

C39.

Communication

Council – April 28, 2026

CW(2) – Report No. 20 Item No. 10

From: [Francesca Laratta](#)
To: [Assunta Ferrante](#)
Subject: FW: [External] 10911 Jane Street Structural Report
Date: Tuesday, April 28, 2026 8:38:17 AM
Attachments: [10911 Jane St 2026-04-28.pdf](#)

From: Joe Morriello [REDACTED]
Sent: Tuesday, April 28, 2026 3:05 AM
To: Clerks@vaughan.ca
Cc: Francesca Laratta <Francesca.Laratta@vaughan.ca>
Subject: [External] 10911 Jane Street Structural Report

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

It was difficult to find a structural engineer in time for the April 28 deadline . I ask that this document please be added to the address 10911 Jane Street under review for designation.

Best
Joe

Sent from my iPhone

DIAMANTI ENGINEERING LIMITED

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STRUCTURAL INSPECTION REPORT

Property Address: 10911 Jane Street East
Vaughan, Ontario
L6A 1S1

Inspection Date: 2026-04-27

Report Date: 2026-04-27

File No.: 2026-076

Client: Mr. Joe Moriello



1. Purpose and Scope:

The objective of this structural evaluation is to conduct a visual non-destructive assessment of the timber-frame building to determine its current structural state, safety, and suitability for continued use. This review was prompted by visible signs of structural distress, including significant lateral shifting (leaning) and interior finishes showing stress patterns. The goal of this report is to provide a professional determination on whether the structure remains structurally sound or if it poses a hazard to occupants and the public. This assessment focuses on the integrity of the primary load bearing/lateral force resisting system of the timber frame, foundation stability, and the overall alignment of the building.

2. Findings:

2.1. Foundation and Main Post Failure

The primary vertical support members (timber posts) show evidence of advanced rot, heaving, and crushing at the ground-contact level.

- **Rot and Degradation:** Moisture infiltration at the base of the posts has compromised the wood fibers, leading to a loss of compressive strength. See Fig. 2 & 8.
- **Improvised Shimming:** Observations show the use of non-structural wood scraps (shims) to compensate for post-shortening and settlement. This is an inadequate measure that provides no lateral or vertical stability.

2.2. Global Lean and Vertical Alignment (Plumb)

Using a 6'-0" level, the structure was found to be significantly out of plumb. See Fig. 1.

- **Lateral Instability:** The bubble level indicates a severe tilt away from the roadway/public right-of-way.
- **Stress:** Since the structure is leaning, the gravity loads are no longer transferred vertically through the posts. Instead, they create "eccentric loading," which generates forces on old joints that were never designed to hold them.

2.3. Failure of Internal Framing and Joinery

The internal skeletal system shows signs of "checked" timber and joint separation. See Fig. 2 & 6.

- **Beam Deflection:** The horizontal spans show visible deflection, which has caused the secondary floor joists to pull away from their primary seats. See Fig. 5 & 6.
- **Crushing at Bearings:** In several areas, the horizontal beams are crushing the tops of the vertical posts due to moisture-softened wood and over-stressing. See Fig. 3.

2.4. Secondary Impacts: Interior Finishes

The structural movement is so significant that it is causing failure in finished spaces.

- **Stress Cracking:** Large, vertical, and diagonal "stair-step" cracks have appeared in interior plaster/drywall. See Fig. 9.
- **Separation at Openings:** The cracking around window indicates that the building frame is twisting (torsion), which is a precursor to structural failure of the envelope. See Fig 10.

2.5: Roof

A visual inspection of the roofline reveals that the primary ridge and rafter system have suffered significant deformation. See Fig. 7.

- **Sagging and Arching:** The roof plane is no longer linear, exhibiting pronounced sagging (deflection) between support points and "arching" in specific bays. This suggests that the internal purlins or rafters have either fractured or have lost their structural bearing due to the shifting of the exterior walls.
- **Possible Frost Heaving:** There are localized areas of the roof deck that appear pushed upward, or "heaved." This is likely the result of frost penetration to the building's frame; as one section of the building settles or leans, it forces opposing members upward, creating an arched profile that compromises the water-shedding capabilities of the roofing material.
- **Load Path Failure:** The distorted geometry of the roof indicates that the upper frame has failed, and the roof is no longer capable of safely distributing snow or wind loads to the foundation.

3. Risk Assessment:

Collapse Risk: High

The building is currently unable to support its own dead load. Given the state of timber decay and the loss of vertical alignment, environmental loads such as heavy snow or high wind gusts could trigger a sudden failure.

Public Safety: High

The structure's proximity to a public road and overhead power lines increases the danger to third parties. An unmanaged collapse could propel debris into the right-of-way or snag live electrical wires, creating a secondary fire or electrocution hazard.

Occupancy: Unsafe

The beams, post, and floor joists are no longer structurally sound. The building is unfit for human occupancy, and the storage of heavy materials should be discontinued immediately to avoid accelerating the floor's collapse.

4. Discussion/Conclusions:

1. The structural integrity of this building has been compromised beyond the point of feasible repair. The timber frame is no longer safely supporting the design loads.
2. **Immediate Action:** Cordon off the area.

3. **Services:** Ensure work is conducted in a manner that safely avoids all electrical lines (visible in proximity).
4. **Demolition:** A controlled demolition is required. Due to the lean and the instability of the main posts, manual deconstruction is deemed too dangerous for workers. Mechanical demolition is advised

Statement of Urgency:

There is no "repair" or "reinforcement" path that is economically or structurally viable for this degree of damage and lean. **Demolition is the only responsible course of action to prevent injury or loss of life.**

5. Regulatory Compliance and Safety Standards:

It is a mandatory requirement that all demolition work be performed in strict accordance with OSHA (Occupational Safety and Health Administration), as well as all applicable federal, provincial/local building codes, and environmental regulations.

6. Limitations and Disclaimers:

This report is based on a visual inspection of readily accessible areas only; concealed conditions were not examined. No warranty, guarantee, or certification is expressed or implied. The report is intended solely for the use of Mr. Joe Moriello for evaluation. Opinions are rendered using professional judgment consistent with the standard of care for structural engineering practice in Ontario at the time of writing.

This report does not constitute a Building Code compliance review nor an environmental assessment. Where conditions change after the inspection date, the conclusions herein may no longer be valid.

Note: Where relevant, assessments reference typical practices under NBCC 2020 / OBC and CSA standards (e.g., CSA O86, CSA S16) in a qualitative manner; detailed design calculations were not within scope unless specifically noted.

7. Pictures:

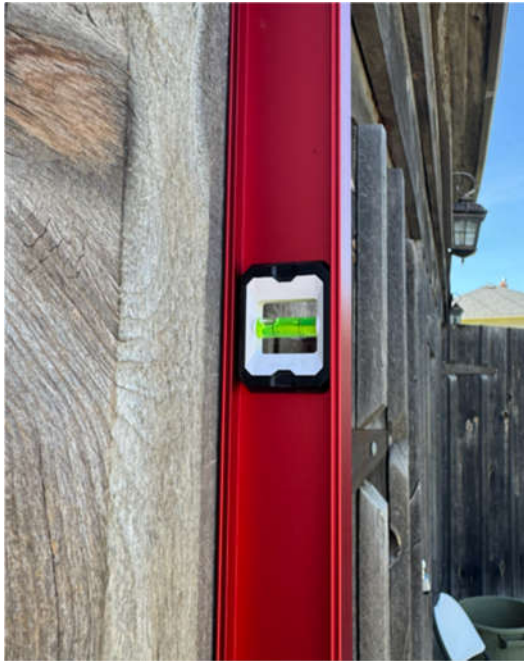


Fig. 1

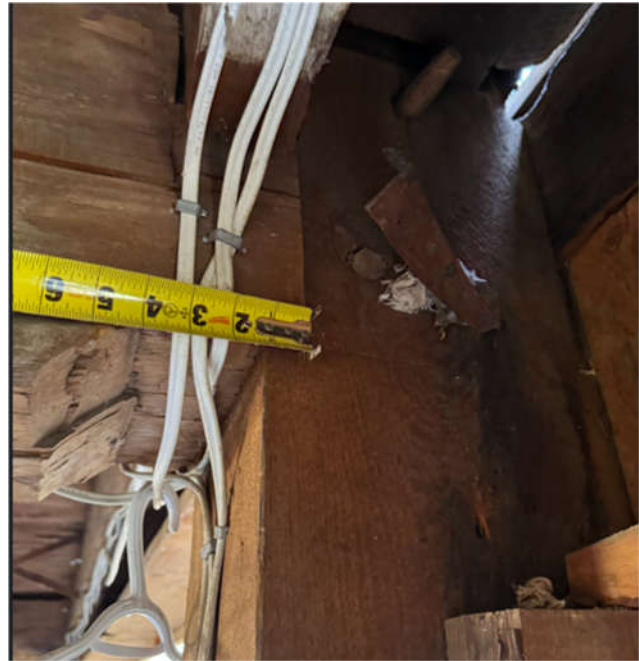


Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9

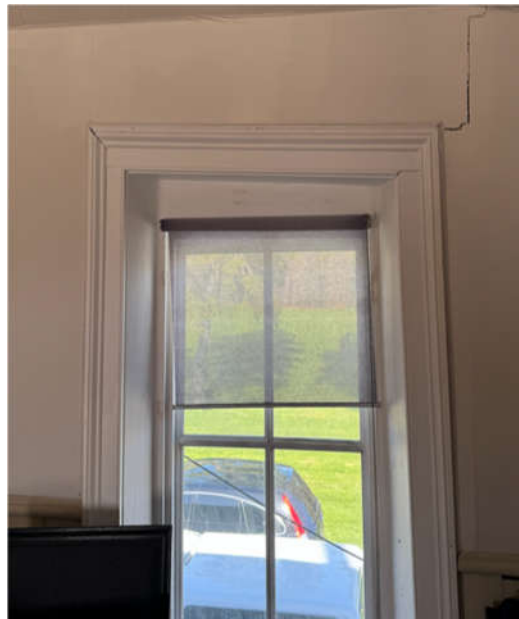


Fig. 10

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J. M. Diamanti".

John Diamanti P.Eng.
PEO Licence No. 100098742
2025-10-21

