

24 John Street South

Heritage Impact Assessment - Addendum

November 23, 2020



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Introduction

24 John Street South is classified as a contributing property within the Old Port Credit Village Heritage Conservation District Plan 2018. As such, a Heritage Impact Assessment is required for the proposed new dwelling. The existing dwelling at 24 John Street South was approved for demolition under Heritage Permit HPA 12-31 on February 14, 2012. This also allowed for a replacement dwelling. However, since the preparation of the original report by Richard Collins (undated), the property has been sold and the proposed plans have changed.

W.E. Oughtred & Associates have been retained to compete an addendum, as per correspondence with Paula Wubbenhorst, City of Mississauga Heritage Planner. The addendum will address Sections 2.4, proposed development, 2.5 architectural drawings and 2.6 assessment of alternative development and mitigation measures of the Heritage Impact Terms of Reference.

Proposed Development

The subject lot has a frontage of 16.76m and a depth of 40.23m (55 ft x 132ft). The area of the lot is 674.63 square meters (7,261.6 sq. Ft). The proposed home has a front yard setback of 6.09m, in keeping with the adjacent dwellings. A paving stone walkway will provide access from the street to the covered front porch. The existing fence at the front property line will be removed. Of note, the fence is referenced to be a part of 26 John Street South in Section 11.2.2 of the HCD Plan, figure 38, however, it is in fact associated with 24 John Street South. A single lane driveway, having a width of 2.75m, will access the detached garage in the rear yard. The driveway widens to 4.8m midway down the dwelling to allow for people manoeuvrability, bicycle access and garbage/recycling containers. The driveway is proposed to be asphalt bordered by permeable pavers.

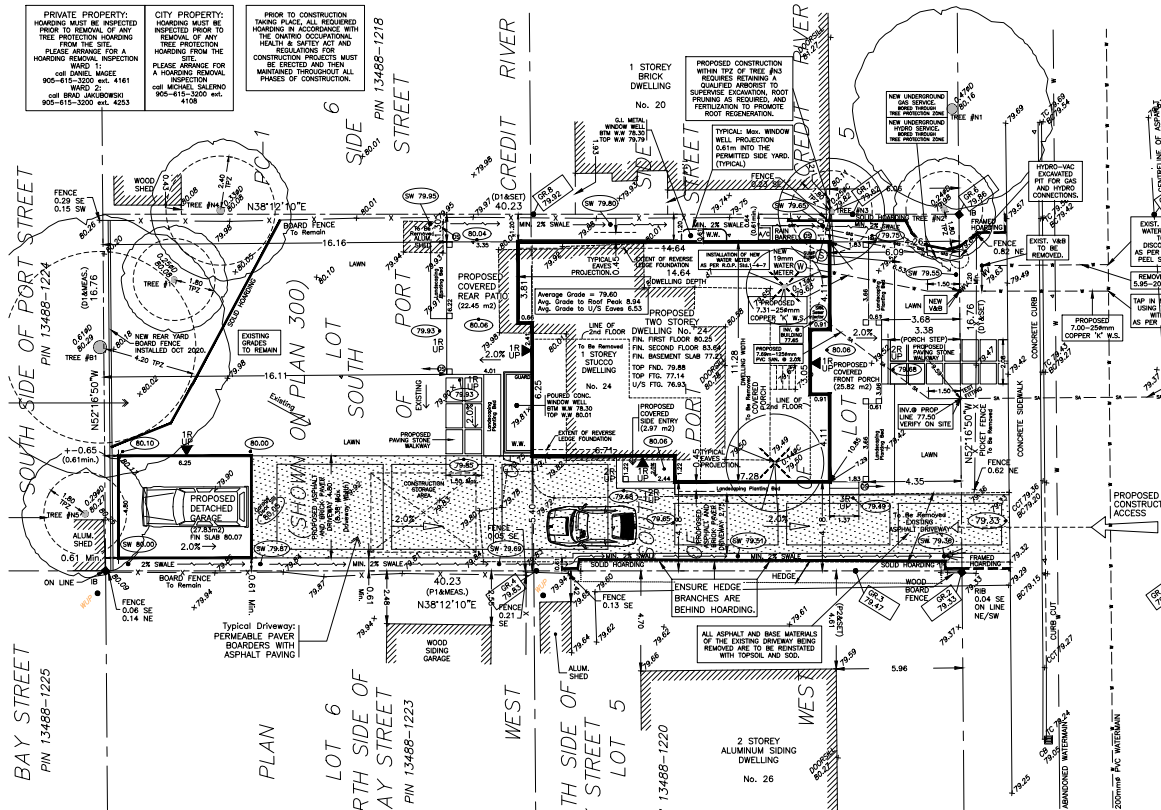


Figure 1: Site Plan Detail

Section 11.2 Guidelines for private landscape conservation of the HCD, have been integrated into the proposal. Although a landscape plan has not been prepared for the property, the intention is to retain the hedge on south side property line as well as the mature trees in the rear yard. The existing property has been neglected for many years and has become overgrown and unsightly. Section 11.2.2 Trees, shrubs and fencing; encourages the retention of existing landscape features, the addition of specimen trees to compliment the building and the use of historic photos to guide re-establishment of landscape features. As such, once the new dwelling has been built the owners will enhance the property with appropriate landscaping. Section 11.2.3 Garages and parking provides six recommendations. Compliance has been noted in the table below.

Table 1: Compliance with Section 11.2.3 of the HCD

Guideline	Proposal
Garages should be set back from the front line of houses a minimum of two (2) meters, and side yard parking should be retained and replicated.	The proposed garage is a detached and located in the rear yard. The existing side yard parking is to be retained.
Driveways tend to be narrow, leading to detached single-car garages. Front walkways are generally direct from the sidewalk to the front entrance or porch.	The proposed driveway has a width of 2.75 leading to the single-car detached garage in the rear yard. The front walkway will go from the sidewalk to the front porch entrance of the dwelling.
Changes to driveway entrances, parking, and other hard-surface areas on private property should be carefully planned to ensure that compaction of the street tree root system does not occur. Generally, an area around the base of the tree equal in diameter to the crown of the tree should remain undisturbed to protect the long-term health and survival of the tree.	No changes to the existing access at the street are proposed. Minor modifications to the existing driveway are proposed but there will be no impact on adjacent trees.
Front yard parking, excessive curb cuts and paving by adjacent property owners should be avoided in order to retain the overall soft (green) landscape of the front yard.	The existing curb cuts will be utilized. The overall soft landscape of the front yard will be enhanced by the removal of the picket fence which has a negative impact by further segregating and dividing the front green space.
Driveways should be narrowed at the curb and ideally be separated from the adjacent lot driveway by a green space to reduce the visual impact of the hard surface crossing the boulevard.	The existing driveway is to be reduced in width slightly on the boulevard and the green space to the south increased.
The use of permeable pavers instead of asphalt or concrete-paved driveways is preferred.	The proposed driveway is a mixture of asphalt and permeable pavers. The permeable pavers will border the driveway as well as intersect it in several locations to break up the continuous black top appearance. Further the driveway design will complement the colour choices of the dwelling - ie the light and dark contrast.

The architect has designed a modernized classic home as per the owner's request. This 'style' incorporates many architectural elements including simple lines, simple design elements and minimal ornamentation. The use of vertical lines has been deliberately chosen and are reflected in the board and batten siding, the windows, the garage door and the porch roof. Contrasting the colour of the dwelling, the posts and garage door accentuate the home's design. Simple architectural ornamentation has been minimized to enhance the front facade

of the dwelling. Note, it has not been used on the garage in order to maintain the simplicity of the design.

We believe that the proposed home will create visual harmony with the adjacent dwellings while creating diversity within the streetscape.



Figure 2: Front Elevation



Figure 3: Rear Elevation

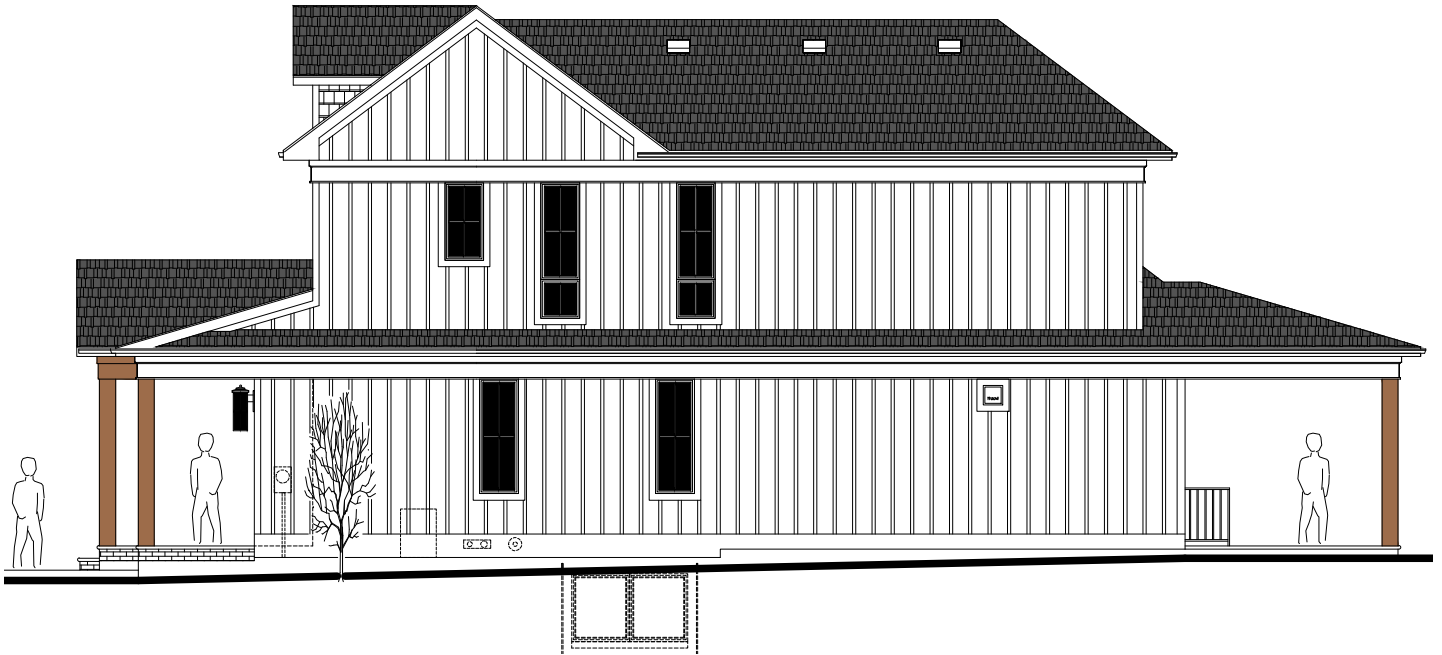


Figure 4: North Elevation

Detail of muntin bars.

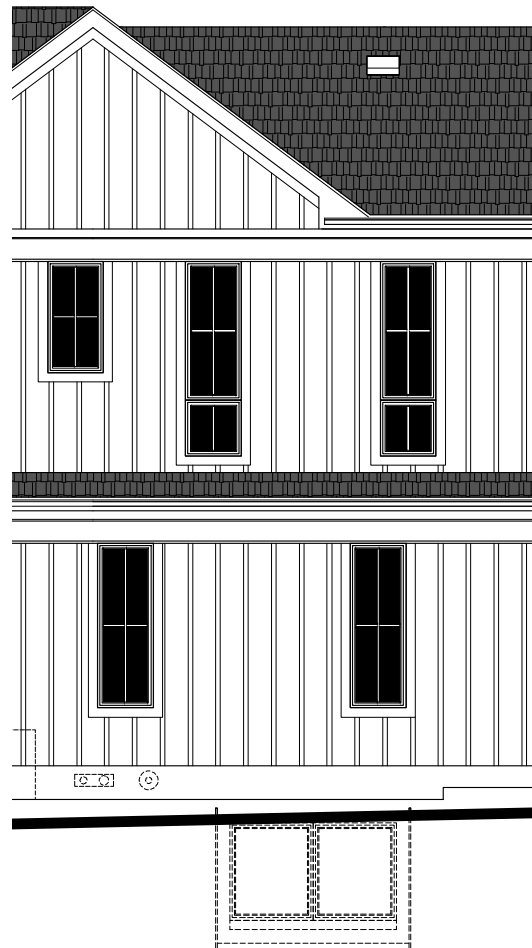




Figure 5: South Elevation

Detail of muntin bars.



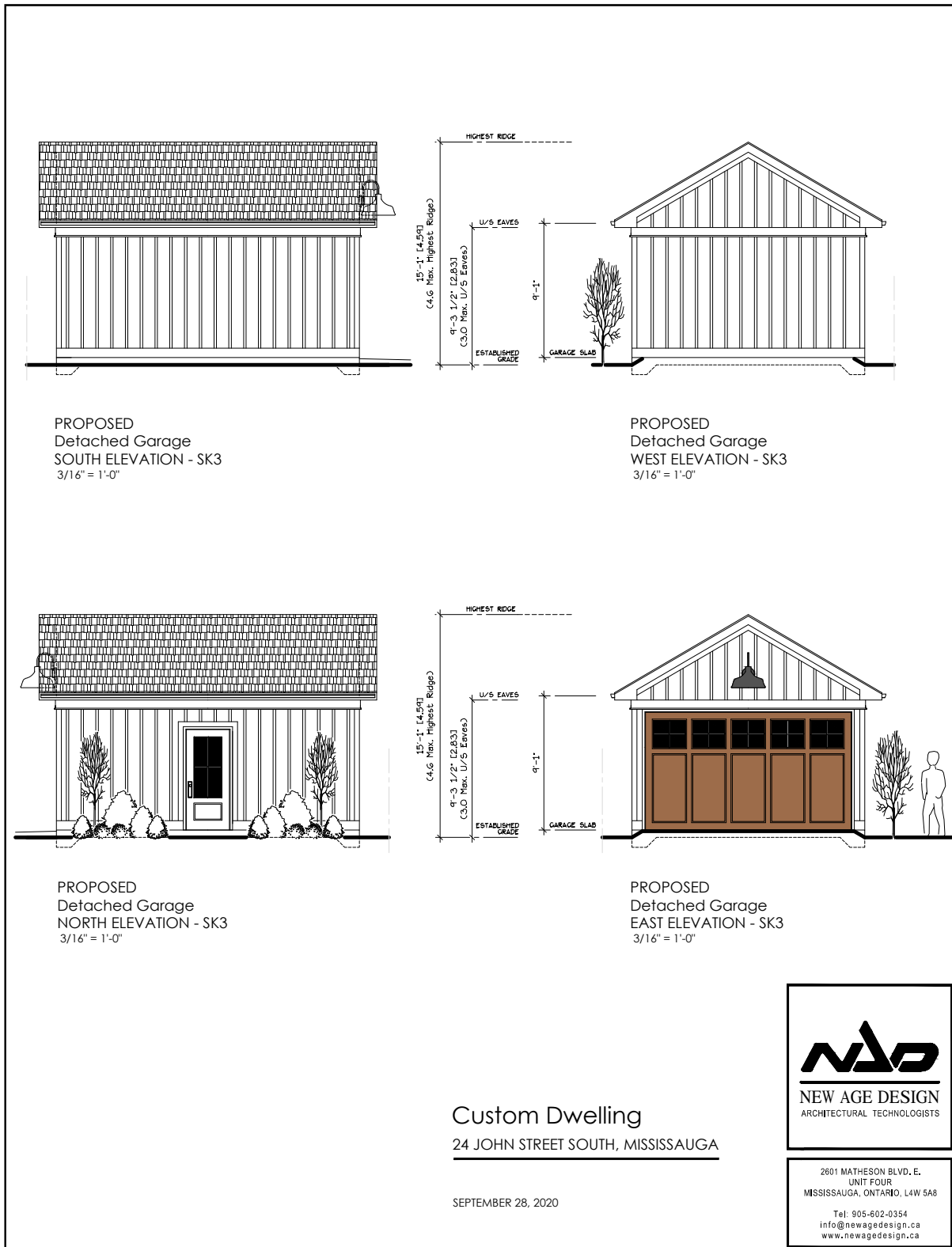


Figure 6: Garage Elevations

The adjacent dwellings at 20 and 26 John Street South are also classified as contributing to the District's historical character. Contributing properties are identified as ones that *'may include older buildings that are of historic interest, as well as more recent buildings that are of a scale, type and built form that contributes to the District character'*.¹ The City of Mississauga website data does not provide a date of construction for either 20 or 26 John Street South. However, the OPCV report indicates that 20 John Street South was built after 1952 and that 26 John Street South was built between 1928 1952.

Photos of the adjacent houses below. ([google.com](https://www.google.com))



20 John Street South



26 John Street South

¹Robb, George, Old Port Credit Village Heritage Conservation District, 2018



Existing Streetscapes

Subject property is the middle dwelling. The first streetscape is from May 2009; with less tree foliage it allows the dwellings to be seen. The large tree in the front was removed in late 2011. The second streetscape is from the summer of 2018; the most current image available on google. The proposed dwelling will have greater visibility from the street due to the removal of the large tree. Both streetscape images were obtained from google street view.

Proposed Streetscape

The proposed home, as per the included site plan, will be brought forward from where the original dwelling is located. This will be in keeping with the setbacks of both adjacent dwellings.



Compliance with Heritage Conservation District Plan

Section 9.2 of the OPVC (Old Port Credit Village) Heritage Conservation District Plan provides guidelines for new construction. Table 2 outlines the compliance with the guidelines as it applies to the proposed dwelling.

Table 2: OPVC Heritage Guidelines for New Construction

Section	Guideline	Proposed Design
9.2.1 Height	A new house shall not exceed 2 storey's	Two storey's, overall dwelling height is 8.94m
9.2.2 Open Space	The placement of a new house on its lot and the delineation of the house's footprint should result in ample open space around the house	The dwelling has been situated toward the front of the yard to maximize the open space around the house.

Section	Guideline	Proposed Design
	There should be a modest front yard setback and a deeper backyard. Be aware of any established building line along the street and the setbacks on adjacent properties to ensure conformity. The setback from the street should be a median of neighbouring properties.	The home has a setback consistent with the adjacent homes, and is in line with the established building line along the street. Thus, creating a deeper backyard.
9.2.3 Trees & Vegetation	Save significant trees when sitting and constructing new buildings.	Mature Trees are located in northwest corner of the yard. They are not impacted by the proposal.
	The footprint of new buildings should be located away from any significant tree on the property, and measures should be taken to protect significant trees during construction.	The proposed garage in the rear yard has been located so as not to impact the trees in the rear yard.
9.2.4 Relation to Street	Any new building should be sited parallel to the street (not angled).	The house is parallel to the street.
9.2.5 Wall Materials	A common form of wood siding was clapboard of relatively narrow cut and with a slight projection	Wood clapboard siding has been chosen for the exterior.
	The wall material should be the same across the wall, not a mix of materials.	Materials are consistent across the wall of all elevations.
	Pre-coloured wood siding or synthetic siding are options, and should be properly installed.	N/A - the exterior wood will be painted white.
	The installation of EIFS on buildings on other properties is discouraged within the District.	N/A - EIFS will not be used on the building.
9.2.6 Windows	The proportions of windows in the District's contributing property's buildings are taller than they are wide. They are flat-headed or with a very shallow arch.	Tall and narrow windows have been selected for the majority of the dwelling. The second floor windows on the front elevation are square due in part to the roof design. The proposed windows have similar proportions to those at the adjacent dwelling at 26 John Street South.
	Avoid multi-paned sashes, especially the ones with snap-in muntin bars.	High quality windows have been chosen. Snap - in muntin bars will not be used. The muntin bars will be SDL (Simulated divided lights on both the interior and exterior).
	Place any large, full-length, two storey or picture window away from street view.	No two storey or picture windows have been used in the front elevation.

Section	Guideline	Proposed Design
9.2.7 Roof	Almost all of the Districts' buildings have gable, hip or truncated hip roofs of medium pitch. The gable roof was most common.	A medium pitch gable roof has been incorporated into the design of the proposed dwelling.
	Install chimneys, vents, skylights and mechanical or electrical equipment away from any street view.	Vents are located on the backside of the roof and are not visible from the street. No skylights or chimneys are proposed.
9.2.8 Services	Modern services, vents and exhausts are best placed where they cannot be seen by passersby on the sidewalk.	The vents are hidden from street view due to their placement on the roof.
9.2.9 Garages and ancillary structures	Ancillary structure in the District have traditionally been placed in the backyard.	The detached garage is proposed behind the dwelling in the side yard.
	If a separate garage is not possible, an attached garage or carport should be set back from the house's front wall as far as possible.	A detached garage is proposed.
	Parking for multi-unit buildings.	N/A
9.2.10 Style	New construction should be a product of its own time.	A modern, classic style is proposed.
	New construction should be respectful of the District's historical patterns, but it should not pretend to be old. Consider modern or traditional styles, but avoid incorporating features that mimic historic features.	A modern style has been chosen. It does not mimic historic features.
	Ornamentation of new construction should be restrained.	Wooden gable trusses on the front porch and roof are proposed. They are minimal and contribute to the overall style of the home.

Compliance with Zoning By-law

The subject property is zoned R15-1 by the City of Mississauga Zoning By-law 0225-2007. The proposed dwelling complies with all site specific requirements of the zoning by-law.

Table 3: Zoning Compliance Chart

Regulation	Requirement	Proposed	Compliance
Minimum Lot Area	460sm	674.63sm	Yes
Minimum Lot Frontage	12.0m	16.76m	Yes
Maximum Lot Coverage	40% (269.85sm)	34.07% (229.88sm)	Yes
Minimum Front Yard	5.0m	6.09m	Yes
Minimum Interior Side yard - Detached dwelling without an attached garage	3.0m on one side of the lot and 1.2m on the other side	4.18m and 1.2m	Yes
Minimum Rear Yard	7.5m	16.11m	Yes
Maximum height - highest ridge, sloped roof	9.0m	8.94m	Yes
Maximum height of eaves	6.8m	6.53m	Yes
Maximum Dwelling depth	20.0m	14.64m	Yes
Maximum Driveway width	Lesser of 8.5m or 50% of lot frontage		
Maximum GFA	169sm plus 0.2 times the lot area to a maximum of 305sm	267.84sm	Yes
Minimum landscaped area	40% of the lot area	44.13% (297.73sm)	Yes

Mitigation Measures

The proposed home has been designed having consideration for the OPVC Heritage Conservation District Plan new construction guidelines. As such, the need for mitigation measures has been eliminated. Nonetheless, the considerations are outlined below in Table 4.

Table 4: Mitigation Measures

Potential Impact	Identified Impact	Mitigation
Destruction of any, or part of any, significant heritage attributes or features	None	Not required
Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance	None	Not required
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	None	Not required
A change in land use where the change in use negates the property's cultural heritage value	N/A	Not required
Removal of natural heritage features, including trees	None	Not required
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	None	Not required
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	None	Not required
Land disturbances such as change in grade that alter soils, and drainage patterns that adversely affect cultural heritage resources.	None	Not required

About the Author

William Oughtred of W.E. Oughtred & Associates Inc., is a development and land use consultant who has been practicing in the Mississauga and GTA area for over 30 years. Mr. Oughtred has a Bachelor of Arts from McMaster University. Mr. Oughtred is well versed in both Planning and building procedures and the City of Mississauga Zoning By-law and Official Plan.

Mr. Oughtred specializes in infill development projects. His extensive experience has afforded him the opportunity to see the City evolve and be at the forefront of growing trends and patterns in land development in Mississauga. He consults regularly on both heritage and urban design for infill projects.

Heritage Impact Statements and Assessments have been completed for many properties in Mississauga, including, but not limited to the properties listed below.

- ❖ 965 Whittier Crescent
- ❖ 1503 Petrie Way
- ❖ 1470 Pinetree Way
- ❖ 2375 Mississauga Road
- ❖ 943 Whittier Crescent
- ❖ 2417 Mississauga Road
- ❖ 1641 Blythe Road
- ❖ 2777 Mississauga Road

References

www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf

<https://www.mississauga.ca/portal/services/property>

<http://www.mtc.gov.on.ca/en/heritage/heritage.shtml>

google.com

Robb, George. Old Port Credit Village Heritage Conservation District Plan, 2018