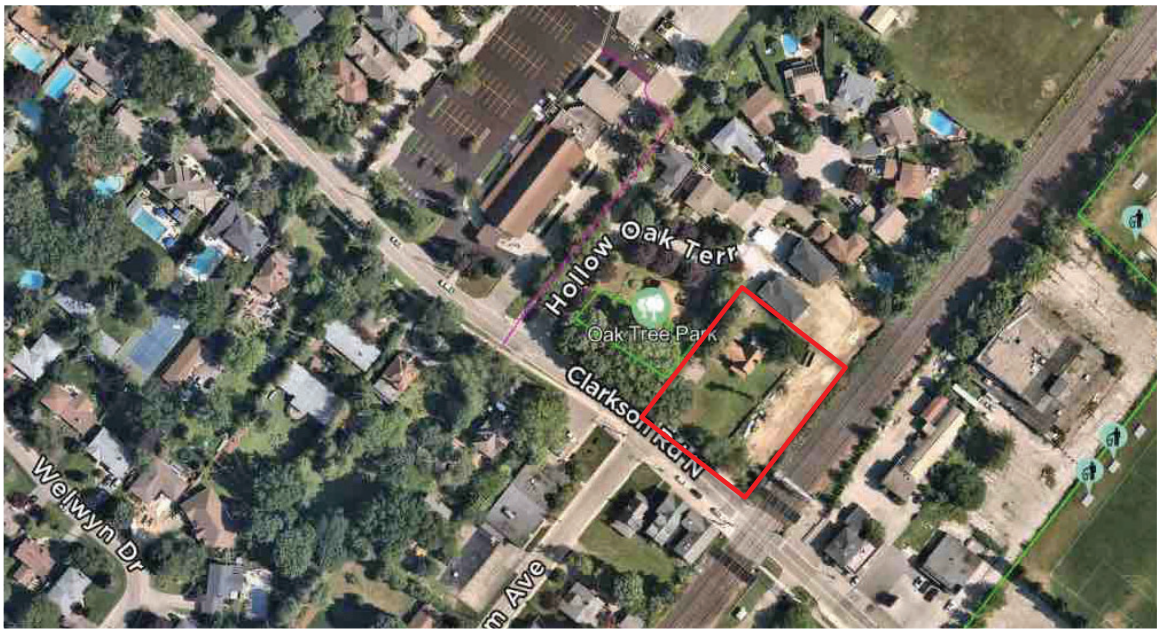
1.0 BACKGROUND

Hobson Heritage Consulting was retained by Trig Investments Inc. to prepare an *Addendum* to a previous *Heritage Impact Assessment* (HIA) undertaken in 2022 for 1141 Clarkson Road North. The 2022 HIA was submitted as part of a previous *Heritage Permit Application* that was reviewed by the Mississauga Heritage Committee at their meeting on November 1st, 2022.

The previous submission included a plan to 'replicate' the 1860 portion of the heritage building as part of a proposed mixed-use development. At that time the heritage building was Listed on the *Municipal Heritage Register* as a *non-Designated* property. The Heritage Committee reviewed the previous submission and recommended that the applicant consider an alternative development option and requested Council to Designate the property under Part IV of the *Ontario Heritage Act*. The Designation has been enacted under *Municipal By-law 0106-2023*. Based on the changed heritage status of the property, the applicant has revised the development proposal to reflect the comments provided by the Heritage Committee on the previous submission. The revised development proposal includes 'relocation' rather than 'replication' of the 1860 portion of the heritage building.

2.0 LOCATION & SITE DESCRIPTION

The subject property is located on the east side of Clarkson Road directly north of the railway line and level crossing. Adjacent land uses include a mix of residential, institutional, and commercial uses.



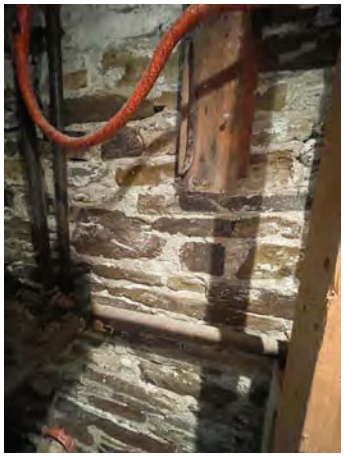
AERIAL VIEW – 1141 Clarkson Road North, situated between the railway line and Oak Tree Park

The subject property contains a vacant heritage building that is a former dwelling associated with Henry Shook Clarkson who managed the Clarkson family's commercial apple orchards. The building has undergone numerous changes including changes made for Walter Paisley c.1937 for

residential use, and more recent alterations made by commercial tenants. The most recent tenant was a private school and prior to that it was used as professional offices.

Recent site investigation undertaken by Jonathan Dee and Sarah Francisca of John G. Cooke & Associates has revealed that the historic portion of the building is 'rammed earth' construction with a stone foundation and stucco exterior. Previous information, including the 1936 *Fire Insurance Plan* indicated that the building was wood frame with a stucco exterior. Selective openings were made in the exterior walls to confirm the assembly. The Engineer's Report outlining their findings is included in the appendix of this report.

Rammed earth construction was not uncommon in rural Ontario but few examples have survived or have been identified, making this an interesting and rare example of this type of construction in the City of Mississauga. The walls of the historic portion are monolithic and approximately 10 inches thick. They appear to have been formed using a mix of earth, sand and gravel with lime and natural cement used as a binder. A number of locations in the walls and ceilings were opened to confirm the assembly and the condition of the exterior load bearing walls was generally found to be good. Therefore, the structural engineer is confident that the proposed relocation is feasible but has noted that it will require careful removal of the 20th century additions and installation of temporary supports during relocation. It is critical that the wall assembly remains dry and protected from the elements. This protection is currently provided by the exterior stucco and the overhanging roof but areas exposed when the additions are removed will need to be temporarily protected and then patched with compatible lime stucco.



stone foundation

stucco exterior

10" thick rammed earth walls

BUILDING MATERIALS & CONSTRUCTION DETAILS

3.0 HERITAGE PLANNING CONTEXT

The subject property is Designated under Part IV of the *Ontario Heritage Act* due to its historical and contextual value to the local community. Historically, it is association with **Henry Shook Clarkson (1834-1901)**, son of Warren Clarkson the founder Clarkson. Henry managed the Clarkson's commercial apple orchards. Both the Clarkson and Shook family were major apple growers in Clarkson. Contextually, it is associated with Clarkson Road, a commercial corridor that

is characterized by a mix of residential and commercial buildings from the 19th and early 20th century, many of them with links to the Clarkson family.

HERITAGE CONTEXT (source: ASI, 2017) – the subject building is one of four built heritage resources on Clarkson Road North associated with the Clarkson family.

Statement of Cultural Heritage Value (*Designation By-law*)

The property has associative value because it has direct links with Henry Shook Clarkson, son of Clarkson founder Warren Clarkson. Clarkson is a founding village of Mississauga

The property has contextual value because it is physically, functionally, visually, and historically linked to the other Clarkson homes/business on Clarkson Road North and Feeley Court.

Heritage Attributes

- Size and massing of the Clarkson portion of the house, including its Ontario Gothic shape and form with a gable, pointed gable window and symmetrically placed sash windows on the south face
- Location of the house on Clarkson Road North and its relationship to the William Clarkson House, Edith Clarkson House and Clarkson General Store
- Setback of the house from Clarkson Road
- Visibility from Clarkson Road

4.0 PROPOSED DEVELOPMENT

The revised development proposal provides an alternative development option that includes preservation and integration of the '1860 portion' of the heritage building through 'relocation' rather than 'replication', as was previously proposed.

The architectural drawings detailing the proposal prepared by VanGroll & Associates are included in the appendix of this report and include the following:

- as-found drawings that document the heritage building in its current configuration
- demolition plans to show the 20th century alterations and additions that will be removed
- drawings and renderings for the proposed development including the relocated and restored heritage building and landscape features

In the revised proposal, the footprint and massing of the proposed mixed-use building has been reduced and reconfigured so that it is limited to the area behind the heritage building and separated from it by a one-storey link. The south half of the lot will be used for surface parking and will be separated from the railway line by a landscaped safety berm. The existing sound barrier adjacent to the railway line will remain. The revised configuration is consistent with the 50 m setback from the railway line that is required by Metrolinx.

The proposed 4-storey building is approximately 14.6 metres in height with 391 square metres of commercial space on the ground floor, 8 residential units on the 2nd floor, 7 on the 3rd floor and 4 on the 4th floor, for a total of 17 residential units. The parking garage will be accessed by a car lift and provides 26 parking spaces below grade. An additional 24 parking spaces will be provided at grade, including 2 accessible parking spaces.

The new development employs design elements that are complimentary to the existing built form and heritage resources in the area including a sloped roof, a frontispiece with a gable, multi-pane sash windows and traditional cladding materials including brick and horizontal wood siding.

The site is zoned C4-Commercial. The height of the proposed development is below the 16.0 m maximum that is permitted under C4-zoning but a variance will be required to allow 4-storeys because 3-storeys is the maximum permitted. Heritage comments on the variances required are provided in the table below:

C4 ZONING PROVISION	PERMITTED	PROPOSED	HERITAGE COMMENT
Minimum interior side yard abutting a residential zone	4.5 m	3.0 m	No heritage concerns
Minimum rear yard abutting a residential zone	4.5 m	3.0 m	No heritage concerns
Maximum height with sloped roof	3 storeys, 16 m	4 storeys, 14.5 m	The proposed 4-storey height is compatible with the 2.5-storey heritage building because it is

			set back behind the heritage building and further separated by a 1-storey link.
Minimum depth of landscaped buffer from Clarkson Road	0.0 min.	0.49	The proposed setback supports the cultural heritage value of the heritage resource.
Minimum depth of landscaped buffer along the south property line	4.5	3.0	No heritage concerns.

Tree Removals

A number of existing trees on the lot will be removed to facilitate the development including a row of trees along the driveway that were probably planted by Walter Paisley in the 1930s. Tree removals are noted on the site plan and an Arborist Report is currently underway. None of the trees proposed for removal are linked to the period of significance and landscape elements are not protected under the *Designation By-law*. One new street tree is proposed on the Clarkson Road frontage and the existing tree in the northwest corner of the site on Clarkson Road will be retained. Permeable pavers have been proposed for the patio in this location to protect the root system of that tree. A row of new trees is proposed on the berm along the railway line.

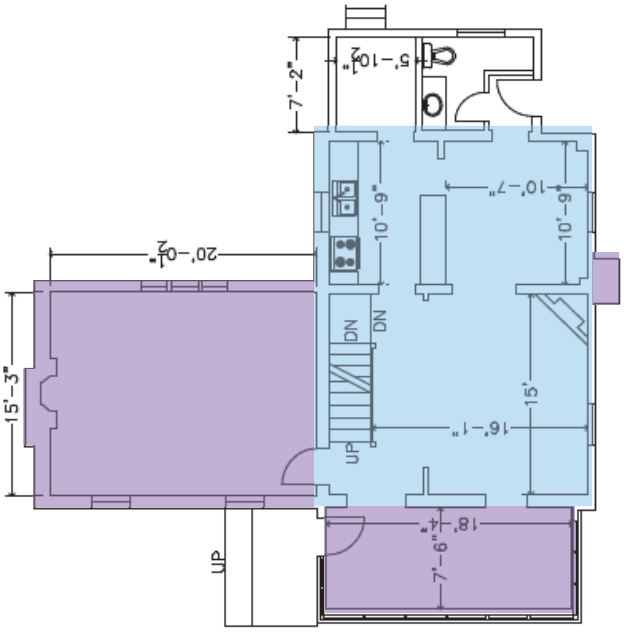
Conservation Strategy for the Heritage Building

The conservation strategy for the heritage building is to retain the historic core of the building associated with Henry Shook Clarkson and restore missing elements from the period of significance based on historic photos. This includes removal of the 2-storey addition on the north side, the 1-storey sun porch on the front, the 1-storey rear addition, and the chimney that cuts through the gable on the south elevation. Missing elements that will be restored include the Neo-Classical style front entrance with sidelights and transom, and the Gothic Revival style bargeboard seen in historic photos. The round window in the front gable installed when Walter Paisley owned the house will be retained as a reference to the Paisley era.

CURRENT CONDITIONS - the front and south side elevations of the vacant heritage building


CURRENT CONDITIONS – rear elevation and interior

Removal of the 20th Century Additions



EXISTING 1ST FLOOR PLAN

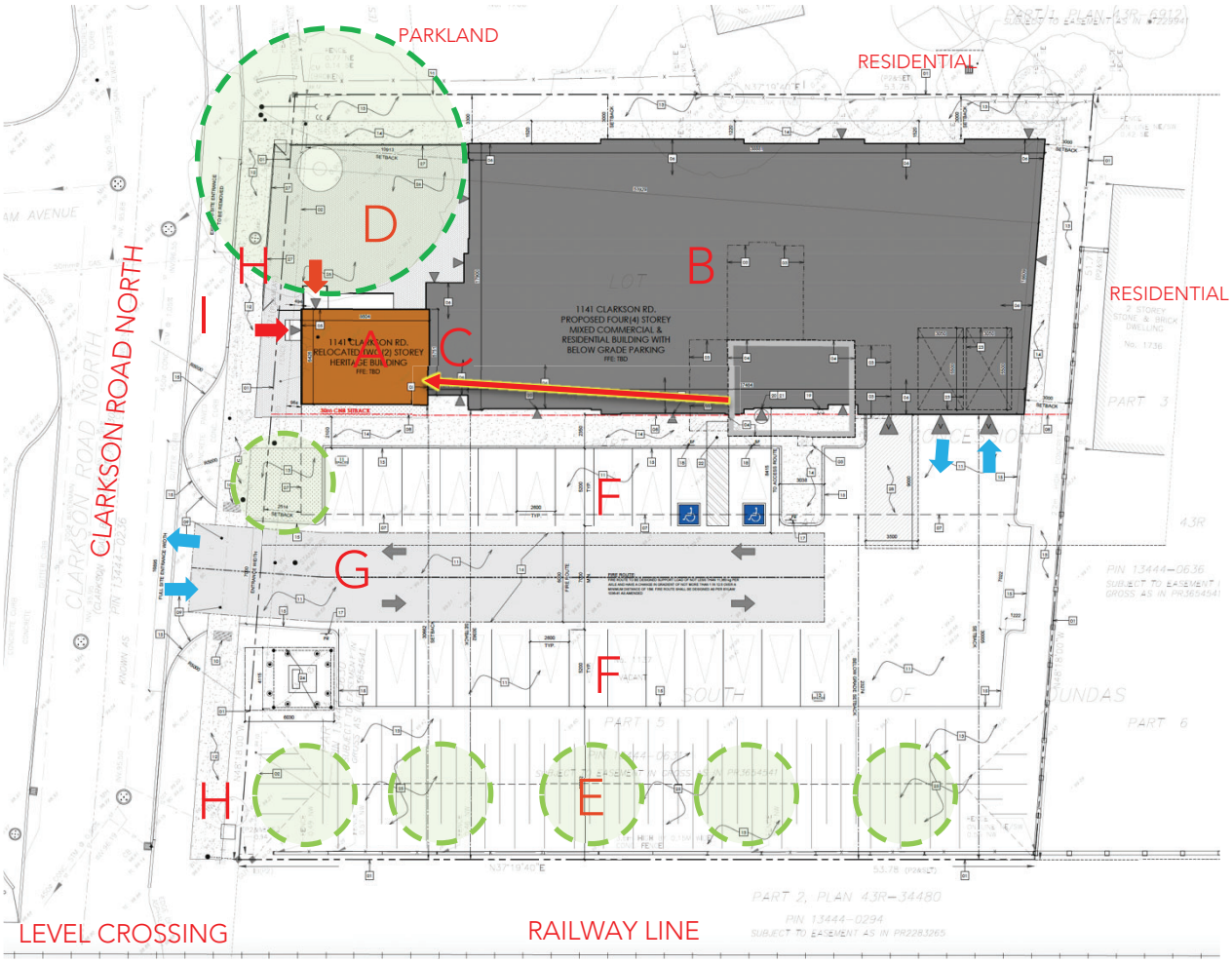
HENRY SHOOK CLARKSON HOUSE c. 1910

Clarkson portion, c.1860s - to be retained & relocated
Paisley additions, c.1930s – to be removed
Modern addition – to be removed

Relocation of the Historic Portion

The historic core will be relocated within the site to the northwest corner of the property, maintaining its existing orientation to Clarkson Road. It will be removed directly onto a new foundation and will be rehabilitated for a compatible new use such as a café or professional office. As part of the rehabilitation, the lime stucco exterior will be repaired, and new windows will be installed based on the historic photos. The historic photos that will guide the conservation work are included in the appendix of this report.

The relocated and restored heritage building will be separated from the new development by a one-storey link with a flat roof attached at the rear. Existing openings on the rear elevation will be utilized for this connection so that no new openings through the exterior walls will be required. This link will provide access to the parking garage and an opportunity for connection to the commercial space on the ground floor of the new development. A discrete ramp is proposed along the north side of the heritage building to provide an accessible entrance. The interior of the heritage building will be reconfigured to suit the new use.



PROPOSED SITE PLAN [GSAI annotated by the author]

A. RELOCATED HERITAGE HOUSE
B. 1-STOREY LINK WITH FLAT ROOF
C. 4-STOREY MIX-USED BLDG & UNDERGROUND PARKING
D. OUTDOOR PATIO
E. SAFETY BERM W. ROW OF APPLE TREES ALONG RAILWAY CORRIDOR
F. SURFACE PARKING
G. VEHICULAR ENTRANCE & EXIT FROM CLARKSON RD
H. SIDEWALK ALONG CLARKSON RD
I. PARKING LAY-BY ON CLARKSON RD

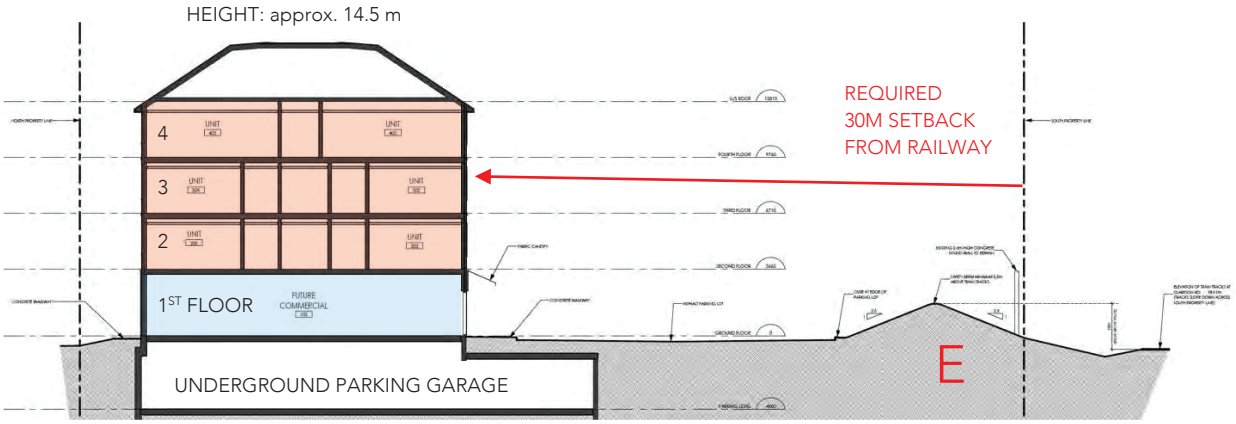
HERITAGE HOUSE RELOCATION

EXISTING TREE TO REMAIN

NEW TREES TO BE PLANTED

PEDESTRIAN ENTRANCE

VEHICULAR ENTRANCE



SECTION showing the proposed building height, extent of the proposed underground parking garage, and 30 m setback and 3.5 m high safety berm required by Metrolinx [GSAI annotated by the author}

COMMERCIAL
RESIDENTIAL

WEST ELEVATION – restored front elevation of the heritage house facing Clarkson Road North

Left: SOUTH ELEVATION – restored side elevation of the heritage house facing the railway corridor
Right: NORTH ELEVATION – restored side elevation of the heritage house facing the new outdoor patio
[GSAI]

STREETSACPE 1 showing the restored heritage building relocated closer to Clarkson Road North with a new outdoor patio

STREETSACPE 2 showing the mixed-use building tucked behind the heritage building and the landscaped berm along the railway line

5.0 HERITAGE IMPACT ASSESSMENT

The *Ontario Heritage Toolkit* is a heritage planning tool prepared by the Ontario Ministry of Culture (now Ministry of Tourism, Culture and Sport). The *Toolkit* provides guidance on assessing impacts on cultural heritage resources and provides strategies for conserving cultural heritage values and mitigating negative impacts if any are identified

There may be negative impacts on cultural heritage resources before, during or after work has been completed. These impacts may be direct or indirect, temporary or permanent. Negative impacts should be described in terms of their effect on specific heritage attributes, or, in some cases, the overall cultural heritage value or interest of a property.

Identified impacts and recommended mitigation measures are outlined in the table below:

NEGATIVE IMPACTS *Ontario Heritage Toolkit (2006)*	Impact Assessment	Recommended Mitigation
Destruction of any, or part of any, significant heritage attributes or features	The 20th century additions proposed for removal are not identified as heritage attributes in the Designation By-law. The following are proposed for removal: • the 2-storey addition on the north side • the 1-storey enclosed porch at the front • the 1-storey addition at the rear • the chimney on the south side	A detailed **Moving Plan** is required for demolition of the additions and stabilization & relocation of the heritage building is required including: • a controlled demolition process is required • temporary protection measures for exposed portions of the '1860 portion' to be retained. • salvage of the two stone fireplaces in the 1937 addition
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	The separation provided by the 1-storey link maintains the legibility and prominence of the heritage building and utilized existing openings in the rear wall. Original and missing features from the restoration period will be repaired and restored 'in-kind' based on physical and historic evidence including: • restoration of the Neo-Classical style	A **Conservation Plan** is required with further details regarding the repair, restoration, and rehabilitation of the heritage building.

	front entrance with sidelights and transom • restoration of the Gothic Revival style bargeboards • replacement of the multi-pane sash windows in the original window openings • repair of the exterior lime stucco • construction of a compatible 1-storey link attached at the rear • building upgrades and interior renovations to support the new use	
Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden	No concerns	No mitigation required
Isolation of a heritage attribute from its surrounding environment, context or or a significant relationship	Significant relationships to Clarkson Road will be maintained. The heritage budling will retain its original orientation and will be moved a short distance within the original lot closer to Clarkson Road.	Provide a **Landscape Plan** that is compatible with the heritage character and supports compatible uses for the heritage building.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	No concerns	No mitigation required

A change in land use (such as rezoning a church to a multi-unit residence) where the change in use negates the property's cultural heritage value	No concerns	**Further review** by heritage staff of through the planning permit process to ensure that the final submission is compatible with the *Heritage Impact Assessment*.
Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archaeological resources	The heritage building requires a raised foundation to protect the 'rammed earth' exterior walls from moisture. Land disturbances will occur to construct the underground parking garage. Changes in grade are required along the railway line to construct a safety berm.	A **Conservation Plan** including detailed drawings for the new permanent foundation for the heritage building is required. The subject property is located in an urban area where agricultural uses occurred in the 19th and early 20th century. Archaeological potential is presumed to be low but should be confirmed by a registered archaeologist.

Methods of minimizing or avoiding a negative impact on an adjacent cultural heritage resource, as stated in the *Ontario Heritage Tool Kit* include, but are not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations

The revised proposal provides an 'alternative development' option that is compatible with conservation of the cultural heritage value and heritage attributes of the heritage resource through preservation and relocation within the lot, restoration of missing features from the period of significance, and rehabilitation to support a compatible new use.

The following design measures have been employed in response to the heritage building and historic context so that the new development is compatible:

- the height is limited to four storeys and is located at the rear and further separated from the heritage building by a 1-storey link with a flat roof.
- the development is set back from Clarkson Road so that there is a landscape area in front of the heritage building and an outdoor amenity space has been provided on the north side of the heritage building for an outdoor patio

- the development employs several design elements associated with residential forms and heritage buildings in the area including a sloped roof, a frontispiece with a gable, multi-paned sash windows and wood and brick exterior cladding
- the landscape berm along the railway line provides an opportunity for planting a row of apple trees to commemorate the commercial apple orchards managed by Henry Shook Clarkson

The removal of the 20th century additions is not reversible but, as already noted, these additions are not protected under the *Designation By-law*. Retention of the round window in the gable on the front elevation is intended to preserve an element of the Paisley layer that is being removed and the two stone fireplaces in the c.1937 Paisley addition will be salvaged.

A analysis of impacts to specific heritage attributes identified in the *Designation By-law* is provided in the table below:

HERITAGE ATTRIBUTE	IMPACTS OF THE PROPOSED UNDERTAKING
Size and massing of the Clarkson portion of the house, including its Ontario Gothic shape and form with gable, pointed gable window and symmetrically placed sash windows on the south face – contributes to the cultural heritage value of the property because it speaks to the period in which it was built, the time of Warren Clarkson	POSITIVE IMPACTS • the Clarkson portion will be preserved and missing elements will be restored based on historic photos
Location of the house on Clarkson Road North and its relationship to the William Clarkson House, Edith Clarkson House and Clarkson General Store – contributes to the cultural heritage value of the property because it is near other notable residences associated with Clarkson's Corners and the Clarkson family, giving it associative and contextual value	POSITIVE IMPACTS • relocation of the Clarkson portion to the northwest corner of the site maintains relationships with Clarkson properties on the west side of Clarkson Road North
Setback of the house from Clarkson Road – contributes to the cultural heritage value of the property because the specific location was likely selected by the Clarkson family and it speaks to the historic lot layout of Clarkson's Corners	POSITIVE IMPACTS • relocation of the Clarkson portion within its original lot maintains the historic layout of Clarkson's corners
Visibility from Clarkson Road – contributes to the cultural heritage value of the property because it is associated with the road's namesake and makes it a landmark in the area	POSITIVE IMPACTS • visibility will be enhanced by relocating the Clarkson portion closer to Clarkson Road North

6.0 CONCLUSIONS & RECOMMENDATIONS

The proposal will preserve the heritage attributes of the heritage building through relocation within the lot and integration into a compatible new development that maintains the legibility and prominence of the heritage building on Clarkson Road. The restored and rehabilitated heritage building will support the historic character of Clarkson Village and enhance connections with adjacent heritage resources associated with the Clarkson family.

Therefore, it is recommended that the heritage committee provide support through approval of a Heritage Permit with the following conditions:

1. that heritage staff review the final submission to ensure it is consistent with the *Heritage Impact Assessment*.

2. the applicant enters into a legal agreement such as a **Heritage Easement Agreement** and provide a **Letter of Credit**.

3. the applicant provides a detailed **Moving Plan** for safely removing the 20th century additions, stabilizing, protecting, and moving the 1860 portion onto a permanent new foundation with supporting documentation provided by a structural engineer who is professional member of the Canadian Association of Heritage Professionals.

4. the applicant provides a **Conservation Plan** for rehabilitation of the relocated heritage building for the new use, including the restoration of original features based on historic evidence.

The Moving Plan and Conservation Plan can be provided as two separate documents or combined as a single document, depending on how the development is to be phased.

7.0 SOURCES

Heritage Documents

City of Mississauga, *1141 Clarkson Road North Designation By-law*
----------, *Mississauga Official Plan* (Oct 2021)
----------, *Terms of Reference for Heritage Impact Assessments* (June 2017)

Ministry of Tourism & Culture Ontario, Ontario Heritage Act (2005)
----------, *Ontario Heritage Toolkit (2006)*

Ministry of Municipal Affairs and Housing Ontario, *Provincial Policy Statement (2020)*

Parks Canada, *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010)

Heritage Reports

AREA Architects. *Cultural Heritage Impact Assessment; 1130-1140 Clarkson Road North, Mississauga, Ontario*. (March 2021)

ASI, *Heritage Impact Assessment; 1141 Clarkson Road North, Mississauga, Ontario* (June 2017)

Historical Background

Blumenson, John. *Ontario Architecture; A Guide to Styles and Building Terms 1784 to the Present* (1990)

Cody, Jeffrey, "Earthen Walls from France and England for North American Farmers, 1806-1870", essay in *6th Annual Conference on the Conservation of Earthen Architecture* (Getty Conservation Institute, 1990)

Heritage Mississauga, *A Heritage Tour; Clarkson, Strawberry Capital of Ontario* (August 2019)

Hicks, Kathleen A. *Clarkson and its Many Corners* (2003)

Hill. Robert. See entry for 'Hounsom, Eric Wilfrid (1904-1974)', *Biographical Dictionary of Architects in Canada 1800-1950*. Available online.

Mississauga Library System, 'Historic Images Gallery; Clarkson', available online.

Toronto Archives, *Fonds 1248; Eric Hounsom fonds – Series 1344, File 5; Alteration and addition to residence, Clarkson, Ont., for Mr. Paisley. 1 folder of architectural drawings dated 1936. Drawings by Ernest Steadman.*

8.0 QUALIFICATIONS OF THE AUTHOR

The author of this report is a professional member of the Canadian Association of Heritage Professionals. Formal education includes a Master of Arts in Architectural History from the University of Toronto and a Diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Professional experience includes an internship at the Ontario Heritage Trust, three years as Architectural Historian & Conservation Specialist at Taylor Hazell Architects in Toronto, and 10 years in private practice in Ontario as a heritage consultant. Other relevant experience includes teaching architectural history at the University of Toronto and McMaster University and teaching research methods and conservation planning at the Willowbank School for Restoration Arts in Queenston. In addition to numerous heritage reports, the author has published work in academic journals such as the *Journal of the Society for the Study of Architecture in Canada* and the *Canadian Historical Review*.

APPENDIX A: PHOTO DOCUMENTATION

FRONT ELEVATION

SOUTH SIDE ELEVATION

REAR ELEVATION

INTERIOR – 1ST FLOOR – LIVING ROOM – VIEW INTO THE FRONT SUN PORCH

INTERIOR – 1ST FLOOR – LIVING ROOM

INTERIOR – 1ST FLOOR – LIVING ROOM

INTERIOR – 1ST FLOOR – LIVING ROOM

INTERIOR – 1ST FLOOR – KITCHEN

INTERIOR – 1ST FLOOR – ADDITION TO BE REMOVED – FIREPLACE WITH STONE OR CONCRETE SURROUND

INTERIOR – 1ST FLOOR – ADDITION TO BE REMOVED

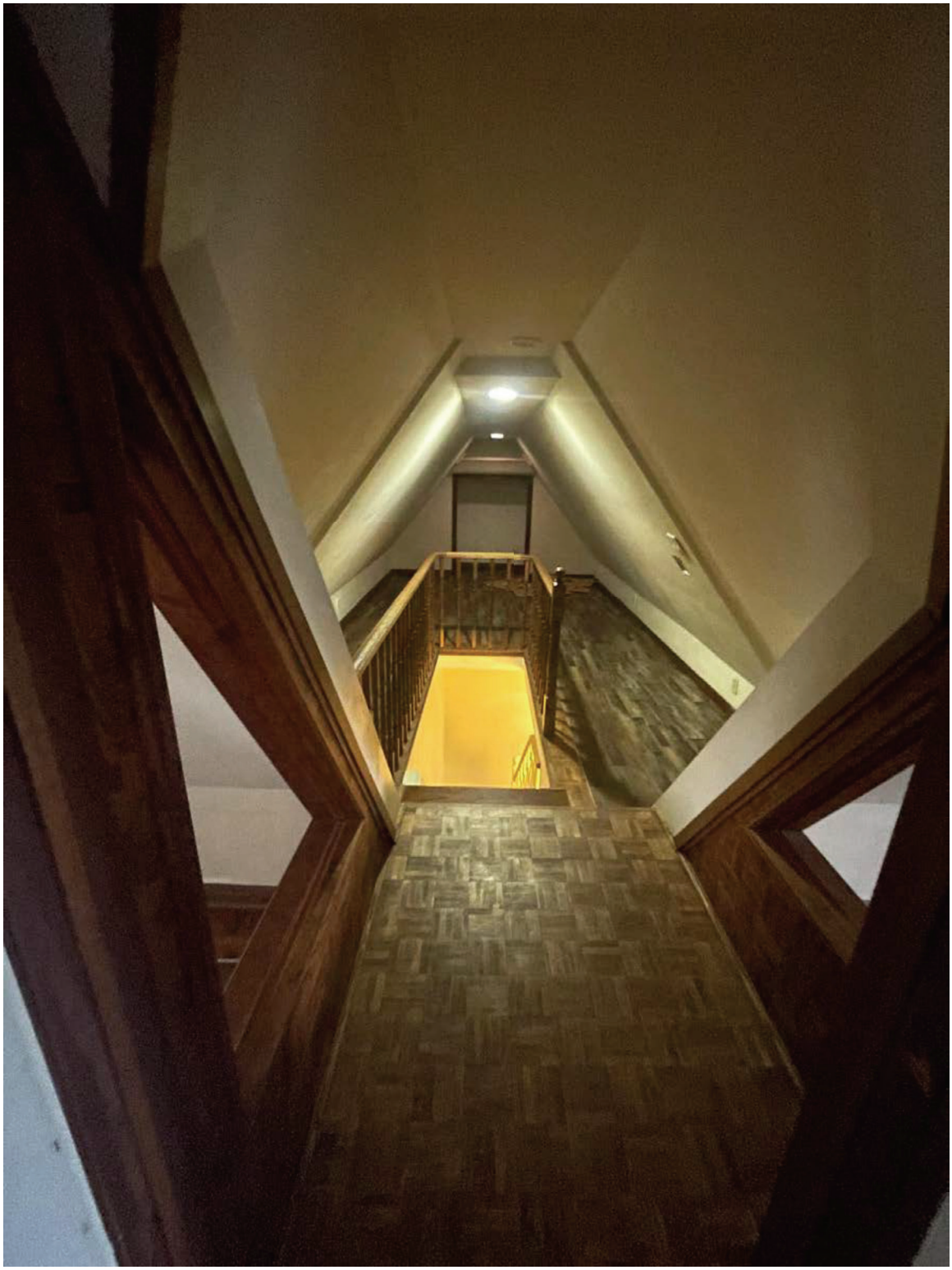
INTERIOR – FRONT SUNROOM TO BE REMOVED

INTERIOR – 2ND FLOOR - BEDROOM

ORIGINAL POINTED WINDOW IN THE SIDE GABLE

MODIFIED ROUND WINDOW IN THE FRONT GABLE

1ST FLOOR STAIRCASE

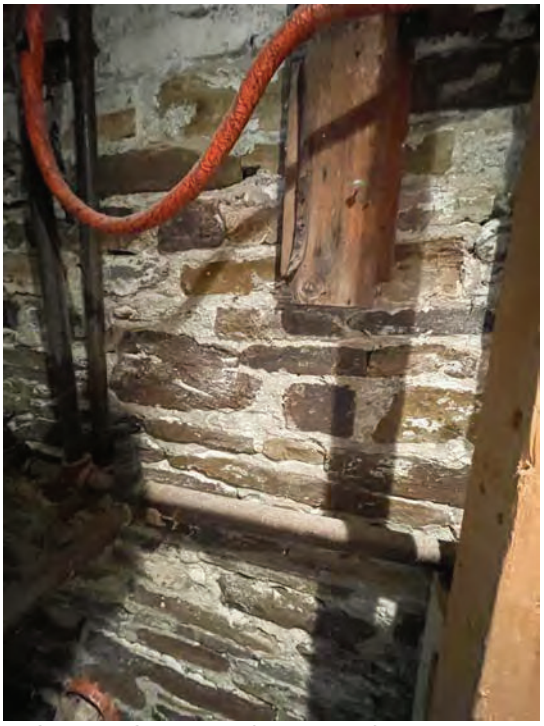


MODFIED ROOFLINE WHERE THE 2ND FLOOR ADDITION IS ATTACHED – ORIGINAL ROOF FRAMING PARTIALLY PRESERVED BENEATH THE LATER ADDITION

BASEMENT BELOW THE 2-STOREY ADDITION – TO BE DEMOLISHED

BASEMENT FIREPLACE WITH STONE OR CONCRETE SURROUND

BASEMENT – LAUNDRY ROOM



BASEMENT – FURNACE – IRREGULARLY COURSED STONE FOUNDATION WALL VISIBLE IN THIS AREA

APPENDIX B: HISTORIC DOCUMENTATION

c.1910

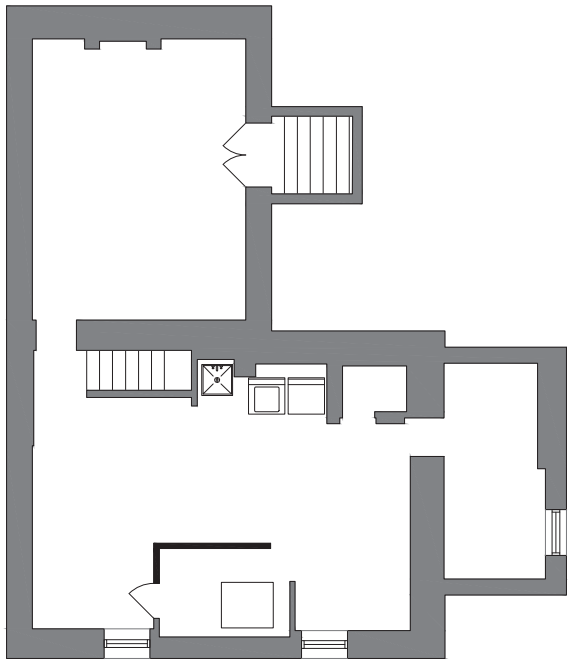
c.1920

c.1910

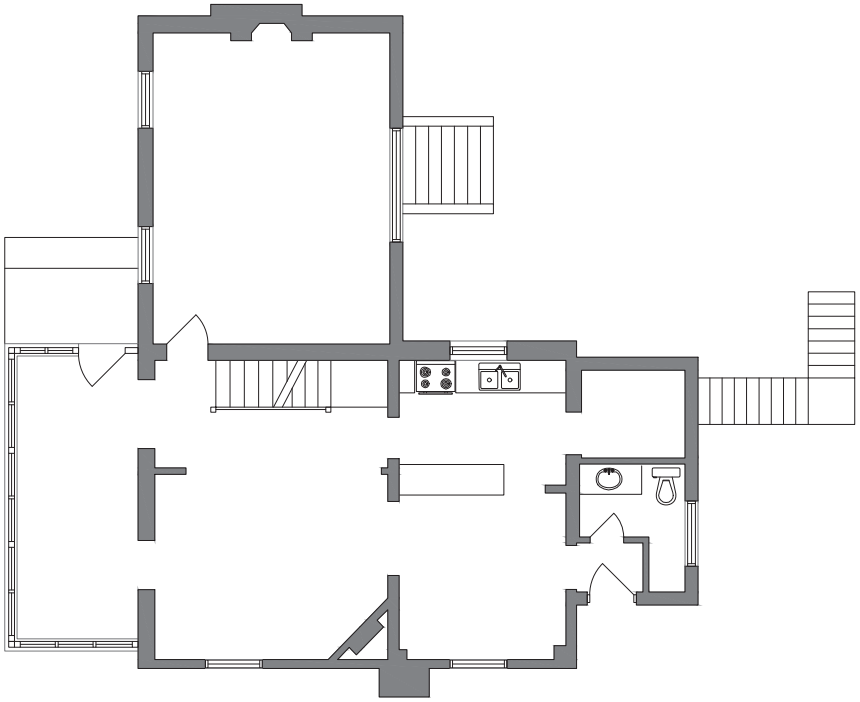
1937

1954

c.1940



01 H1 EXISTING BASEMENT PLAN
SCALE: 1/8" = 1'-0"



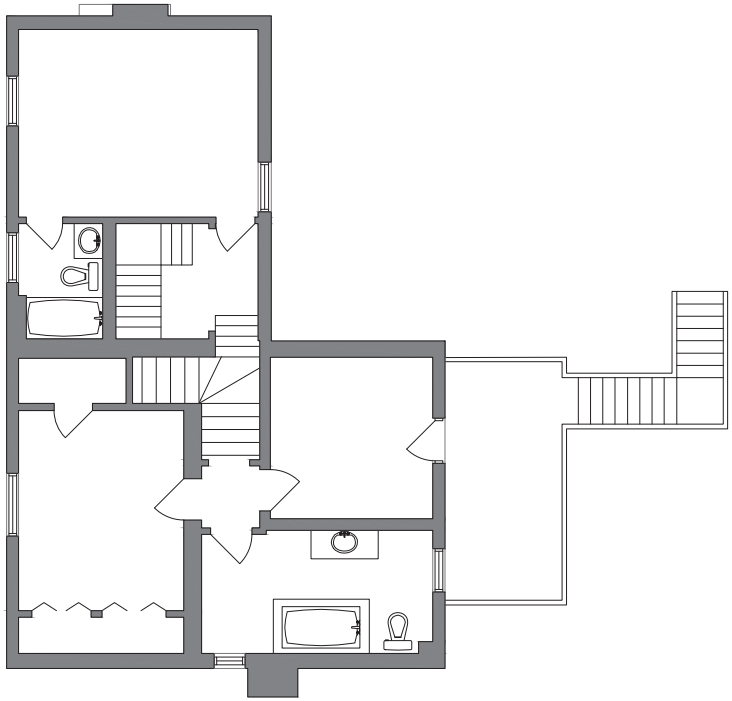
02 H1 EXISTING GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

149-002

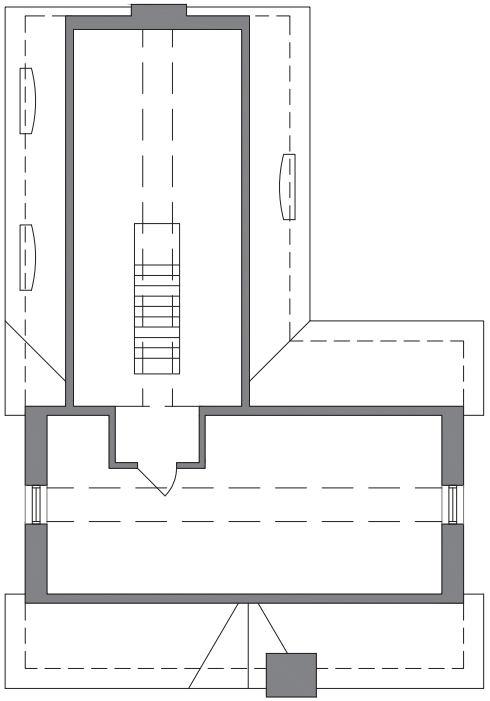
H1 EXISTING FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 H2 EXISTING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



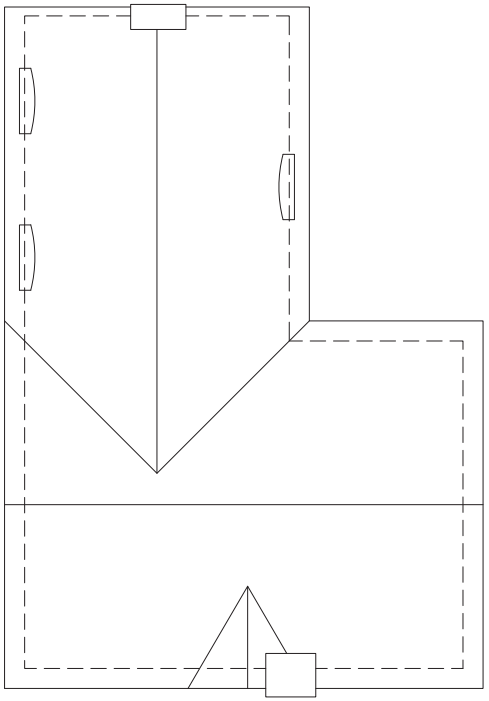
02 H2 EXISTING ATTIC FLOOR PLAN
SCALE: 1/8" = 1'-0"

149-002

H2 EXISTING FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



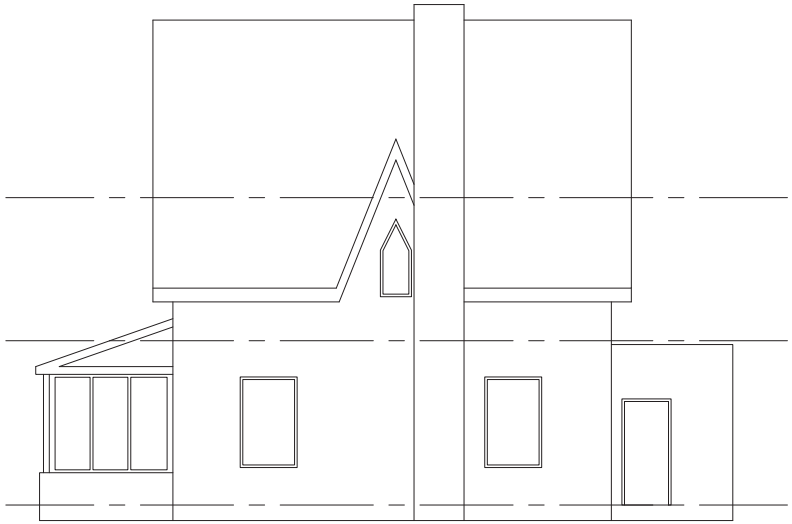
01 H3 EXISTING ROOF PLAN
SCALE: 1/8" = 1'-0"

149-002

H3 EXISTING FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 H4 EXISTING SIDE ELEVATION
SCALE: 1/8" = 1'-0"

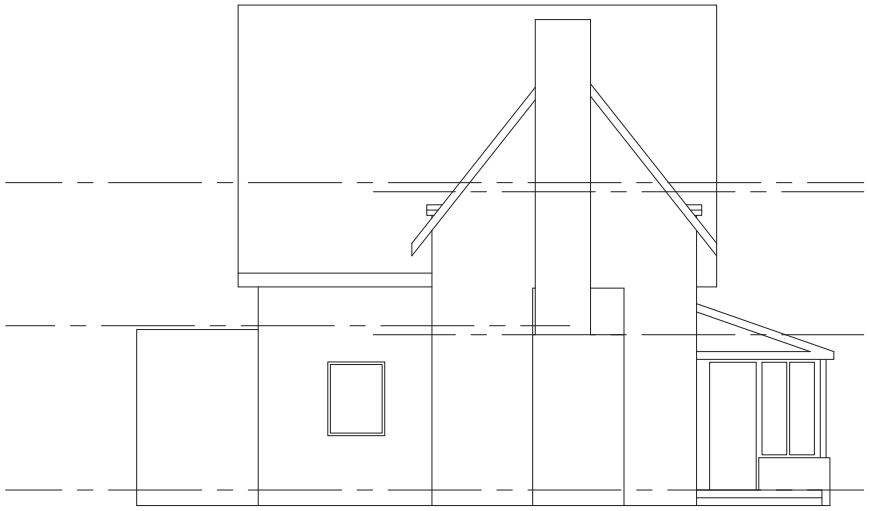
02 H4 EXISTING FRONT ELEVATION
SCALE: 1/8" = 1'-0"

149-002

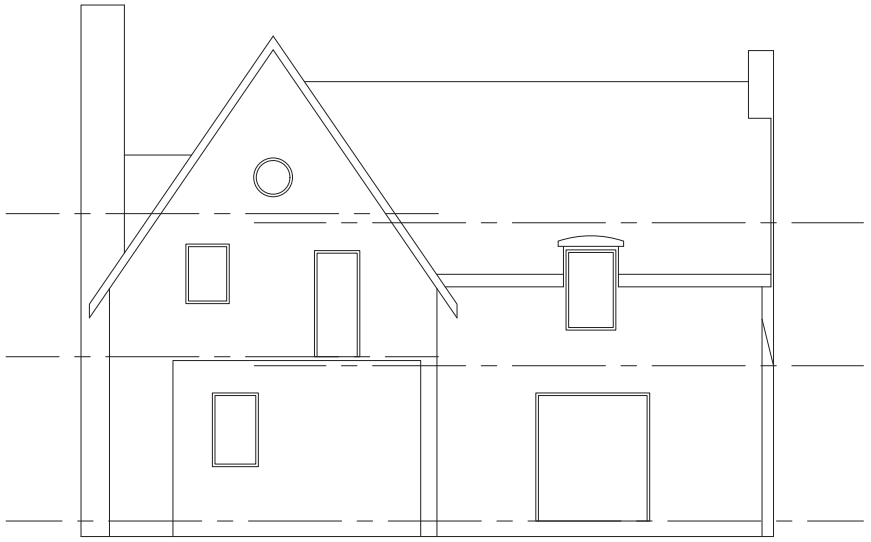
H4 EXISTING ELEVATIONS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 H5 EXISTING SIDE ELEVATION
SCALE: 1/8" = 1'-0"



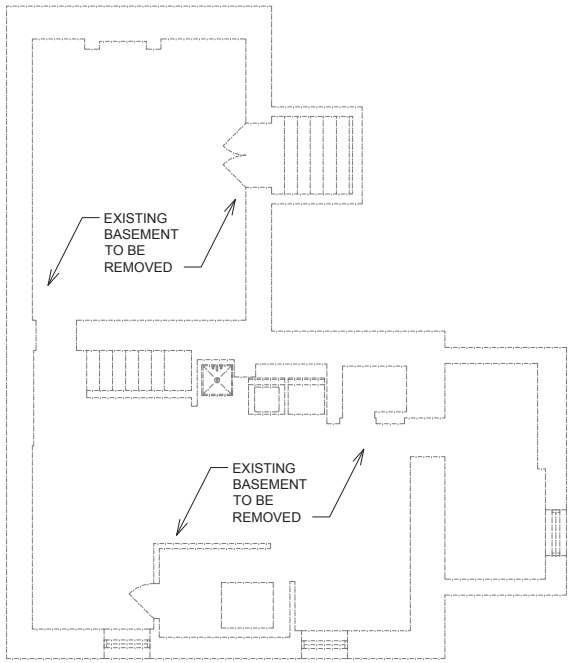
02 H5 EXISTING REAR ELEVATION
SCALE: 1/8" = 1'-0"

149-002

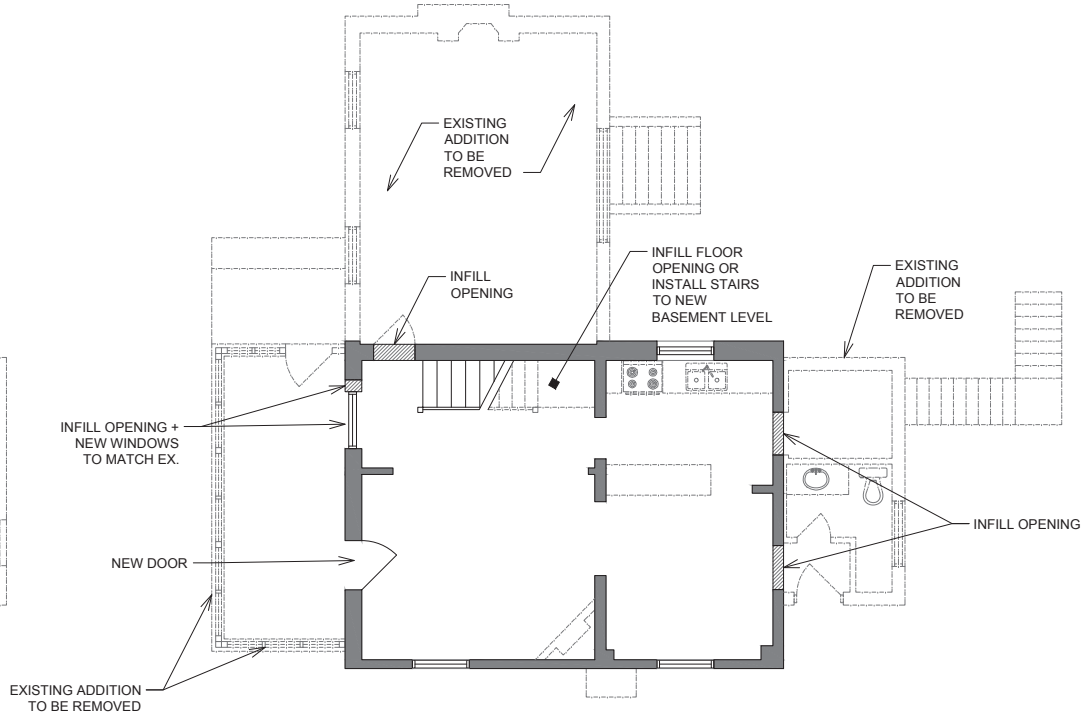
H5 EXISTING ELEVATIONS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 D1 DEMO BASEMENT PLAN
SCALE: 1/8" = 1'-0"



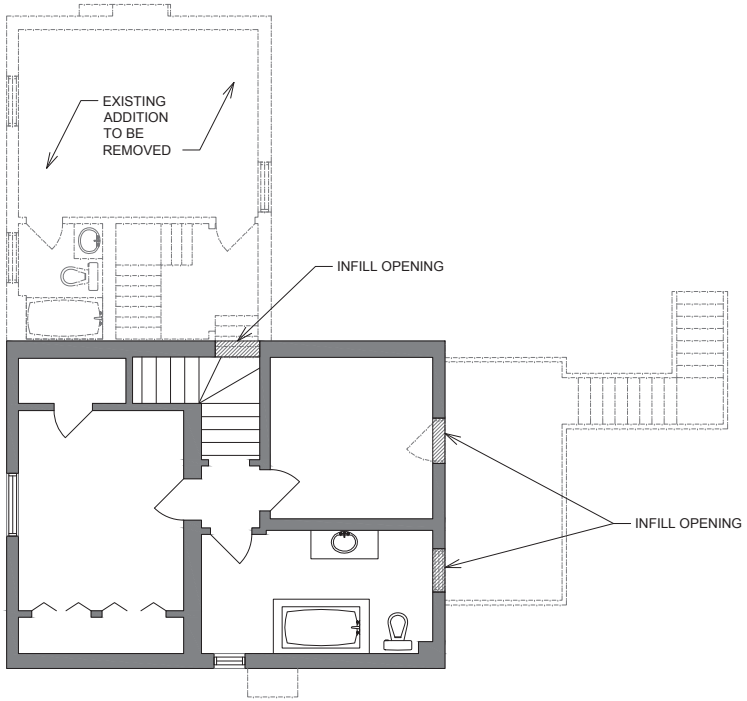
02 D1 DEMO GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

149-002

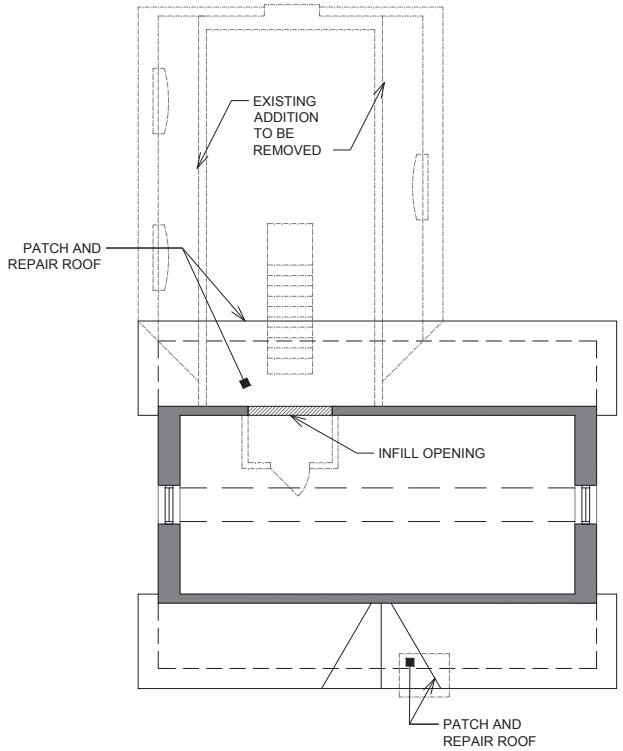
D1 DEMO FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 D2 DEMO SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



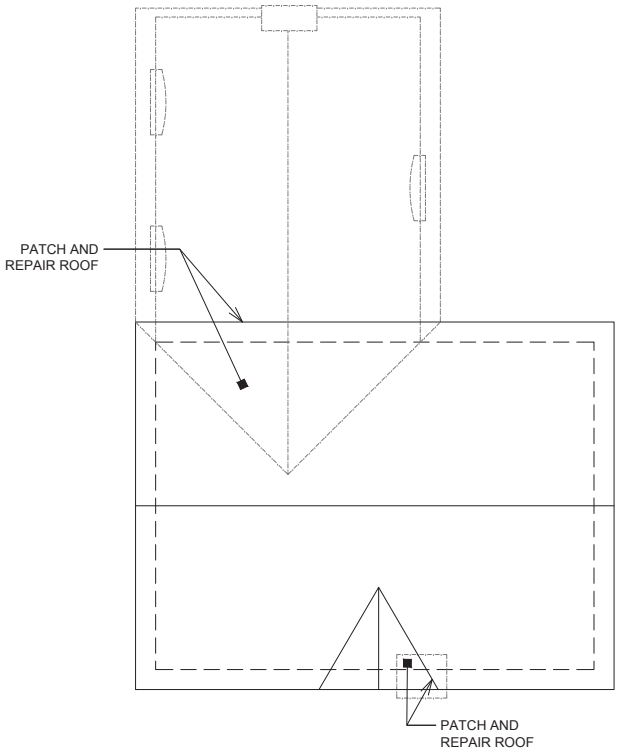
02 D2 DEMO ATTIC FLOOR PLAN
SCALE: 1/8" = 1'-0"

149-002

D2 DEMO FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



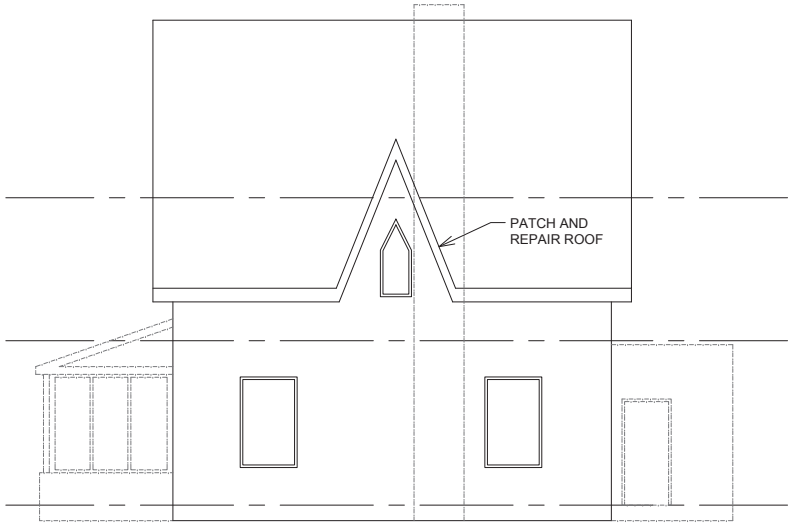
01 D3 DEMO ROOF PLAN
SCALE: 1/8" = 1'-0"

149-002

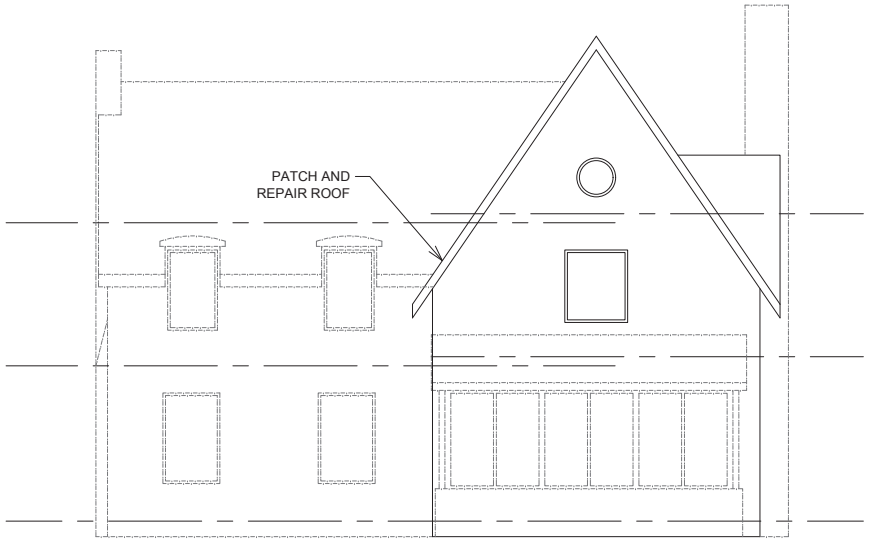
D3 DEMO FLOOR PLANS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 D4 DEMO SIDE ELEVATION
SCALE: 1/8" = 1'-0"



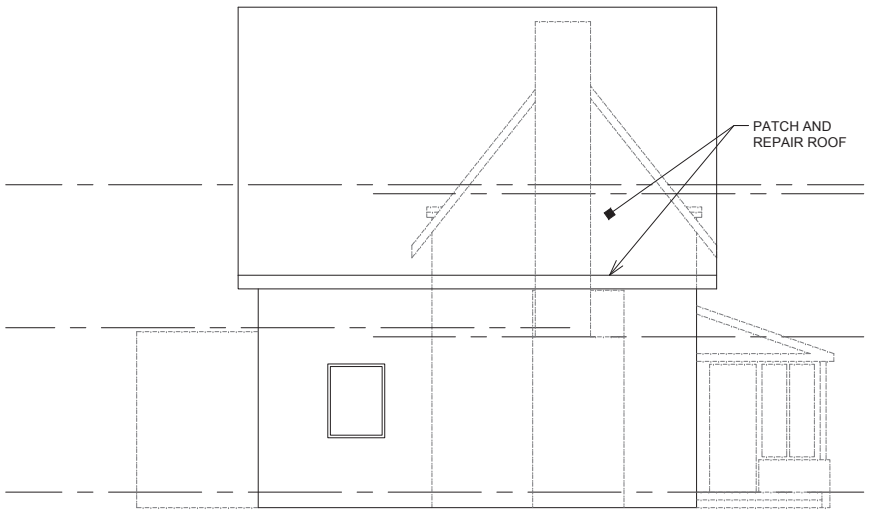
02 D4 DEMO FRONT ELEVATION
SCALE: 1/8" = 1'-0"

149-002

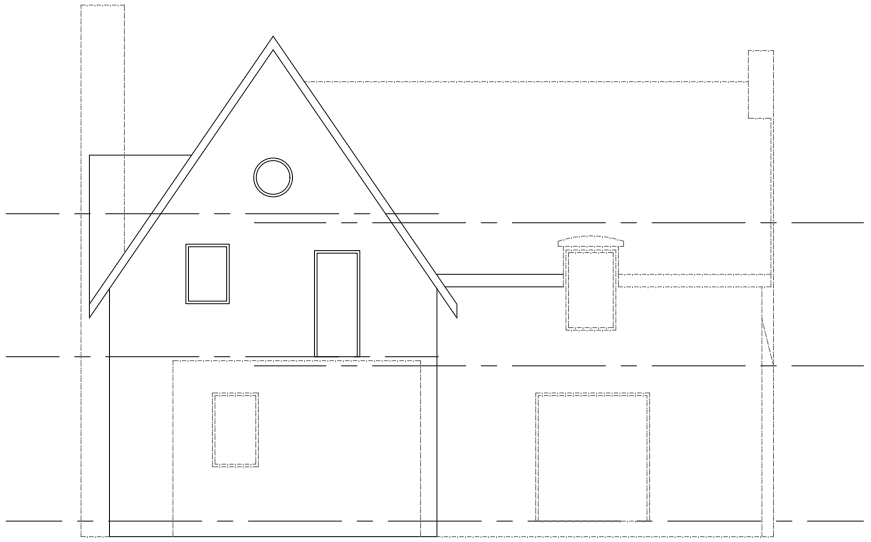
D4 DEMO ELEVATIONS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON



01 D5 DEMO SIDE ELEVATION
SCALE: 1/8" = 1'-0"



02 D5 DEMO REAR ELEVATION
SCALE: 1/8" = 1'-0"

149-002

D5 DEMO ELEVATIONS

SCALE: 1/8" = 1'-0" MARCH 27, 2024

CLARKSON ROAD DEVELOPMENT
HERITAGE BUILDING
1141 CLARKSON RD, MISSISSAUGA, ON

SITE DEMOLITION PLAN NOTES

01 HEAVY LONG/SHORT DASHED LINE INDICATES EXISTING PROPERTY LINE. SEE ALSO SURVEY.

02 DASH-DOT LINEWORK WITH HATCHING INDICATES OUTLINE OF EXISTING BUILDING TO BE REMOVED. CAP AND PRESERVE EXISTING SERVICES FOR REUSE OR ABANDON OR REMOVE AS PER SITE SERVICING DRAWINGS.

03 HEAVY DASHED LINE WITH LIGHT SOLID HATCH INDICATES OUTLINE OF EXISTING BUILDING TO BE RELOCATED. CAP AND PRESERVE EXISTING SERVICES FOR REUSE OR ABANDON OR REMOVE AS PER SITE SERVICING DRAWINGS. RELOCATION OF EXISTING BUILDING ONTO NEW FOUNDATION TO BE DESIGNED BY A SEPARATE CONSULTANT.

04 DASHED - DOT STYLE LINETYPE INDICATES EXISTING MATERIALS TO BE REMOVED. SEE ALSO ORIGINAL SITE SURVEY TO IDENTIFY SPECIFIC EXISTING MATERIALS. MATERIALS TO BE REMOVED ARE IDENTIFIED ON THE SURVEY AND MAY NOT REPRESENT ALL MATERIALS TO BE REMOVED. SITE VERIFY EXISTING SITE CONDITIONS. REMOVE ALL MATERIALS AS REQUIRED TO DO WORK IDENTIFIED ON ALL SETS OF DRAWINGS.

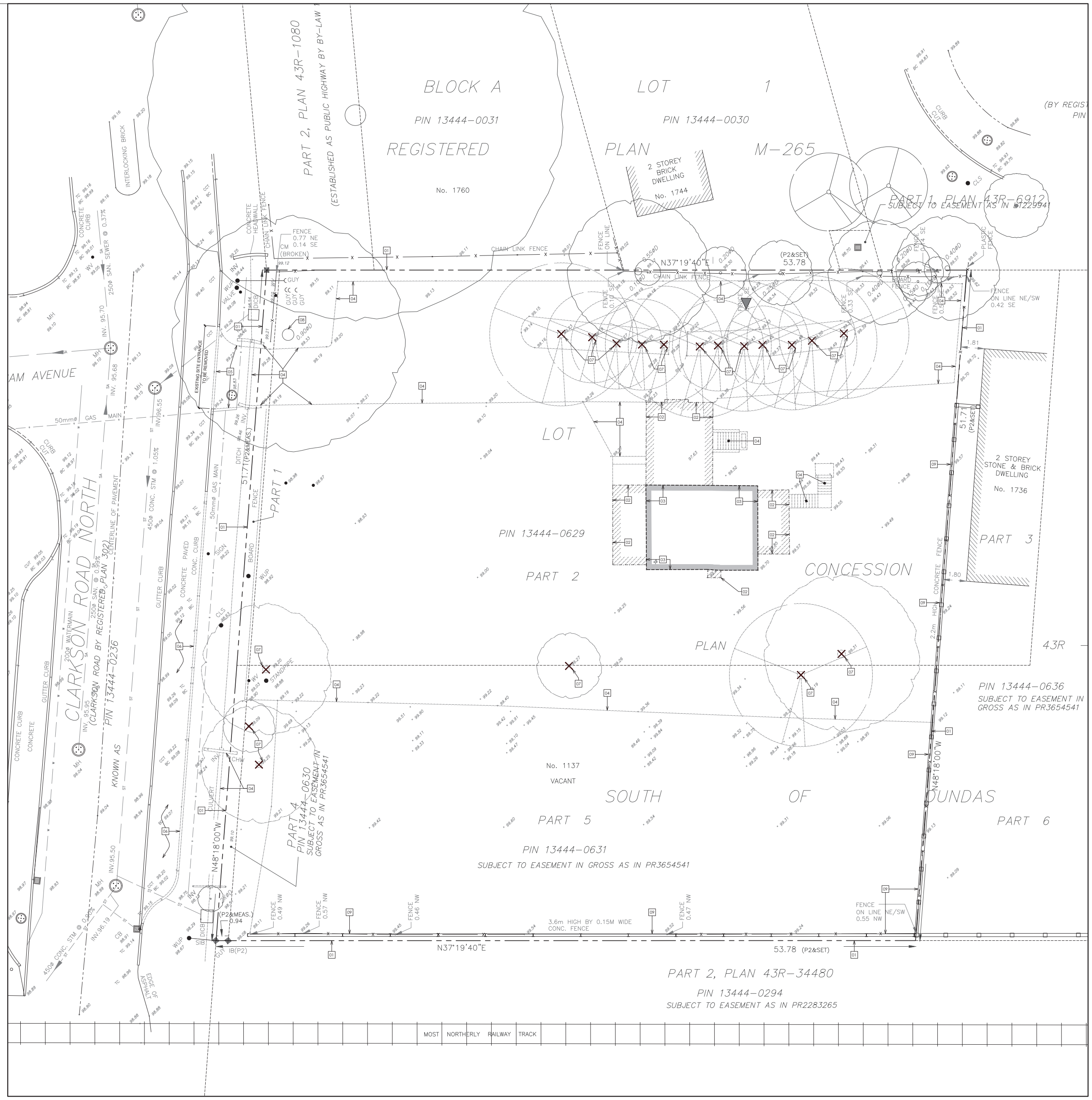
05 EXISTING SITE ENTRANCE TO BE REMOVED. REMOVE EXISTING CURB CUTS AND ASPHALT PAVING. EXISTING PARKING CONCRETE AND CONCRETE GUTTER TO REMAIN. INSTALL NEW CURBS TO ALIGN AND MATCH EXISTING CURBS TO REMAIN. NEW CURBS TO ALSO MEET CURRENT MISSISSAUGA STANDARDS.

06 EXISTING STREET CURBS AND CONCRETE PARKING APRON TO BE REMOVED AS INDICATED OR REQUIRED FOR NEW LANDSCAPING, SITE ENTRANCE OR CIVIL WORKS.

07 EXISTING SITE TREES TO BE REMOVED AS INDICATED BY 'X' SYMBOL. SEE ALSO ARBORIST REPORT. X

08 EXISTING SITE TREES TO REMAIN. PROVIDE TREE PROTECTION HOARDING AS PER CITY OF MISSISSAUGA STANDARDS. SEE ALSO ARBORIST REPORT.

09 EXISTING CONCRETE SOUND BARRIER WALL TO REMAIN.



01 SITE DEMOLITION PLAN
A1.0 SCALE: 1 : 150

DRAWINGS MUST NOT BE SCALED. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS, SPECIFICATIONS AND DRAWINGS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH ANY OF THE WORK.

STAMP: ONTARIO ASSOCIATION OF ARCHITECTS — ELROY VAN GROLL — LICENCE 4707

PROJECT NORTH: | TRUE NORTH:

KEY PLAN:

No.	DESCRIPTION	BY	DATE
02	ISSUED FOR HERITAGE REVIEW	C.H.	24.04.24
01	ISSUED FOR ZONING REVIEW	C.H.	24.04.19

VG & A
van Groll & Associates Inc.
2 St. Clair Avenue W., F18
Toronto, ON. M4V 1L5
905 339 2811
vangrollassociates.com

CLIENT:
TRIG INVESTMENTS INC.
1324 BLUNDELL ROAD
MISSISSAUGA, ON
L47 1M5

PROJECT:
1141 CLARKSON RD DEVELOPMENT

CITY FILE NUMBER: T.B.D.

ADDRESS: 1141 CLARKSON RD
MISSISSAUGA ON
L5J 2W1

DRAWING TITLE:
SITE DEMOLITION PLAN

DATE: 24.04.24
SCALE: 1 : 150
DRAWN: C.H.
SHEET NUMBER:
JOB NUMBER:
149-002
A1.0

SURVEY DATA

SURVEY DATA FOR THIS SITE WAS TAKEN FROM:

SURVEYOR'S REAL PROPERTY REPORT

PLAN OF SURVEY WITH TOPOGRAPHY OF

PART OF LOT 28, CONCESSION 2 SOUTH OF DUNDAS STREET

CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL

DATED MAY 23, 2023

TARASICK McMILLAN KUBICKI LIMITED
ONTARIO LAND SURVEYORS
4181 SLADEVIEW CRESCENT, UNIT 42, MISSISSAUGA, ONTARIO L5L 5R2
TEL: (905) 569-8849 FAX: (905) 569-3160
E-MAIL: office@tmksurveyors.com

TRUE NORTH

SYMBOLS LEGEND

SITE LIGHT FIXTURES. SEE EXTERIOR LIGHTING LAYOUT DRAWING BY 'FARADAY LIGHTING COMPANY'.

WALL PACK | LIGHT STANDARD | LIGHT STANDARD

	SITE TRAFFIC DIRECTION ARROW
V	BUILDING VEHICLE ENTRANCE/EXIT (LARGE SYMBOL WITH 'V')
	BUILDING PEDESTRIAN ENTRANCE/EXIT (SMALL SYMBOL)
	PRIMARY PEDESTRIAN ENTRANCE/EXIT
	FIRE DEPARTMENT SIAMESE CONNECTION
	SITE SIGNS (IE; ACCESSIBLE, FIRE ROUTE)
	BIKE RACK
	FIRE HYDRANT

1.0	OWNER TRIG INVESTMENTS INC. 1324 BLUNDELL ROAD MISSISSAUGA, ON L47 1M5 triginvestments@gmail.com	ARCHITECT: VAN GROLL & ASSOCIATES INC. 2 ST CLAIR AVE. W. F18 Toronto, Ontario M4V 1L5 ATTN: Elroy Van Groll Tel: 905-339-2811 EXT 228	
2.0	PROJECT LOCATION 1141 CLARKSON ROAD, MISSISSAUGA, ONTARIO, L5J 2W1		
3.0	LEGAL DESCRIPTION PART OF LOT 28, CONCESSION 2 SOUTH OF DUNDAS STREET CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL		
4.0	ZONING CATEGORY C4 BY-LAW 0225-2007		
5.0	PROPOSED USE MIXED USE COMMERCIAL & RESIDENTIAL BUILDING		
6.0	LOT AREA	METRIC (SQ.M)	IMPERIAL (SQ.F)
	EXISTING LOT AREA	2,773	29,848
7.0	PROPOSED COVERAGE	METRIC (SQ.M)	IMPERIAL (SQ.F)
	BUILDING AREA TO BE RELOCATED	55	592
	BUILDING AREA TO BE DEMOLISHED	-61	-656
	PROPOSED NEW BUILDING AREA	715	7,696
	PROPOSED TOTAL BUILDING AREA	770	8,288
	PERCENTAGE LOT COVERAGE	27.6%	
8.0	BUILDING CLASSIFICATION: 3.2.2.45. GROUP C, UP TO 4 STOREYS, SPRINKLERED		
9.0	BUILDING CONSTRUCTION: COMBUSTIBLE AND NON COMBUSTIBLE PERMITTED		
10.0	RATING FOR ASSEMBLIES: 60 MIN. FOR FLOORS AND LOADBEARING WALLS AND ARCHES.		
11.0	GROSS FLOOR AREAS	METRIC (SQ.M)	IMPERIAL (SQ.F)
	PROPOSED GROUND FLOOR AREA	715	7,696
	PROPOSED SECOND FLOOR AREA (EXCLUDING STAIRS & ELEVATOR)	556	5,990
	PROPOSED THIRD FLOOR AREA (EXCLUDING STAIRS & ELEVATOR)	669	7,202
	PROPOSED FOURTH FLOOR AREA (EXCLUDING STAIRS & ELEVATOR)	456	4,904
	TOTAL GROSS FLOOR AREA (G.F.A)	2,396	25,790

12.0 BASIC FLOOR AREA USE BREAKDOWN (EXCL. CIRCULATION, MECHANICAL, ETC)

	PARKING	COMMERCIAL SPACES	ACCESSORY STORAGE	DWELLING UNITS	AMENITY SPACE
BASEMENT	26 SPACES		135m²		
SITE LEVEL (EXTERIOR)	24 SPACES				
GROUND LEVEL		391m²	180m²		144m²
SECOND LEVEL			57m²	8 UNITS	
THIRD LEVEL				7 UNITS	196m²
FOURTH LEVEL				4 UNITS	
GRND LVL (HERITAGE)		55m²			
2ND LVL (HERITAGE)		55m²			

13.0 PARKING CALCULATION

COMMERCIAL PARKING:
- 3 PARKING SPACES PER 100m²
- 391m² + 55m² + 55m² = 501m² / 100 x 3 = 15 PARKING SPACES FOR COMMERCIAL USE

RESIDENTIAL PARKING:
TENANT PARKING:
- 0.8 SPACES PER RESIDENTIAL UNIT x 19 DWELLING UNITS = **15 PARKING SPACES FOR RESIDENTIAL TENANT USE**

VISITOR PARKING:
- 0.15 VISITORS SPACE PER DWELLING UNIT x 19 UNITS = **3 PARKING SPACES FOR RESIDENTIAL VISITOR USE**

TOTAL PARKING REQUIRED: **33 PARKING SPACES REQUIRED**
TOTAL PARKING PROVIDED:
SITE LEVEL: 26 SPACES
PARKING LEVEL: 13 SPACES (NON TANDEM)
39 SPACES PROVIDED TO SATISFY PARKING REQUIREMENT

ADDITIONAL PARKING PROVIDED: **13 TANDEM SPACES AT BASEMENT LEVEL**

14.0 LOADING CALCULATION

COMMERCIAL LOADING:
- GREATER THAN 250m² BUT LESS THAN OR EQUAL TO 2,350m²: 1 SPACE

RESIDENTIAL LOADING:
- ONE LOADING SPACE PER APARTMENT BUILDING CONTAINING A MINIMUM OF 30 DWELLING

TOTAL LOADING REQUIRED: 1 LOADING SPACE (SHARED)
TOTAL LOADING PROVIDED: 1 LOADING SPACE (SHARED)

* SEE DRAWING A1.2 FOR LOADING VEHICLE MANEUVERING DIAGRAMS.

SITE PLAN NOTES

THIS DRAWINGS CONTAINS INFORMATION FOR NEW CONSTRUCTION ACTIVITIES. READ THIS DRAWING IN CONJUNCTION WITH A1.0 SITE DEMOLITION PLAN FOR ADDITIONAL SITE DEMOLITION INFORMATION. SEE ALSO CIVIL DRAWINGS, LANDSCAPE DRAWINGS, ARBORIST REPORT, GEOTECHNICAL REPORT, HERITAGE RELOCATION CONSULTANT DRAWINGS, AND ALL OF REPORTS OR DRAWINGS PRESCRIBED HEREIN.

01 HEAVY LONG/SHORT DASHED LINE INDICATES EXISTING PROPERTY LINE. SEE ALSO SURVEY.

02 LINE OF ROAD WIDENING (T.B.C)

03 DASH-DOT LINEWORK WITH HATCHING INDICATES OUTLINE OF EXISTING BUILDING TO BE REMOVED. CAP AND PRESERVE EXISTING SERVICES FOR REUSE OR ABANDON OR REMOVE AS PER SITE SERVICING DRAWINGS.

04 HEAVY DASHED LINE WITH LIGHT SOLID HATCH INDICATES OUTLINE OF EXISTING BUILDING TO BE RELOCATED. CAP AND PRESERVE EXISTING SERVICES FOR REUSE OR ABANDON OR REMOVE AS PER SITE SERVICING DRAWINGS. RELOCATION OF EXISTING BUILDING ONTO NEW FOUNDATION TO BE DESIGNED BY A SEPARATE CONSULTANT.

05 COLORED HATCHED AREA INDICATES FOOTPRINT OF RELOCATED HERITAGE BUILDING FOOTPRINT AT GRADE. SEE ARCHITECTURAL, STRUCTURAL, ELECTRICAL AND MECHANICAL DRAWINGS FOR CONSTRUCTION INFORMATION. SEE ALSO DRAWINGS FROM HERITAGE RELOCATION CONSULTANT.

06 HATCHED AREA INDICATES FOOTPRINT OF PROPOSED BUILDING FOOTPRINT AT GRADE. SEE ARCHITECTURAL, STRUCTURAL, ELECTRICAL AND MECHANICAL DRAWINGS FOR CONSTRUCTION INFORMATION.

07 HEAVY DASHED LINE INDICATES OUTLINE OF PARKING GARAGE BELOW. SEE ALSO BUILDING PLANS AND SECTIONS.

08 HEAVY DASHED RED LINE INDICATES 30m CNR ABOVE GRADE BUILDING SETBACK.

09 NEW SITE ENTRANCE COMPLETE WITH CURBS AND SIDEWALK ACROSS FRONT OF SITE AS INDICATED. INSTALL NEW SIDEWALK AND CURBS WITH CURB CUTS AND RADII TO MEET T MISSISSAUGA STANDARDS.

10 INSTALL STEEL TACTILE INDICATOR PLATES ON CONCRETE SIDEWALK AT EDGE OF DRIVEWAY.

11 INSTALL ALL NEW ASPHALT PAVING IN PARKING LOT AND DRIVE AISLE. SEE ALSO SITE SERVING AND GRADING DRAWINGS.

12 INSTALL NEW SIDEWALK ACROSS FRONT OF SITE WITH NEW 2.1m WIDE SIDEWALK TO MATCH CURRENT CITY OF MISSISSAUGA SIDEWALK REQUIREMENTS. SIDEWALK THROUGH ENTRANCE TO BE CONTINUOUS AND FLUSH.

13 HATCHED AREA INDICATES NEW SOFT LANDSCAPED AREA. SEE LANDSCAPE DRAWINGS.

14 HATCHED AREA INDICATES NEW POURED CONCRETE WALKWAY. SEE ALSO LANDSCAPE DRAWINGS.

15 INSTALL NEW POURED CONCRETE CURBS AT PERIMETER OF ASPHALT PARKING LOT. SEE ALSO CIVIL DRAWINGS.

16 DASHED LINES WITH LIGHT HATCH INDICATE PROPOSED FIRE ROUTE. FIRE ROUTE WITHIN AREA OF WORK SHALL BE DESIGNED SUPPORT LOAD OF NOT LESS THAN 11,363 kg PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15M.

17 INSTALL NEW FIRE ROUT SIGN TO MEET REQUIREMENTS OF THE CITY OF MISSISSAUGA ZONING BY-LAW. FR

18 INSTALL NEW BARRIER FREE PARKING SIGN TO MEET REQUIREMENTS OF THE CITY OF MISSISSAUGA ZONING BY-LAW. BF

19 APPROXIMATE LOCATION OF NEW FIRE DEPARTMENT CONNECTION

20 MAIN BUILDING (FIRE DEPARTMENT) ENTRANCE.

21 BUILDING BARRIER FREE PEDESTRIAN ENTRANCE.

22 PROVIDE BARRIER FREE SLOPE IN WALKWAY DOWN TO ASPHALT.

23 DASHED LINES INDICATE INTERIOR VEHICLE LIFT TO ACCESS PARKING LEVEL BELOW GRADE. SEE ALSO BUILDING PLANS AND SECTIONS.

24 TRANSFORMER PAD LOCATION C/W GROUNDING WIRES, BOLLARDS AND WORKING BOUNDARIES. UTILITY PROVIDER TO CONFIRM SITE SPECIFIC TRANSFORMER INSTALLATION REQUIREMENTS.

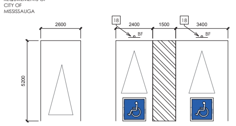
25 GRADING AT SOUTH PROPERTY LINE TO ESTABLISH A BERM WITH A MAXIMUM SLOPE OF 2.5:1 TO A MINIMUM HEIGHT OF 2.5 METERS ABOVE EXISTING TRACK LEVEL. SEE ALSO SITE GRADING DRAWINGS.

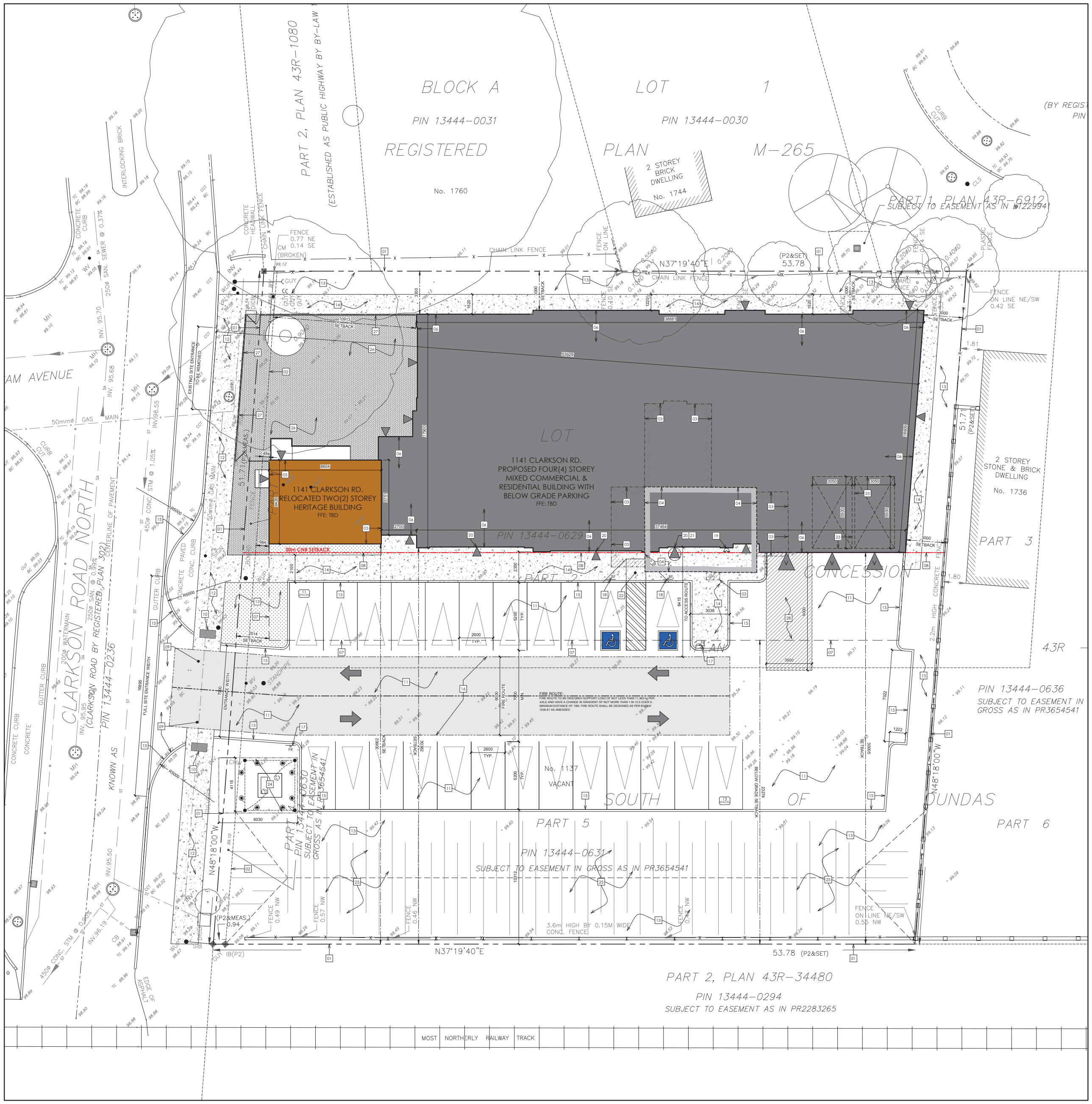
26 HATCHED AREA INDICATES NEW PERMEABLE PAVING PATIO STONE PAVING.

27 NEW PAINTED WOOD GARDEN FENCE AROUND CAFE PATIO C/W WOOD GATES.

28 LIGHT CROSS-HATCHED AREA INDICATES LOADING SPACE

TYPICAL PARKING SPACES TO MEET REQUIREMENTS OF CITY OF MISSISSAUGA





01 SITE PLAN
A1.1 SCALE: 1:150

DRAWINGS MUST **NOT** BE SCALED. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS, SPECIFICATIONS AND DRAWINGS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH ANY OF THE WORK.

STAMP: ONTARIO ASSOCIATION OF ARCHITECTS — ELROY VAN GROLL — LICENCE 4707

PROJECT NORTH: | TRUE NORTH:

KEY PLAN:

No.	DESCRIPTION	BY	DATE
02	ISSUED FOR HERITAGE REVIEW	C.H.	24.04.24
01	ISSUED FOR ZONING REVIEW	C.H.	24.04.19

VG&A
van Groll & Associates Inc.
2 St, Clair Avenue W., F18
Toronto, ON. M4V 1L5
905 339 2811
vangrollassociates.com

CLIENT:
TRIG INVESTMENTS INC.
1324 BLUNDELL ROAD
MISSISSAUGA, ON
L47 1M5

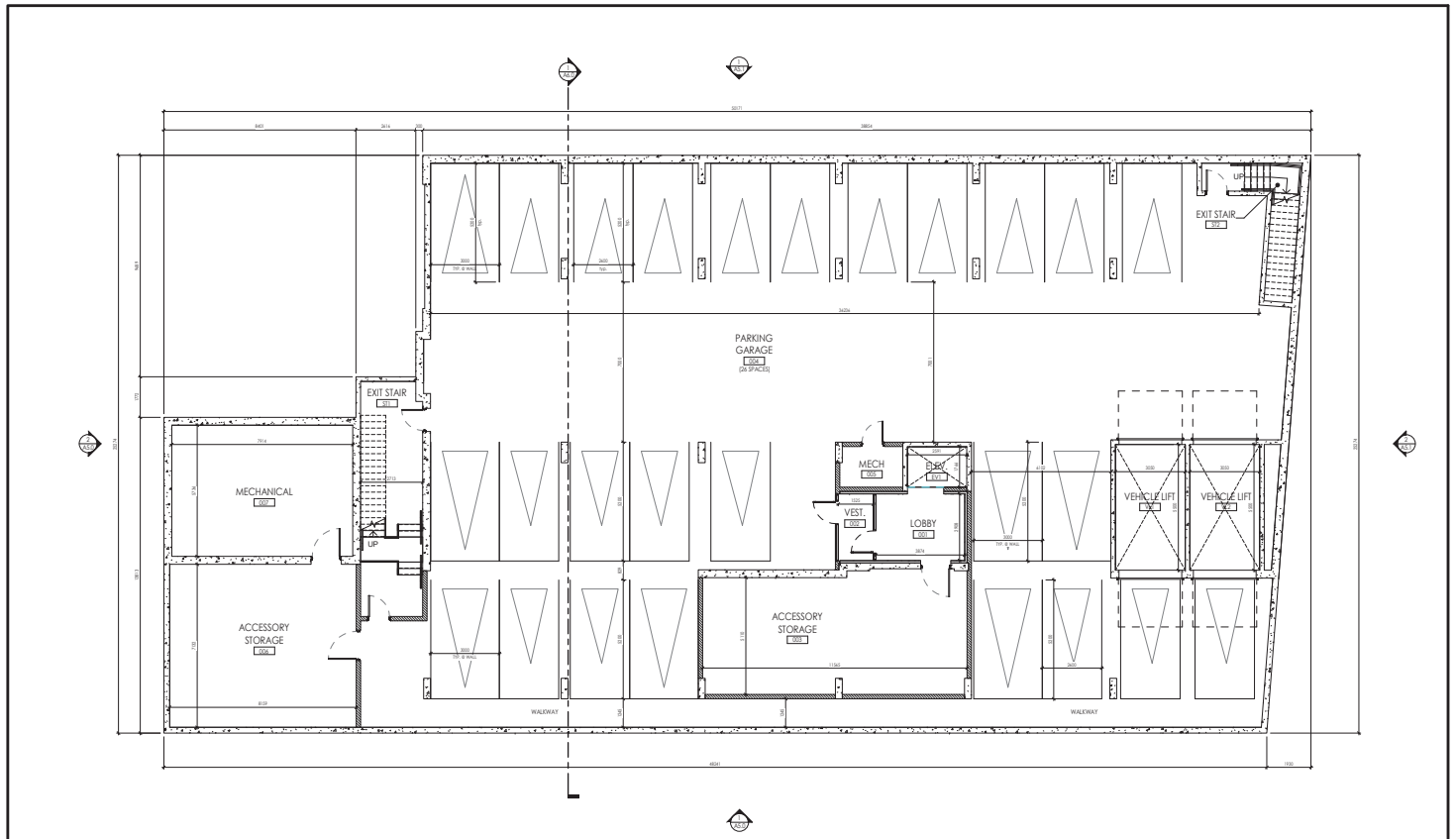
PROJECT:
1141 CLARKSON RD DEVELOPMENT

CITY FILE NUMBER: T.B.D.

ADDRESS: 1141 CLARKSON RD
MISSISSAUGA ON
L5J 2W1

DRAWING TITLE:
SITE PLAN

DATE: 24.04.24
SCALE: 1 : 150
DRAWN: C.H.
SHEET NUMBER: A1.1
JOB NUMBER: 149-002



A3.0 PARKING LEVEL FLOOR PLAN
1 : 100

DRAWINGS MUST **NOT** BE SCALED. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS, SPECIFICATIONS AND DRAWINGS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH ANY OF THE WORK.

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1	ISSUED FOR ZONING REVIEW	CH	24.04.19

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905-339-2811
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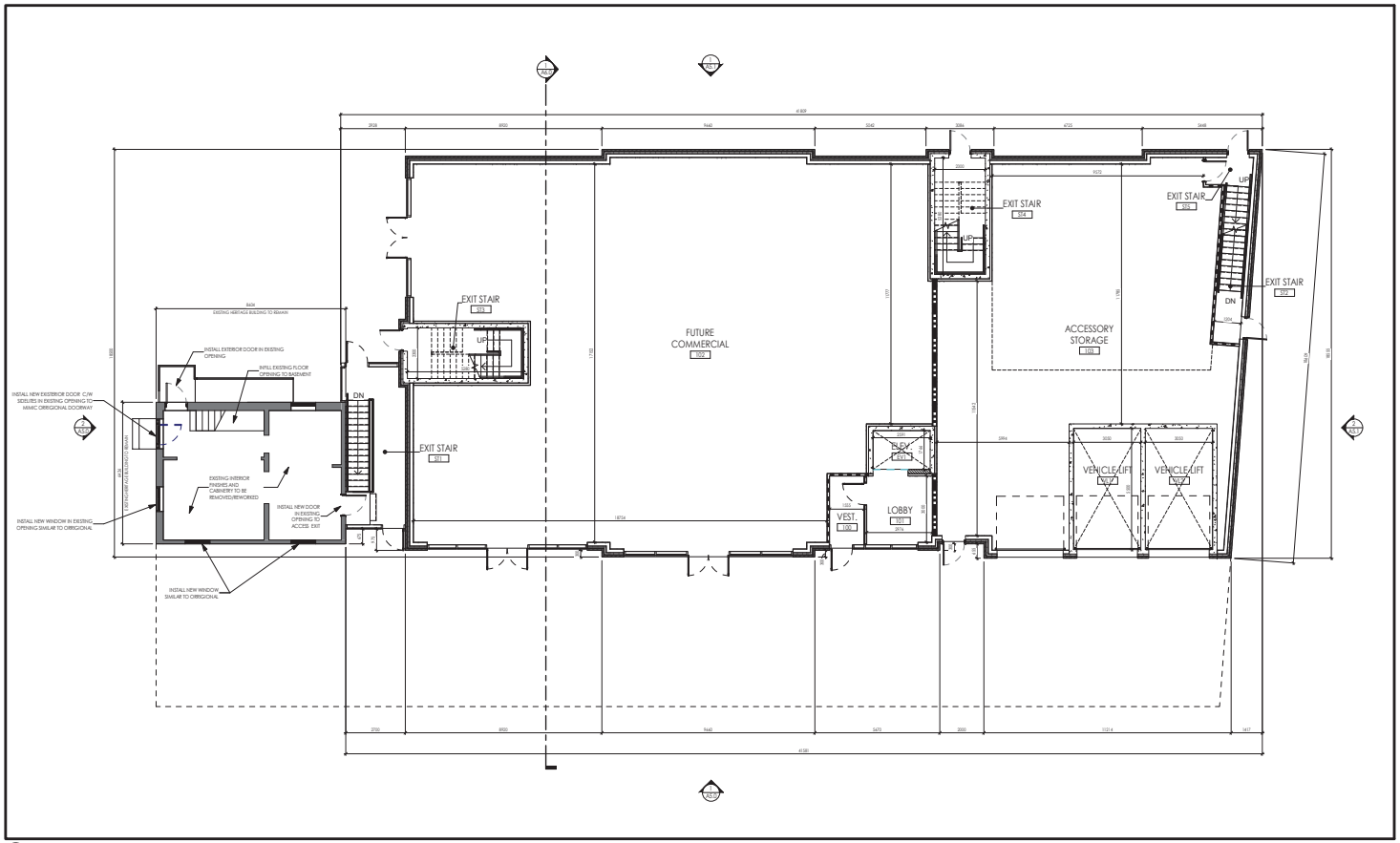
PARKING LEVEL FLOOR PLAN

DATE: APRIL 24, 2024 | SCALE: 1 : 100
DRAWN: Author | SHEET NUMBER: A3.0
JOB NUMBER: 149-002



A1 GROUND LEVEL FLOOR PLAN
1 : 100

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GROUND LEVEL FLOOR PLAN

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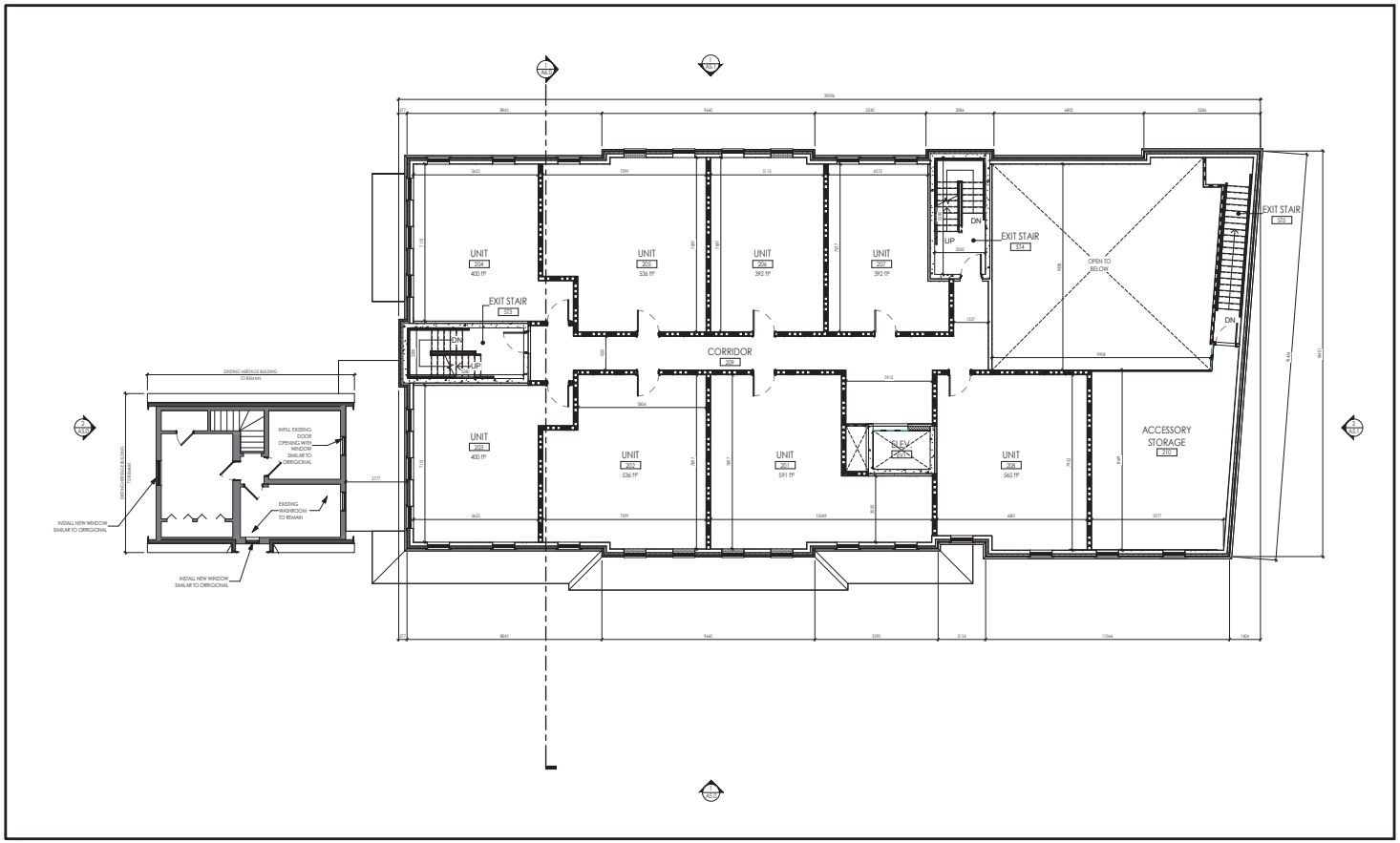

1 / A3.2 SECOND LEVEL FLOOR PLAN
1 : 100

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DRAWING TITLE:
SECOND LEVEL FLOOR PLAN

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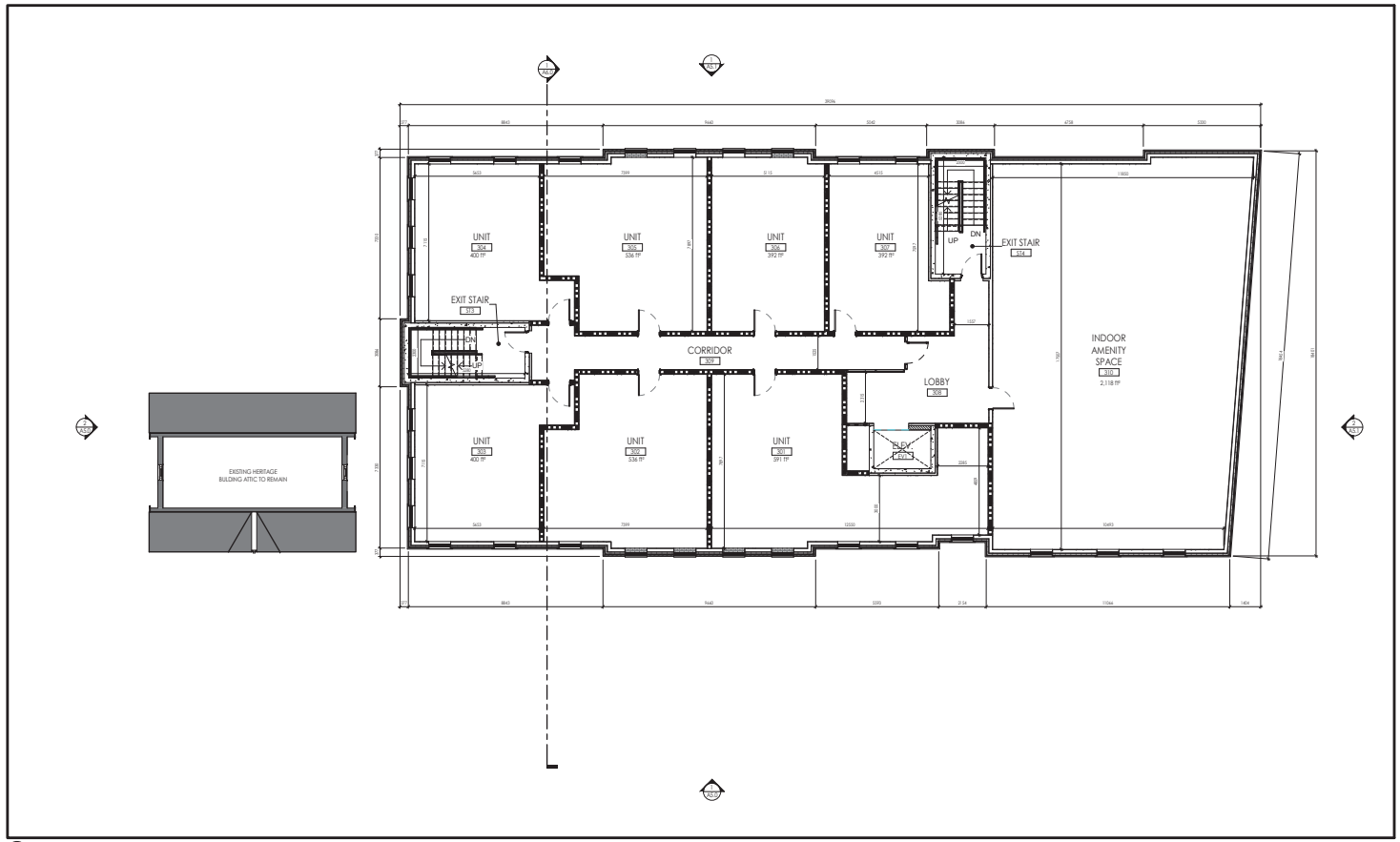
JOB NUMBER: 149-002



1 THIRD LEVEL FLOOR PLAN
A3.3 1 : 100

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DRAWING TITLE:
THIRD LEVEL FLOOR PLAN

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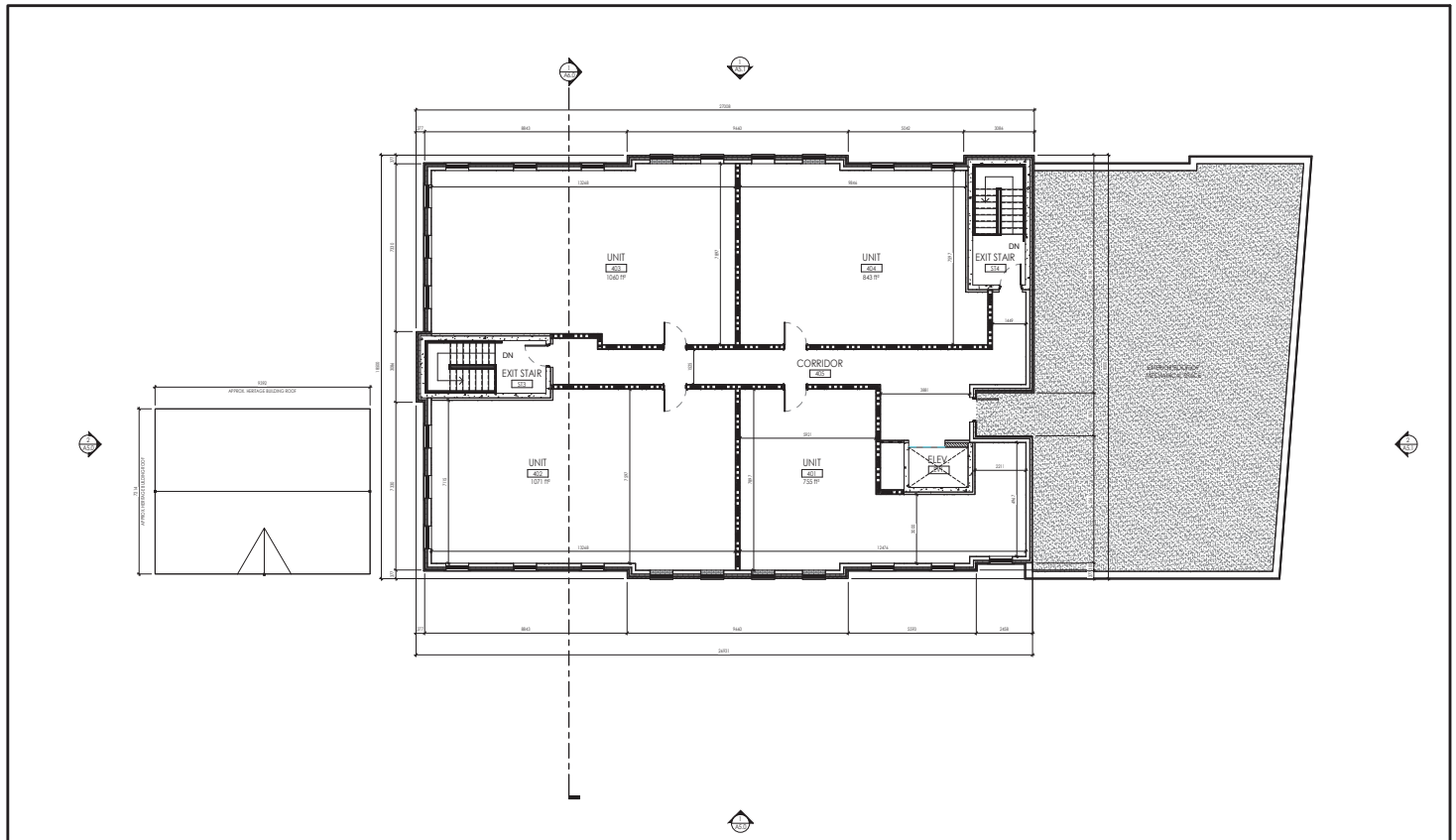
DRAWN: Author | SHEET NUMBER: A3.3
JOB NUMBER: 149-002



1 FOURTH LEVEL FLOOR PLAN
A3.4 1 : 100

DRAWINGS MUST **NOT** BE SCALED. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS, SPECIFICATIONS AND DRAWINGS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH ANY OF THE WORK.

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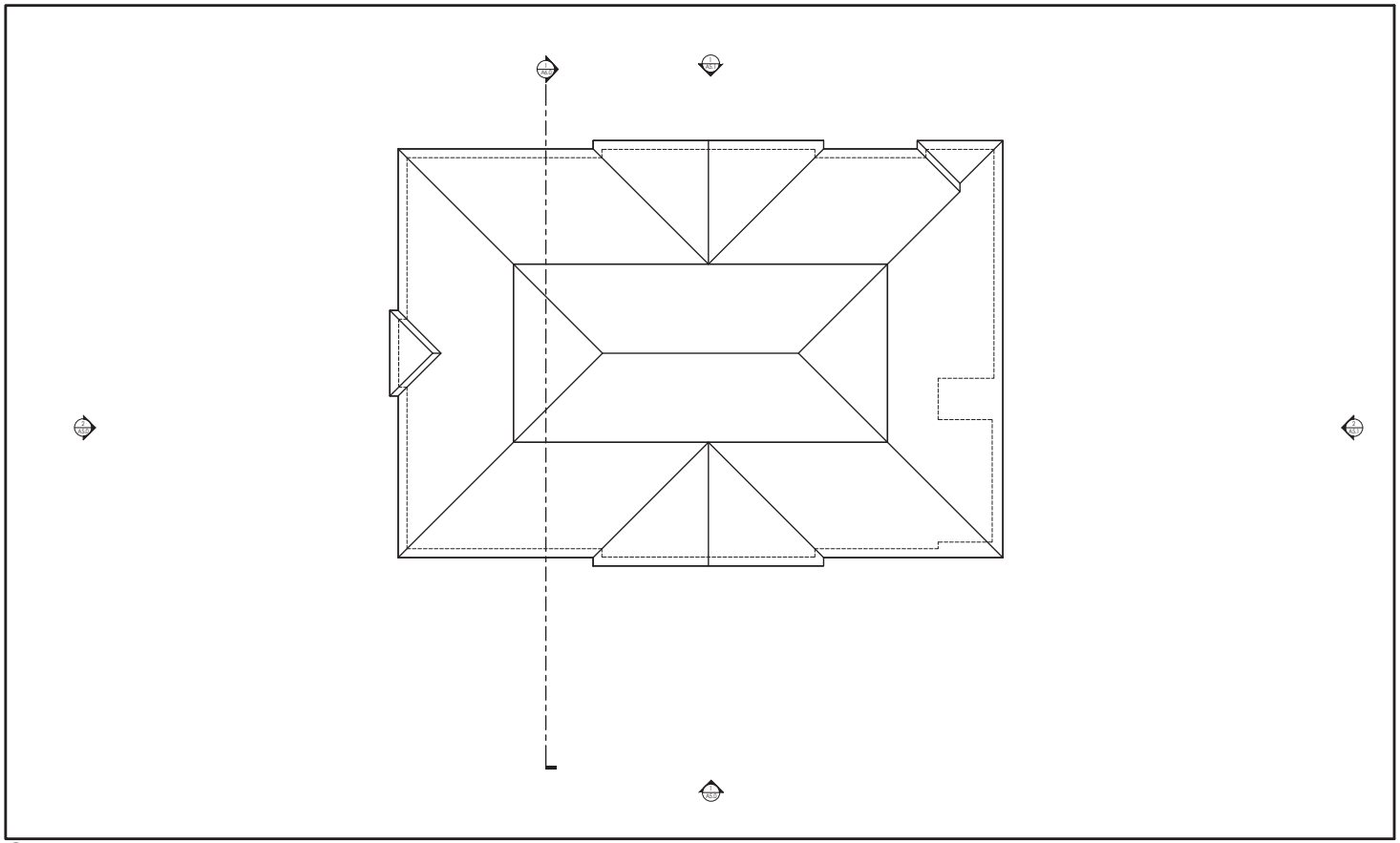
DRAWING TITLE:
FOURTH LEVEL FLOOR PLAN

DATE: APRIL 24, 2024 | SCALE: 1 : 100
DRAWN: Author | SHEET NUMBER: A3.4
JOB NUMBER: 149-002



A3.5 ROOF LEVEL PLAN
1 : 100

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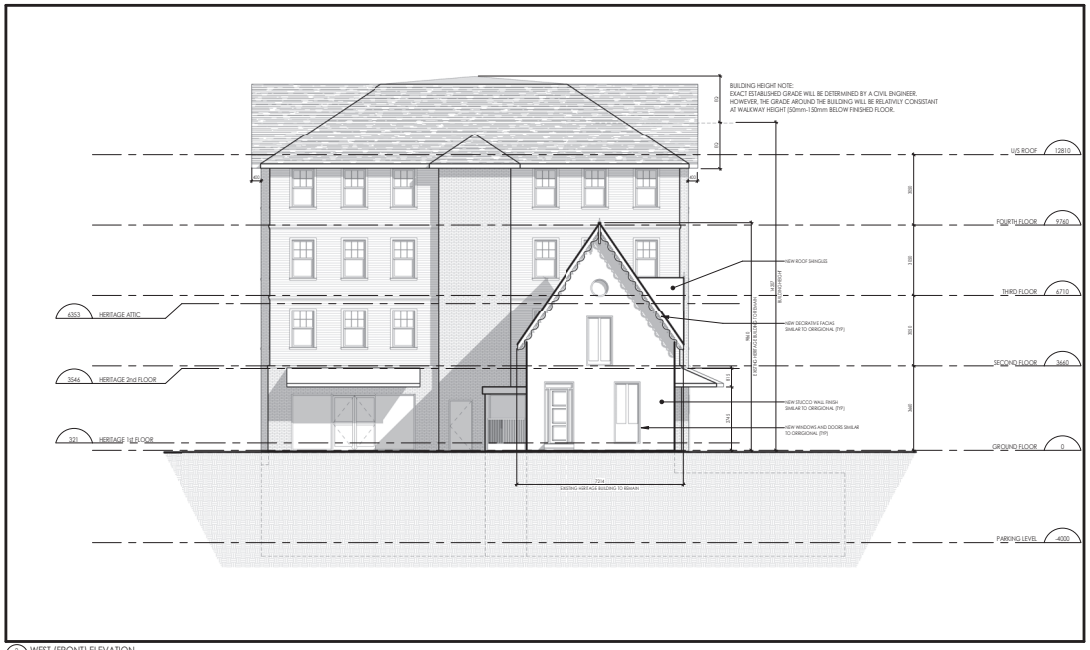
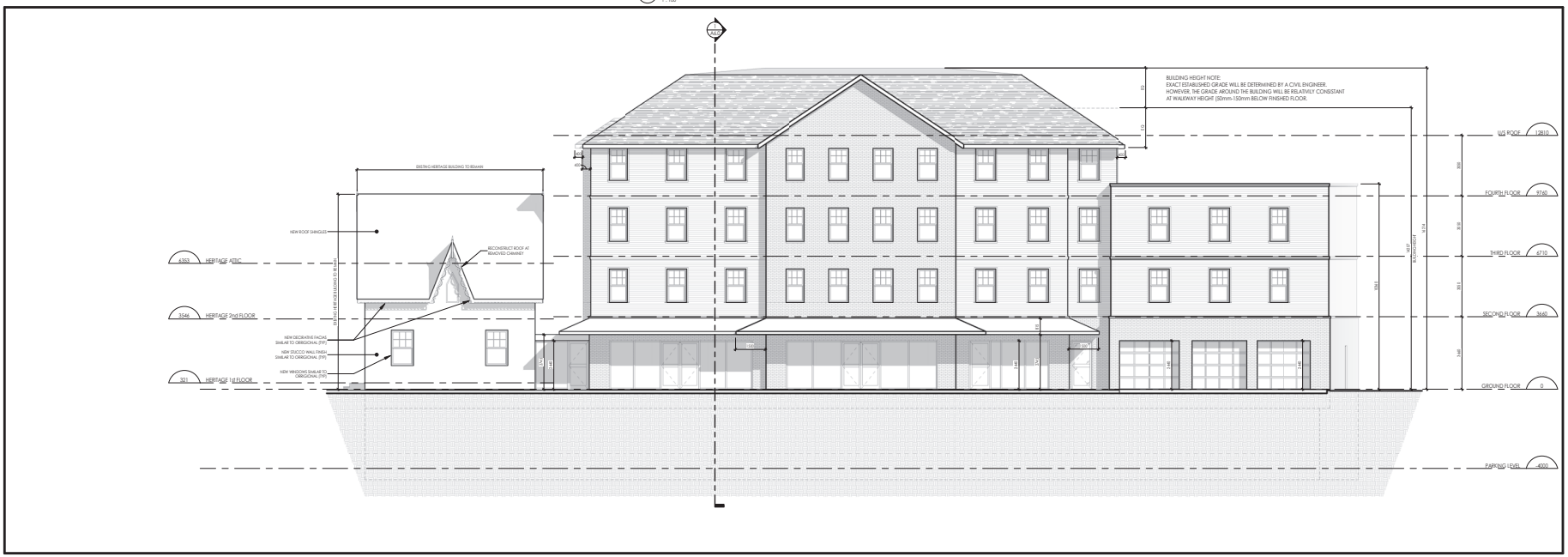
DRAWING TITLE:
ROOF LEVEL PLAN

DATE: APRIL 24, 2024 | SCALE: 1 : 100
DRAWN: Author | SHEET NUMBER:
JOB NUMBER: 149-002 | A3.5



2 A5.0 WEST (FRONT) ELEVATION
1 : 100



1 A5.0 SOUTH (SIDE) ELEVATION
1 : 100

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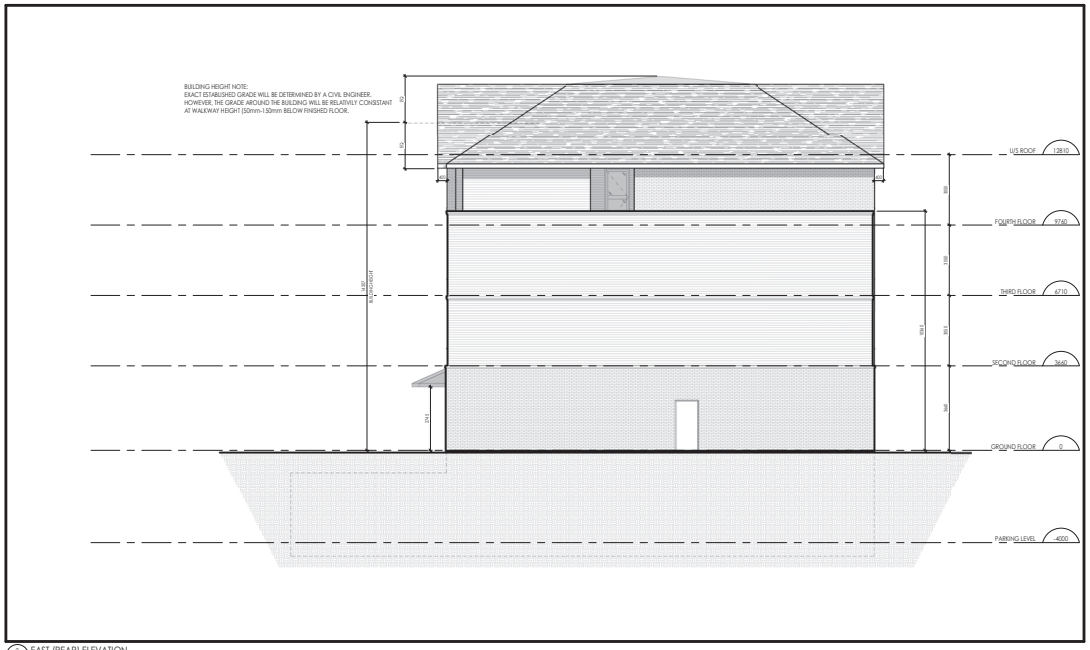
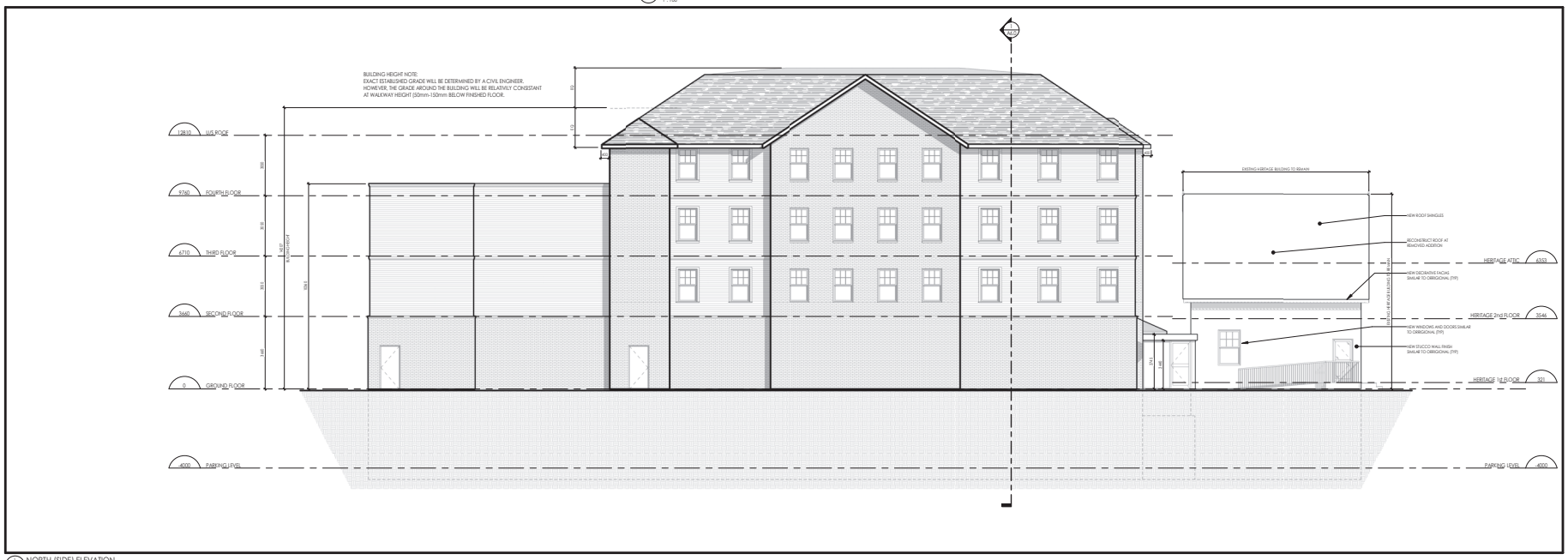
ADDRESS: 1141 CLARKSON RD, MISSISSAUGA, ON

DRAWING TITLE:
BUILDING ELEVATIONS

DATE: APRIL 24, 2024 SCALE: 1 : 100
DRAWN: Author SHEET NUMBER:
JOB NUMBER: 149-002 A5.0



2 A5.1 EAST (REAR) ELEVATION
1 : 100



1 A5.1 NORTH (SIDE) ELEVATION
1 : 100

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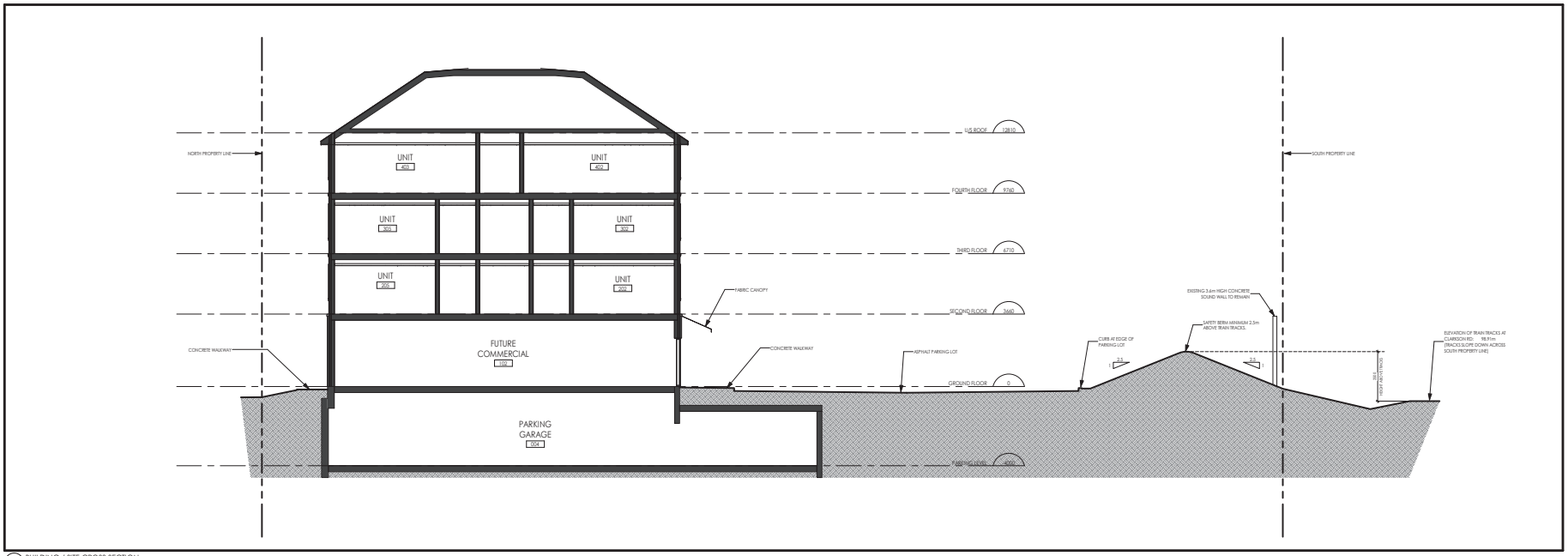
DRAWING TITLE:
BUILDING ELEVATIONS

DATE: APRIL 24, 2024 SCALE: 1 : 100
DRAWN: Author SHEET NUMBER:
JOB NUMBER: 149-002 A5.1



A6.0 BUILDING / SITE CROSS SECTION
1 : 100

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CLARKSON RD. DEVELOPMENT

ADDRESS: 1141 CLARKSON RD, MISSISSAUGA, ON

DRAWING TITLE:
BUILDING SECTIONS

DATE: APRIL 24, 2024 | SCALE: 1 : 100
DRAWN: Author | SHEET NUMBER: A6.0
JOB NUMBER: 149-002

149-002

R1 STREET VIEW ARTISTIC RENDER 1

SCALE: APRIL 24, 2024

CLARKSON RD. DEVELOPMENT

1141 CLARKSON RD, MISSISSAUGA, ON

VG&A

149-002

R2 STREET VIEW ARTISTIC RENDER 2

SCALE: APRIL 24, 2024

CLARKSON RD. DEVELOPMENT

1141 CLARKSON RD, MISSISSAUGA, ON

V G & A

JOHN G. COOKE & ASSOCIATES LTD. CONSULTING ENGINEERS

Lisa Nicol, P.Eng. Principal
Jonathan Dee, P. Eng., ing. Principal
Chris Vopni, P.Eng. Principal
John Cooke, P.Eng., RSW Principal Emeritus

Trig Investments Inc.
triginvestments@gmail.com

April 30, 2024

Project No. 24139

Attn: Phil Trigiani
(triginvestments@gmail.com)

RE: 1141 Clarkson Rd N, Mississauga
Structural Condition Assessment & Moving Feasibility Study

Dear Mr. Trigiani,

At your request, John G. Cooke & Associates Ltd. (JCAL) has visited the above noted site to prepare this structural condition assessment and moving feasibility report for the building at 1141 Clarkson Road North in Missisauga, Ontario. The intent of this report is to provide our opinion with respect to the structural feasibility of removing portions of the building and relocating the original part of the building as part of a planned redevelopment project at the site. This report has been prepared in accordance with our proposal dated April 10th, 2024, and the current P.E.O. Performance Standards, Ontario Building Code and Standards and Guidelines for the Conservation of Historic Places in Canada.

1. Background:

As discussed in the Heritage Impact Assessment (HIA) report for the building prepared by Megan Hobson Built Heritage Consultant and dated September 22, 2022, the building at 1141 Clarkson Rd N has evolved over time as illustrated in Figure 1 below. The original circa 1860's house at the center (the Clarkson portion) is currently surrounded by two additions and a chimney which were added to the North, West, and South Elevations, respectively, circa 1930's (the Paisley additions). A modern addition was also added to the East Elevation at an unknown date.

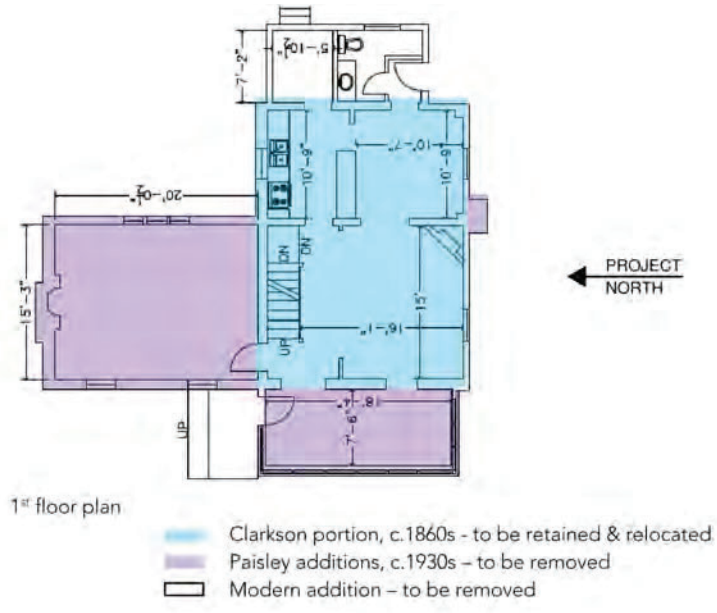

Fig 1 – Building evolution as identified in the HIA report (2022).

It is our understanding that the Paisley additions and the modern addition are to be demolished as part of a new planned development at the site, and that the Clarkson portion is intended to be moved approximately 30 meters to the west, installed on new concrete foundation walls, and tied into a new 4-storey mixed-use building. It is also to our understanding that the Clarkson portion is intended to be re-purposed as a café or professional offices once moved, however, this decision has yet to be finalized.

The Clarkson portion is a 2-½ storey farmhouse constructed of loadbearing exterior walls clad with parging, internal timber-framed floor and roof structures, and stone foundation walls. The building has a gable roof with a ridge running in the east-west direction and a roof dormer on the South Elevation. Photos #1-4 below show each of the elevations of the existing building, with the Clarkson portion highlighted in blue, the Paisley additions highlighted in purple, and the modern addition highlighted in white.

Photo #1: West Elevation, facing Clarkson Rd N [JCAL 2024]

Photo #2: North Elevation, facing the driveway [JCAL 2024]

Photo #3: East Elevation, facing the backyard [JCAL 2024]

Photo #4: South Elevation, facing the backyard [JCAL 2024]

Based on the above, JCAL was engaged to provide this report to discuss the overall structural composition and condition of the Clarkson portion of the building, the structural impact of demolishing the Paisley and modern additions from the Clarkson portion and, the structural feasibility of moving the Clarkson portion to new foundations on the site.

2. Document Review:

JCAL reviewed the following documentation provided to us by the Heritage Consultant, Megan Hobson, in relation to the building and planned development at 1141 Clarkson Rd N:

- **Heritage Impact Assessment** report dated September 22, 2022, and prepared by Megan Hobson Built Heritage Consultant. This report documents the history of the building and evaluates the cultural heritage value of the subject lands for the redevelopment and determines whether the

proposed development will result in adverse impacts to the cultural heritage resources located on and adjacent to the subject lands.

- **Notice of Passing of a Heritage By-Law** dated July 10, 2023, and prepared by the City of Mississauga. This letter identifies the designation of the Henry Clarkson House located at 1141 Clarkson Road North as being of cultural heritage value or interest under Part IV of the Heritage Act. This letter also provides a description of the key heritage attributes of the building including the size and massing of the Clarkson portion of the house, the location and setback of the house, and the visibility of the house from Clarkson Road North.

- **Clarkson Road Development Architectural Progress Drawings** (site plan, plans and elevations) dated March 27, 2024, and prepared by van Groll & Associates Inc. These drawings show the proposed redevelopment of the site with a four-storey commercial/residential mixed-use building, one-storey below grade parking garage, and the integration of the Clarkson portion of the original house on new foundations located adjacent to Clarkson Road North.

- **Paisley-Clarkson House Updated Draft Conservation Strategy** dated April 2024 and prepared by Megan Hobson Built Heritage Consultant. This document outlines the updated conservation strategy to relocate and rehabilitate the Clarkson portion of the house closer to Clarkson Road North. The strategy includes the preservation of the Clarkson portion of the house, the removal of later additions, moving the Clarkson portion to new foundations, the installation of new heritage windows and doors, the restoration of missing exterior features (i.e. the gable on the North elevation, the Gothic Revival trim in both gables, and the original window openings on the front elevation), and the integration of the building into the new development via a 1-storey link with a flat roof. It is understood that this document will be further refined once the use of the historic building is confirmed (i.e. as a café or professional offices).

These documents were used as background information for our visual review and in the development of our conclusions and recommendations. It is to our understanding that no original drawings exist for the Clarkson portion of the building.

3. Field Evaluation & Observations:

Jonathan Dee, P.Eng., CAHP, and Sarah Francisca, EIT, CAHP Intern, completed site investigations on April 2nd and April 18th, 2024, to review the composition and condition of the structural walls, framing and foundations at the Clarkson portion of the building. This included a visual and partially tactile review of exposed elements using small hand tools (i.e. hammer and awl), and the review of four exploratory openings that were completed by the Client at JCAL's request. Our review was completed from ground/floor levels only.

The following sub-sections provide a summary of our key observations, along with photographs.

3.1. Walls

The exterior walls of the Clarkson portion were observed to be constructed as follows:

Exterior

- Painted parging
- ±10" thick formed concrete-masonry loadbearing walls (see description below)
- Horizontal wood nailers set into walls (See Photos #5-6)
- Vertical wood strapping (±1-¾" x ±1") fastened to nailers with square headed nails (see Photo #6)
- Horizontal wood lath (±1-½" x ± ½") fastened to strapping with round headed nails (see Photo #7)
- Plaster reinforced with animal hair (original, see Photo #8) or drywall (i.e. at upper storey walls, see Photo #18)

Interior

The exterior walls are constructed in a manner which borrows elements of both concrete and stone masonry construction. The wall surfaces appear to have been formed, as with concrete construction, but unlike modern concrete, solid, relatively large stone units are used as opposed to gravel aggregate. These stones did not appear to be laid in courses, except at the floor levels where they were installed flat to support the joist ends and set to fit in between the joists (see Photo #10). The stones are set in a matrix with a binder which appears to include lime (as evidenced by the large visible lime inclusions, probably from quicklime that was slaked on site) and may include natural cement or other binders. The balance of the matrix appears to consist of a fine aggregate of sand and/or silt. It is unknown if there are stone or wood headers above the window and door openings, or quoin stones at the building corners. Where exposed at the exploratory openings, the walls were easily damaged with hand tools (i.e. with a chisel and hammer) and were extremely soft in comparison to modern concrete (see Photo #11).

In general, the exterior walls appeared to be in overall fair-to-good condition; however, the lack of homogeneity and softness of the walls will pose a challenge during any move. It is also evident that the exterior walls have been exposed to significant levels of moisture over the years, as indicated by a rotted joist end embedded into the exterior walls (see Section 3.2 below) and areas of past parging repairs, moisture staining, peeling paint and cracking in the exterior finishes (see Photos #13-14). It should be kept in mind that the parging, and especially previous repairs, may be hiding issues with the underlying wall.

The interior partition walls were wood-framed, comprised of ±2” x ±4-¼” rough-cut wood studs spaced at approximately 16 inches on center, with horizontal wood lath nailed to the studs with round headed nails, and covered with plaster reinforced with animal hair and/or wire mesh (see Photo #12). In general, the interior partition walls appeared to be in overall good condition for their age with no signs of structural distress.

Photo #5: East exterior wall at the underside of the second floor as exposed from the interior face [JCAL 2024]

Photo #6: Square headed nail fastening vertical wood strapping to embedded wood nailer [JCAL 2024]

Photo #7: Horizontal wood lath, typical at interior face of walls [JCAL 2024]

Photo #8: Animal hair observed in interior wall plaster, typical [JCAL 2024]

Photo #9: Typical area of concrete-masonry wall showing localized stones embedded randomly in a cementitious matrix [JCAL 2024]

Photo #10: Stones laid in courses where the second-floor joists are embedded in the exterior wall [JCAL 2024]

Photo #11: Easily damaged concrete-masonry wall with hand tools, typical [JCAL 2024]

Photo #12: Interior partition wall construction between kitchen and living room [JCAL 2024]

Photo #13: Previous parging repairs, and cracked/peeling parging/paint on the West Elevation [JCAL 2024]

Photo #14: Cracked parging and moisture staining on the East Elevation [JCAL 2024]

3.2. Framing

We completed three exploratory openings to observe the wood framing at each level of the Clarkson portion of the building. The following was observed:

- The first-floor framing appears to be comprised of ±2-½" x ±10" wood joists running in the east-west direction, spaced at approximately 16 inches on center, and supported by the exterior walls on one end (not observed) and a ±10" wide by ±11-½" deep wood beam supported by an ±8-½" diameter wood column with unknown footing at mid span (see Photo #15). The joists were observed to be butt-jointed over the beam, and the beam had a large ±4" wide by ±6-¼" deep notch in its top face, directly above the column (see Photo #16). It is suspected that the beam and joist ends are embedded into and supported by the stone foundation walls. The joists span between approximately ±10'-9" to ±15'-3", and the beam spans approximately 8 feet.

- The second-floor framing is comprised of ±2-2/3" x ±7-¾" wood joists running in the east-west direction, spaced at approximately 16 inches on center, and supported by 2x4 partition walls at one end and the exterior walls at the other end where the joist ends are embedded into the walls. Some dry rot of an embedded joist end was observed at one of the exploratory openings (see Photo #17), however, the joists appeared to be generally sound beyond the inner face of the wall. We anticipate that similar conditions may exist at other joist/beam ends embedded into the exterior walls.

- The roof framing is comprised of ±3" wide by ±5.5" deep rafters running in the north-south direction, spaced at approximately 24 inches on center, and bearing on and extending through the exterior walls. A ±5.75" deep wood top plate of unknown width is embedded into the exterior walls below the rafter penetration point (see Photo #18). As observed from the exterior, the rafters do not appear to be notched to bear on the wall or sill plate, but rather, are cut to approximately half their depth once the rafters extend diagonally out of the wall (see Photo #19). The asphalt shingles on the roof were also observed to be nailed directly to the wood sheathing and rafters without a membrane, and some of the rafters showed signs of water damage (see Photo #20).

We did not review the attic floor framing; however, we anticipate that it is comprised of wood joists running in the north-south direction between rafters. In addition, where the wood floor and roof structures were concealed by interior finishes and could not be reviewed, the interior finishes did not show signs of structural distress (i.e. cracking, bulging or deformations).

Photo #15: First-floor framing showing the wood joists supported by a notched wood beam and a circular wood column [JCAL 2024]

Photo #16: Butt joint at the first-floor framing joists centered above the supporting beam [JCAL 2024]

Photo #17: Rotted joist end at a second-floor joist embedded into the exterior wall [JCAL 2024]

Photo #18: Exterior wall at the intersection with the roof framing showing a wood rafter extending through the wall and beyond the embedded wood top plate [JCAL 2024]

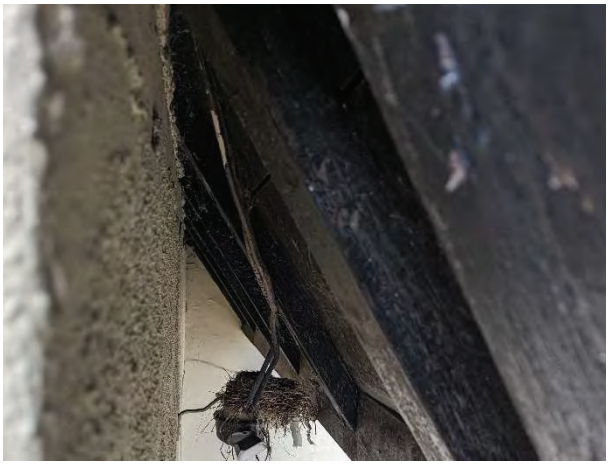

Photo #19: Cut rafter ends at exterior of wall [JCAL 2024]

Photo #20: Rotted rafter ends [JCAL 2024]

3.3. Foundations

The foundation walls were observed to be constructed of multi-wythe rubble stone masonry, measuring approximately 20 to 24 inches thick (see Photo #21 as observed in the water heater room). We did not identify any obvious concerns with the foundations, however, since the building is intended to be moved to new reinforced concrete foundations, we did not review them in detail. The construction and condition of the observed walls is otherwise typical of foundation walls built in this period, and masonry conservation would be required if they were to remain in use (i.e. repointing of failed mortar joints, local rebuilding, and consolidation of the wall core).

Photo #21: Original stone foundation wall [JCAL 2024]

4. Discussion

Based on our visual investigation of the Clarkson portion of the building, our main concern lies with the fragility of the exterior walls due to their very thin profile, seemingly non-orthogonal placement of included stone units, and the weak binder used in their construction. These characteristics make the structure more susceptible to damage caused by the move of the building to new foundations. The walls would also be sensitive to vibrations or forces induced by the demolition of the additions and construction of the planned development. As such, the walls will need to be temporarily braced and/or strengthened prior to and during the move to minimize damage to the structure.

JCAL completed some research into the construction of the exterior walls, and they appear to share some similarities with a type of rammed earth construction known as “pisé”. This type of construction is understood to have been popularized in North America in the 1800’s, particularly in farmhouses and their outbuildings, through a book titled “Rural Economy” by British author S.W. Johnson that was published in 1806 in New York[1] . See Figure 2 below showing typical rammed earth farmhouse construction.

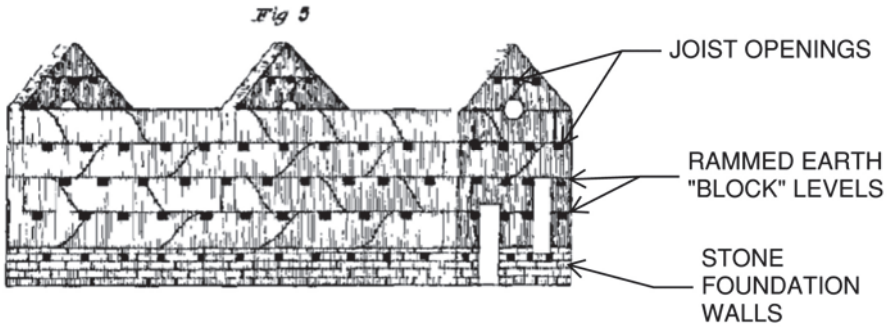

Fig 2 – Typical rammed earth farmhouse construction (Johnson, 1806).

The similarities between the rammed earth construction described in this book and what we observed at the Clarkson portion of the building include the following:

- The walls are formed;
- The walls are composed of fine aggregates (i.e. sand and soil) and binder (i.e. lime and/or cement);
- The walls are typically constructed between 6 and 18 inches thick;

[1] https://books.google.ca/books?id=P0IUAwAAQBAJ&pg=PR1&source=gbs_selected_pages&cad=1#v=onepage&q&f=false

- The walls are constructed on conventional rubble stone masonry foundation walls;
- The walls are constructed with pockets for joists and beams; and,
- The walls are coated with a parging on the exterior to protect them against the elements.

Since the Clarkson portion of the building was a farmhouse that was constructed after this book was published, and since the exposed walls share some (but not all) of the properties discussed in the book, we propose that the structural walls of the Clarkson building may be an evolution of the rammed earth construction described in this book. It is understood that many of the buildings constructed with rammed earth no longer exist in North America, however, a notable example of one that remains is St. Thomas' Church (c. 1838) in Shanty Bay, near Barrie, Ontario[2].

Based on the softness of the observed walls at the Clarkson building, we believe that the compressive strength of the binder matrix is on the order of 2 MPa, or even less, which is far less than the 20 to 30 MPa concrete that is typically used today. In general, tensile strength of cementitious and masonry materials is in the order of 10% of the compressive strength, and as such, would be negligible in this case. Ultimately, the mechanical properties of the wall remain unknown at this time. To determine them, physical sample taking and testing would be required, and this would be difficult given the large stones and variability in the wall composition. However, petrographic testing, though qualitative, may be quite informative as it would likely identify which binders and fine aggregates are present in the wall matrix. JCAL did take samples for potential petrographic testing, if requested.

In summary, due to the heavy mass of the walls, thinness and brittleness of the walls, and suspected low compressive strength, negligible tensile strength, and strength degradation due to moisture exposure over time, we believe that the Clarkson building is very susceptible to damage should it be moved in any way that induces additional stress to the walls (i.e. if the base of the walls are not continuously and evenly supported, or if one wheel of the transporting equipment drops lower than another causing the building to shift differentially). As such, repairs and carefully planned stabilization efforts will be required prior to the move to mitigate damage to the existing structure. Our recommendations are presented in Section 5 below.

5. Recommendations:

The following section presents JCAL's recommendations to repair/stabilize the Clarkson building prior to the demolition of the additions, to facilitate its move to new foundations on the property, and to promote its use and longevity in the planned development. Our recommendations are organized according to the urgency in which they should be completed, as follows: repairs/stabilization for demolition of the additions, repairs/stabilization for the move, and repairs following relocation / as part of future redevelopment.

Note that any repair, stabilization or moving work to the original building should be completed only by contractors and consultants with appropriate heritage experience. JCAL can assist with the development and/or oversight of the repairs listed below, if requested.

5.1. Repairs/Stabilization for the Demolition of the Additions

The following items should be completed prior to, during and/or following the demolition of the Paisley and modern additions from the Clarkson portion of the building:

- Prior to demolition, a demolition plan should be prepared by the demolition contractor, and this should be signed and sealed by a professional engineer registered in the Province of Ontario.

- Prior to demolition, any openings in the exterior walls of the Clarkson portion should be temporarily shored or infilled, and extreme caution should be taken by the demolition contractor to ensure that the original building is not damaged. It is likely that some areas will require repair following demolition of the additions even if precautions are taken, since damage may have been incurred to the original building when the additions were first constructed.

[2] https://www.heritagetrust.on.ca/plaques/st-thomas-church-1838

- It is likely that elements from the additions are set into the walls of the Clarkson portion or are otherwise connected to it. These elements must be carefully removed during demolition, in a way that does not cause damage. For example, joists from additions that are bearing on the Clarkson walls should be shored and cut free, rather than allowed to fall and pry on the walls or on nailers that may be fastened to them.

- Once the additions have been demolished, any areas of the Clarkson portion that have become exposed to the elements and are not protected against them (e.g. door openings between the Clarkson portion and the additions, joist pockets, and openings in the roof where the Paisley addition has been removed) need to be temporarily protected against the elements until permanent repairs are completed.

- Once the additions are demolished, any concealed extents of the exterior walls of the Clarkson portion should be reviewed by an engineer, and repairs should be made to consolidate the walls and protect them against water infiltration.

5.2. Repairs/Stabilization for the Move

The following items should be completed in association with the move of the Clarkson portion of the building to its new foundations:

- Prior to the move, we recommend removing previous parging patches made with cementitious materials to review and possibly repair the structural walls behind. In addition to the compatibility issues between modern cementitious parging and the original permeable parging, these previous repairs are likely to have been applied in areas of more advanced deterioration, to conceal the damage. As such, we also recommend removing any debonded and delaminated extents of parging for the same reason. Upon removing these areas of parging, we recommend that the underlying walls be reviewed by an engineer to determine if there are any cracks or other deterioration that require repair prior to the move.

- Prior to the move, a geotechnical engineer should be engaged to review the bearing capacity of the soil that the building will traverse. The Clarkson building weighs a considerable amount, and is constructed of rigid but low-strength material that will be vulnerable to differential settlements. As such, the soil beneath it must be carefully reviewed. Areas of sod or other soft landscaping may require removal and reinstatement with engineered fill. Geotechnical input will also be required for the design of the new foundation.

- An experienced historic, unreinforced masonry building mover should be engaged to move the structure to its new foundations. Similarly, a professional engineer, registered in the Province of Ontario and with experience in the relocation of historic structures should be engaged to design the temporary supports/braces for the structure, as well as the relocation procedure. Due to the low strength of the walls, it is critical that the walls be supported continuously and evenly throughout the move. In addition, since the walls are slender, weak, and may not be properly tied to each other or to the floor and roof diaphragms (especially on walls parallel to floor joists), measures will need to be implemented that consider both in-plane and out-of-plane behaviour of the walls. This could include vertical and lateral steel bracing and wood cribbing, wood shear walls, and sandwiching or tying/anchorage of the walls to temporary support structures in order to mitigate structural damage. The tall East and West gable walls will require particularly careful consideration.

5.3. Repairs following Relocation / As Part of Future Redevelopment

The following items should be completed to the Clarkson building following its relocation, presumably as part of the redevelopment work on the site:

- The exterior parging should be removed and replaced where it has become cracked or damaged during the move, to protect the wall structure from further moisture damage. If during this process, damage is found in the exterior loadbearing walls, they should be repaired too.

- Rotted joist and rafter ends should be repaired where deterioration is found. If deterioration is noted at many locations, a comprehensive assessment of this condition should be carried out.

- Openings in the walls or roof from the demolition of the additions should be infilled in kind or with a new structure and envelope that is properly detailed to mitigate water infiltration at the interface with the original walls and that is compatible with them.

- While the building has demonstrated satisfactory past performance for its current use, if the building is to be occupied for any other purpose than previously used, it may need to be structurally upgraded to meet current building code requirements. This will require a structural analysis of the floor framing systems and may require reinforcing. Any evaluation of the original timber should consider that it was likely to be first cut lumber from old growth forests. Samples could be taken for species testing, if required.

The above repairs could also be completed before or after the move.

6. Disclaimer and Limitations:

This report is based on and limited to information supplied to John G. Cooke & Associates Ltd. By Trig Investments Inc. personnel, and by observations made during walk-through inspections of the subject property. Only those items that are capable of being observed and are reasonably obvious to John G. Cooke & Associates Ltd. or have been otherwise identified by other parties and detailed during this investigation can be reported.

The work reflects the Consultant's best judgment in light of the information reviewed by them at the time of preparation. There is no warranty expressed or implied by John G. Cooke & Associates Ltd. that this investigation will uncover all potential deficiencies and risks of liabilities associated with the subject property. John G. Cooke & Associates Ltd. believes, however, that the level of detail carried out in this investigation is appropriate to meet the objectives as outlined in our proposal. We cannot guarantee the completeness or accuracy of information supplied by any third party.

John G. Cooke & Associates Ltd. is not investigating or providing advice about pollutants, contaminates or hazardous materials.

This report has been produced for the sole use of Trig Investments Inc., and their client, and cannot be reproduced or otherwise used by any third party unless approval is obtained from John G. Cooke & Associates Ltd. No portion of this report may be used as a separate entity; it is written to be read in its entirety.

7. Closing

We trust this report covers the scope of work as outlined in our proposal. Should there be any questions regarding this report, or if we can be of any further assistance to you, please contact us.

Sincerely,

JOHN G. COOKE & ASSOCIATES LTD.

Reviewed By:

Sarah Francisca, EIT, CAHP Intern
Design Engineer

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Principal

SF/sf
24139/1141 Clarkson Rd N Structural Condition Assessment and Moving Feasibility Study

GSAI
Glen Schnarr & Associates Inc.

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In Memoriam, Founding Partner:
Glen Schnarr

April 25, 2024 GSAI File: 353-002

City of Mississauga
Zoning Department
300 City Centre Drive
City of Mississauga
L5B 3C1

Attention: Martha Cameron, Legislative Coordinator Heritage Advisory Committee

RE: Planning Memo & Proposed Use of Heritage Building
Associated City File No. PAM 23-53
Trigiani Investment Inc.
1141 Clarkson Road North, Missisauga

Glen Schnarr & Associates Inc. ('GSAI') are the authorized agents and planning consultants for Trig Investment Inc. the owner of the property municipally addressed as 1141 Clarkson Road North, City of Mississauga (the 'Subject Property').

At this time, the Owner of the Subject Property is pursuing approval(s) under the Planning Act to redevelop the property. As part of that process, we understand approval from a Heritage perspective is required to address the proposed changes to the existing Clarkson-Paisley House, located on the Subject Property. This memo has been prepared to accompany a Heritage Permit Application.

GSAI provides the following information to assist Heritage Committee staff in their review of the request related to the Clarkson-Paisley House.

Official Plan and Zoning By-Law – City of Mississauga

The Subject Property is designated 'Urban System' in the Region of Peel Official Plan (Schedule E-1 – Regional Structure) and designated 'Mixed Use' in the City of Mississauga Official Plan (Schedule 10 – Land Use Designations). The proposal as described above is permitted under the City's Official Plan.

The Subject Property is Zoned Mainstreet Commercial ("C4") in the Mississauga Zoning By-Law 0225-2007. The proposed retail, commercial, and residential uses are permitted under the by-law. The proposed development is permitted Zoning By-law.

Conclusively, in order to permit for the development from strictly a land use perspective, submission of a Site Plan Approval application will be required.

GSAI
Glen Schnarr & Associates Inc.

Proposed Use - Site Plan Application

As noted, the Owner of the subject property, Trig Investments Inc. is proposing to redevelop the Subject Property with a mix of uses. This involves the reuse, relocation and modification of the existing Clarkson-Paisley house which is presently vacant.

The Clarkson-Paisley House currently existing on the Subject Property will be relocated north, closer to Clarkson Road as shown on the provided Site Plan. As further shown on the Site Plan, only original features of the home will be retained. The additions added to the house will be removed. In the ultimate scenario, the building (House) will have a GFA of 110 sq. m (1,184 sq.ft). It is planned that the house will be used as a Café or other commercial/non-residential use. The heritage home will be connected to the proposed 4 storey mixed use building on the ground level only to ensure they appear distinct from each other.

The total gross floor area (GFA) of the proposed building is 3,442 sq, m (37,049.38 sq ft). The GFA of the ground level commercial space is proposed to be 397 sq. m (4273.27 sq ft). The GFA of the residential levels is 1,618 sq. m (17,416 sq ft). The ground level accessory storage will occupy 200 sq. m (2,152.78 sq ft). Additionally, a residential parking rate of 1.1 spaces / unit is proposed with a visitor parking rate of 0.2 spaces / unit. A commercial parking rate of 3 spaces / 100 sq. m is proposed. Currently, 53 parking spaces are proposed whereas 36 are required.

One vehicular access to the development is proposed from Clarkson Road. Pedestrian sidewalks are proposed between the surface parking area and the building with connections to Clarkson Road. One loading space will be provided adjacent to the parking garage entrance.

Process & History

GSAI attended a Pre Application Meeting with staff on April 18 , 2023. From that meeting, we obtained a submission checklist and detailed comments from the interested reviewers (staff, agencies). Presently, we are working through the preparation of a Site Plan application to advance redevelopment of the Subject Property – discussed below.

GSAI continues to advance the process for the submission of a formal Site Plan application. Presently, we are working with the retained consulting team to prepare the supporting Reports and Plans deemed necessary for a complete submission, outlined in the Pre-Application Meeting process.

In order to obtain approval of the Site Plan application (should staff see appropriate and/or supportable), we will be required to demonstrate compliance with the in-effect zoning by-law. As part of the City's process to determine zoning compliance, GSAI has submitted a Zoning Review request to the City of Mississauga. The City is presently processing that request. We anticipate that in order to permit for the development as presently contemplated, Minor Variances will be required. Please refer to appended Table 1 – Zoning Review, for GSAI's desktop analysis/review of the in-effect zoning permissions and anticipated minor variances. Please note that these are yet to be confirmed by staff through the formal Zoning Review process.

For clarity, GSAI has only submitted for and attended one Pre-Application Meeting with the City. We anticipate filing for a second Pre-Application Meeting in the coming weeks. At some point, GSAI will advance the submission of a Minor Variance application to deal with the zoning deficiencies confirmed through the City's Zoning Review process. We understand that approval of the required Minor Variance(s) will either be a condition of approval of the Site Plan application or, be resolved prior to formal Site Plan approval. We will continue to work with City Planning staff in this regard.

Moving forward, we understand that ongoing consultation with Metrolinx (and their technical advisors) will be required to address the sites adjacency or proximity to the active rail line. That said, we have had previous discussions with several Metrolinx reviewers in order to determine the appropriateness of the development. This included the development setback to the railway right of way and identification of supporting documents needed to process the application. We do note that the Development Concept (as shown today) was revised from that which was presented at the Pre-Application Meeting, based on the comments/correspondences from Metrolinx. Per our progress and discussions with Metrolinx, while we recognize Metrolinx will continue to review act as a technical reviewer to the application through the formal Planning process, we do not anticipate any issues which cannot be resolved. We look forward to continuing to work with Metrolinx in this regard.

Table 1.0 – Zoning Review

Zoning Provision	Requirement	Provided	Variance Required
Minimum Front Yard	0.0 m	0.494 m	No
Minimum Interior Side Yard Abutting a Residential Zone	4.5 m	3.0 m	Yes
Minimum Rear Yard Abutting a Residential Zone	4.5 m	3.0 m	Yes
Setback to Rail Corridor	30.0 m	30.0 m	No
Maximum Height with Sloped Roof	3 Storeys, 16 m	4 Storeys, 14.5 m	Yes – *to address the height exceedance in meters*
Minimum depth of landscaped buffer measured from a lot line that is a street line	0.0 m	0.49 provided to Heritage House	Yes
Minimum depth of a landscaped buffer measured from any other lot line	4.5 m	3.0 m	Yes
Minimum contiguous amenity area	The lesser of 2.8 sq m per dwelling unit or 5% of the site area – 53.2 sq. m	196.77 sq m	No
The main front entrance for commercial uses located on the first storey shall be located in the streetwall on the first storey	Required	An entrance is proposed off Clarkson for Heritage house uses. Other entrances are proposed to be accessed from the Patio area fronting Clarkson. See ground floor plan.	To be confirmed with staff on the interpretation of the ZBL. We are of the opinion we meet this regulation however, we defer to staff for their input.

Parking			
Residential – 0.8 spaces / unit + 0.15 visitor spaces / unit	19 spaces	19 spaces**	No
Commercial – 3 spaces / 100 sq m	12 spaces	12 Spaces **	No
Loading			
250 – 2,350 sq m – 1 space	1 space	1 space	No

We trust this is of assistance to Committee members.

Glen Schnarr & Associates Inc