Strickland Mateljan
Design + Architecture

Appendix 2

APRIL 22, 2022

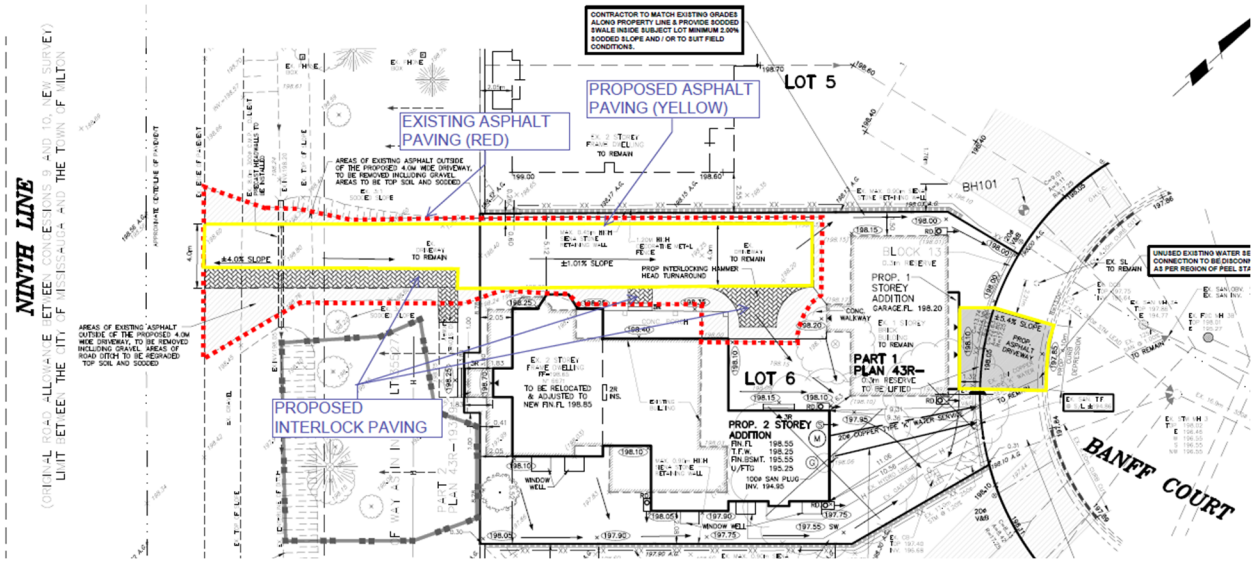
ADDENDUM TO HERITAGE IMPACT STUDY 6671 NINTH LINE DATED AUGUST, 2019

As part of the approval process on this application Heritage Staff asked that we consider the size and character of the westerly driveway. The staff comment was:

> *Driveway from Ninth Line should be permeable and reduced to a single lane*.

The project team considered this request and opted to propose an alternative approach as described below.

The existing condition is that virtually all of the north side yard of the property is paved and impervious. The extent of paving is indicated in the drawing below by a dashed red line.



Detail of proposed Site Plan showing existing asphalt driveway and proposed driveway with mix of asphalt and interlocking brick pattern

North-west elevation showing existing paving coming up to edge of building

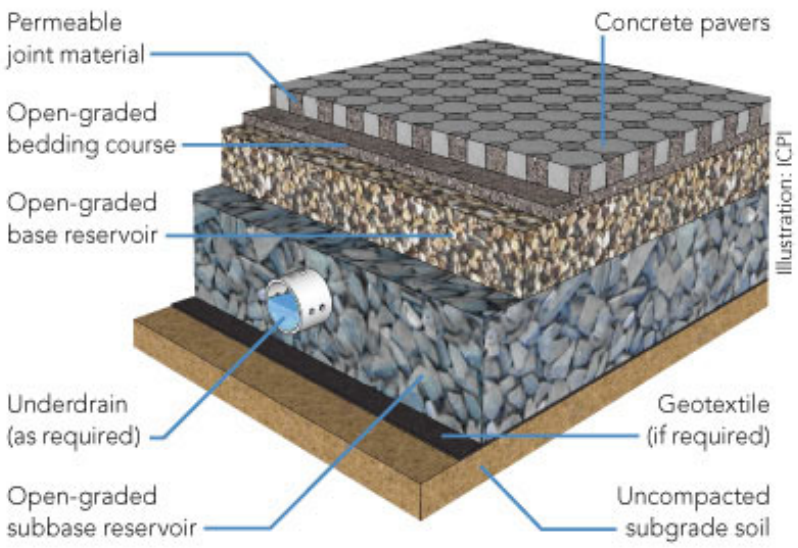
We believe that staff are basing their position on the driveway requirements that prevail in the Old Meadowvale Heritage Conservation District that limit driveway width to 3.0m and that permit permeable paving methods only.

PERMEABLE PAVING:

The use of non-asphalt paving materials has long been advocated in heritage conservation situations with the most common choice being gravel, however the City of Mississauga Zoning By-Law does not allow gravel driveways. The By-Law's definition of "Pervious Material" as regards driveway specifically excludes gravel:

> *"means material designed to be structurally stable while allowing rainwater infiltration and may include pervious pavers and paving or interlock, but shall not include landscaping elements such as gravel, dirt or limestone screening".*

Permeable paving systems are ecologically appropriate in that they encourage natural infiltration of rain water into the soil but they are typically complex systems that involve the excavation of significant amounts of soil beneath the pavers and the creation of an engineered sub-grade drainage and collection system. In terms of their impact on a site they are not as benign as they sound and given their complexity they are really only suitable for large expanses of hard surface area for which ordinary overland drainage and infiltration is not possible. For smaller areas natural drainage and dispersal is equally effective, more flexible and has much less impact on the site.



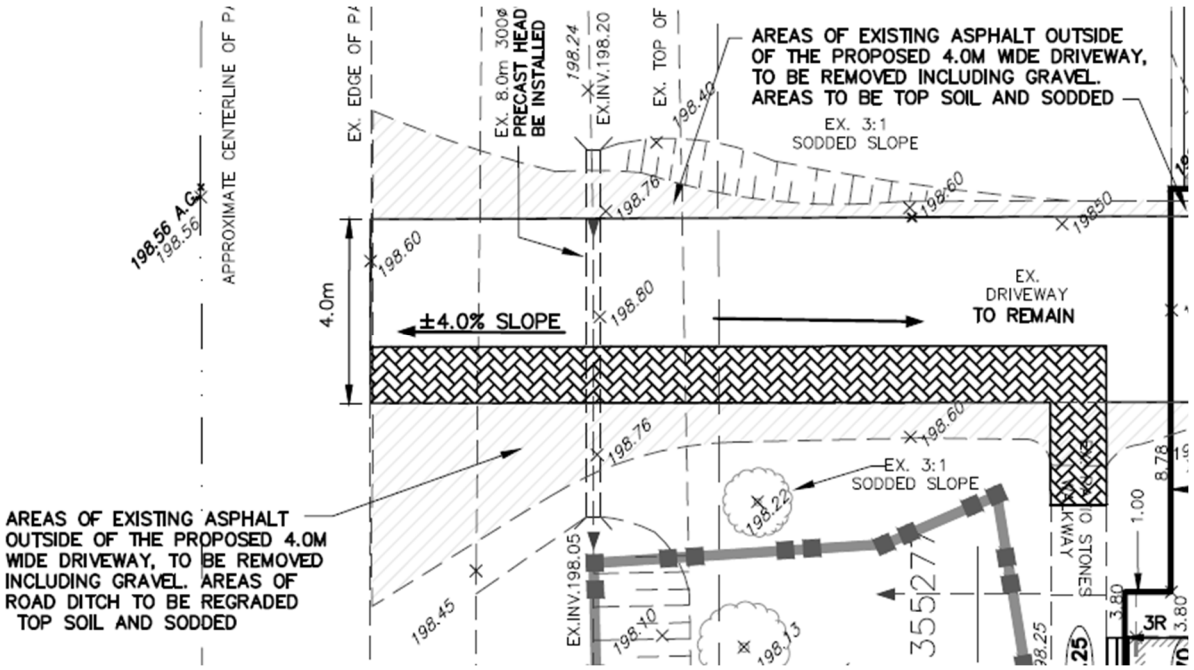
Typical permeable paving system

DRIVEWAY WIDTH:

The rationale for limiting the driveway width to 3.0m would be to ensure that this was a single car driveway only, to create a better proportion between driveway and house and to limit the number of vehicles that could be parked in the front yard. These are reasonable objectives.

The minimum width of a driveway (and of a parking space) under the Zoning By-Law is 2.6m and it follows that a two car driveway would need to be at least 5.2m wide to be workable.

The proposal in this case is to do a driveway 4.0m wide consisting of 2.8m asphalt paving on the northerly side of the driveway and 1.2m of interlocking brick on the southerly side of the driveway. The asphalt and the interlocking brick would be at the same plane but the effect would be to create a narrow asphalt driveway with a walking space on the south side. The drainage would take place naturally by flow off the driveway to the adjacent landscaped areas and a significant amount of the existing paved area would be replaced by landscaping.



Detail of Proposed Driveway showing asphalt paving with interlocking brick detail on south side and replacement of existing paved areas with topsoil and sod

CONCLUSION:

We believe that in this situation our approach of a traditional asphalt driveway mitigated by an interlocking brick paver system is more appropriate than an engineered permeable paver system and will meet the same objectives. We also believe that the combined width of 4.0m of driveway consisting of part asphalt and part interlocking brick pavers meets the intent of minimizing the visual appearance of driveway width, not allowing two vehicles to be parked side by side while also being wide enough to be practical.

We also note that this approach significantly reduces the amount of paving in the side yard as compared to the existing condition and creates landscaping opportunites between the driveway and the heritage dwelling, which is a significant benefit.