

A driveway is a working surface before it is anything else. It carries the weight of a loaded SUV in mid-January, sheds spring rain toward the street, and stands up to bicycles, basketballs, and motor oil. In London, Ontario, the driveway also faces long freeze-thaw cycles, plow slush laced with road salt, and clay soils that hold water. Picking the right concrete finish is not a purely decorative decision. It is a balance of traction, durability, cost, and the way your home looks from the curb.

I have poured and lived with several finishes across Southwestern Ontario, including projects that survived more than ten winters without spalling or settling. The finish is the last thing you see, but the work starts much deeper. The right finish on top of well-built concrete can transform a residential driveway in London, Ontario into a long-lasting asset. The same finish on poor base prep will disappoint by the second thaw. Below is the way I guide homeowners through the choice, with local conditions and the quirks of real installation schedules in mind.

The London climate and what it does to concrete

London sits in a band that swings from humid 30 C days in July to extended cold snaps well below freezing. The city sees frequent freeze-thaw cycling in shoulder seasons. When meltwater gets into the surface and refreezes, it can pop off the paste on top, a failure called scaling. Add road salt spray from curb cuts and wind, and you have a harsh environment.

Concrete for driveways here should be air-entrained and mixed for exterior exposure. That means microscopic air bubbles in the paste, typically 5 to 7 percent, to give expanding water room to move. A common strength target is 32 MPa for residential driveways, sometimes listed as 30 to 35 MPa, with a low water-cement ratio to limit permeability. On several London projects I specify a 0.45 to 0.50 w/c ratio, air-entrained, with 10 mm or 14 mm aggregate depending on pump or chute placement. This is the baseline for any finish.

The other climate factor is the clay. Many London neighborhoods sit on dense silty clay that traps water. Without a proper base that drains, frost heave will lift sections in winter and they may not settle back perfectly. Geotextile under the base helps keep stone from punching into the clay. A compacted granular base built to the correct thickness, not just a dusting of limestone screenings, is non-negotiable.

What makes a driveway last: subgrade, base, and thickness

Before choosing a finish, confirm the structure under the finish will do its job. I have seen broom-finished slabs and elaborately stamped driveways both fail early for the same reason, a thin base that holds water.

For most residential driveways in London, 150 to 200 mm of compacted 19 mm granular A or 16 to 20 mm clear stone, placed over separation geotextile on clay, provides a stable and free-draining platform. Crews compact in lifts using a reversible plate tamper or small roller. For older lots with organic topsoil or a loamy layer, it pays to over-excavate and replace with clean stone. I do not skip this on infill sites.

Slab thickness depends on use. A typical passenger vehicle driveway sits at 100 to 125 mm concrete thickness. If you park a work van or see occasional moving trucks, consider 125 to 150 mm. The outer edges take a beating from tires turning and freeze-thaw, so edge thickening to 150 mm with a modest curb or bevel stands up better. Wire mesh does little if it lies on the bottom. Either use rebar on chairs, grid pattern 10M at 300 to 450 mm, or a fiber-reinforced mix approved for exterior flatwork. Both work if installed correctly, so the choice rests on the contractor's comfort and the slab layout.



Control joints control cracks, not eliminate them. The rule of thumb is to space joints at 24 to 30 times the slab thickness in millimeters, converted to meters, which shakes out to 2.5 to 3 meters for a 100 mm slab. In feet, think 8 to 10. Keep panels as square as practical, avoid re-entrant corners, and install isolation joints where the slab meets the garage foundation, house steps, and city sidewalks. I still prefer saw cutting within 6 to 12 hours of finishing, or tooling during placement for broom finishes where it suits the pattern.

Finish options that make sense in London

The best finish depends on the way you use the driveway, the look you want at the curb, and your appetite for maintenance. Below are the finishes that consistently hold up in our area, with notes from projects in Westmount, Byron, and Masonville where I have revisited the surfaces after several winters.

Broom finish, the workhorse

The broom finish is the reliable option that leaks the fewest surprises. After floating and troweling to close the surface, a stiff broom pulls fine grooves into the paste. Those grooves give traction when compacted snow turns to slush.

Cost sits at the lower end of the spectrum because there is no specialty tooling, release agents, or complex forming. In recent seasons, quotes I see in London for broom-finished concrete driveways land roughly in the 12 to 18 CAD per square foot range, depending on tear-out, base work, and access. The top of that range often includes better base prep and sealing.

Pros include slip resistance, predictable curing, and easy touch-ups if a corner chips. It also accepts decorative borders in a second pour or saw-cut bands without visual conflict. The con is basic appearance, which some homeowners find too plain for a renovated façade. Oil stains show, but a breathable sealer and quick cleanup keep them manageable.

I often add a light burnish pass before brooming on hot days to reduce micro-tearing in the paste. It is a small move that helps scaling resistance if the mix and air content are right.

Exposed aggregate, a textured classic

Exposed aggregate reveals the stone in the mix by applying a surface retarder and washing off a thin layer of paste. Done well, the surface looks like a reddish or grey pebble field, depending on aggregate color. In London and nearby pits, you will see tan, brown, and speckled grey stones, so always ask the supplier for a sample panel.

Exposed aggregate has grit. It wears snowboots well and hides stains better than broom. It also resists minor surface scaling because the stones are already exposed. It excels at curb appeal when paired with a simple broom-finished border.

Two cautions apply. First, traction on dry days is excellent, but on glare ice, like any hard surface, it needs salt alternatives or sanding. Second, it can be rough for knees and children's play. I test a sample section with homeowners who expect toddlers crawling or frequent garage floor workouts.

Pricing tends to sit above broom. In the London market, think in the 16 to 22 CAD per square foot range, again varying with removal, base, and edge detail. Maintenance means resealing every two to three years to keep the stones pop and to shed water.

Stamped concrete, color and pattern in one pour

Stamped concrete uses textured mats to press a pattern into fresh concrete, often combined with integral color and a contrasting release powder. Properly executed, it gives the look of ashlar slate, limestone, or even wood planks, without individual units. It wins when a homeowner wants a statement front approach without the frost-heave hassle of set pavers.

The core challenge with stamped driveways in London is winter. The patterns create high and low points. If the crew closes the surface too hard or if de-icers attack the sealer during the first winter, spalling starts on the peaks. Control comes from the mix, not overworking the paste, choosing lighter colors that reflect heat more evenly, and sealing with a high-solids, breathable sealer designed for freeze-thaw.

This is [paver pathways london on](#) not a low-maintenance finish. Reseal every two to three years, patch chips as they happen, and budget for periodic recoloring if you use antiquing release, which can fade. Installed cost typically lands

from 18 to 28 CAD per square foot in London, depending on pattern complexity, color steps, and borders. When I guide clients to stamped, I steer them toward matte or satin sealers to reduce the skating-rink look and improve traction.

Float and light broom, the quiet middle ground

A float finish with a very light broom pass combines modest texture with a softer visual. It works for homeowners who want a restrained, contemporary surface under a modern façade. The trick is stopping before the broom lines shout. This finish behaves like standard broom for traction and care.

Salt or sandblast finish, niche choices

A salt finish uses rock salt broadcast and then washed out to leave shallow divots. It looks like a field of small craters and pairs well with pool decks. For driveways, especially in London, I rarely specify it. The texture is subtle, traction is decent, but it is easy to overdo and hard to patch invisibly. A light sandblast over a cured surface can add grip without changing appearance much, but it requires blasting equipment and careful masking of brick or siding. These finishes sit in the niche category for our climate and usage patterns.

Matching finish to the way you live

Design should follow use. Walk through a typical week. Do you back a trailer into the side pad. Do kids chalk drawings every weekend. Do you prefer a dark border that hides tire scuffs. The finish choice will either support or fight your habits.

A broom finish suits busy households that shovel often, want easy cleaning, and do not mind a plain look. Exposed aggregate handles oil drips from an older car without shouting it to the street. Stamped concrete suits a front approach that functions like a courtyard, where the driveway also serves as entertaining space, but it asks for more care under winter conditions.

Think about mobility. If anyone in the home uses a walker or wheelchair, a coarse exposed aggregate can feel punishing. A fine broom with narrow grooves or a float and light broom is far kinder.

Finally, consider color and heat. Darker integral colors absorb heat and speed snowmelt, which can be a plus on south-facing drives. They also show salt residue more clearly. Lighter slabs stay cooler in July and show stains sooner. There is no free lunch, only trade-offs.

How finish interacts with drainage and joints

Every finish, even a decorative one, must support water management. London bylaws and good practice both want surface water flowing to the street or to permitted infiltration areas, not toward your garage or neighbor. I aim for a minimum 1.5 to 2 percent slope from the garage to the curb. On long drives, break the slab into panels with control joints aligned to carry water, not catch it.

With decorative work, align stamp patterns so that joints fall in grout lines when possible. For exposed aggregate, saw cuts read cleanly and do not distract the eye. For broom finishes, tooled joints can be integrated during placement, which saves a morning of saw cutting noise and slurry.

Borders are not just trim. A broom or smooth border around an exposed aggregate field softens the look and gives a troweled edge that shovels clean. It also marks where you can run a saw cut without ruining a pattern.

Materials and specs to ask about in bids

When you request bids for concrete driveways in London, ask for the mix design and finishing plan in plain terms. You do not need to be an engineer to insist on the basics. Several local suppliers offer exterior mixes tailored to air content and strength, and reputable concrete installation services will specify them.

I review the following on every project:

- Mix: exterior air-entrained concrete at 32 MPa, water-cement ratio 0.45 to 0.50, aggregate size compatible with placement method.

- Base: minimum 150 mm compacted granular A or clear stone on geotextile over clay, with proof of compaction in lifts.
- Thickness and reinforcement: 100 to 125 mm for passenger vehicles, thicker edges, with either fiber reinforcement or rebar grid on chairs.
- Joints: spacing at 2.5 to 3 meters for 100 mm slabs, isolation at garage foundation and walkways, saw cut timing within 6 to 12 hours, or tooled joints where appropriate.
- Curing and sealing: wet cure or curing compound compatible with planned sealer, first seal after the slab has dried sufficiently, typically 28 days unless using a breathable product approved sooner.

That list is a filter. If a bidder hedges or waves away questions on air content or joint layout, move on. Good custom concrete work reads like a plan, not a guess.

Seasonal timing and the day of the pour

London's concrete season runs from April to November, with spring and fall booked fast. Ready-mix plants get swamped after the first warm week. If you want a residential driveway in London, Ontario installed in May, start calls in late winter. Permits for curb cuts or work in the boulevard require lead time, and most contractors book three to eight weeks out in peak months.

On pour day, the crew's timing around set and finish matters as much as the mix. Wind and sun skin the surface quickly, especially on south-facing lots. In July, I often set up windbreaks with temporary screens and stage extra hands for finishing edges before brooming. On cool October mornings, you buy time, but the afternoon can be deceiving. Watch that the finishing crew does not overwork bleed water into the top, which weakens the paste and invites scaling.

For exposed aggregate, uniform retarder application and a controlled wash, not a pressure-wash blast, keep the look even. For stamped concrete, clean mats, consistent release, and sure-footed crew movements make a visible difference. You will see their rhythm in every square meter.

Sealing, winter care, and the first year

The first winter is critical. A new driveway continues to shed moisture long after it looks dry. I prefer to allow at least 28 days before sealing, unless using a breathable penetrating sealer used per manufacturer guidance. Penetrating silane or siloxane products reduce water absorption without trapping moisture. Film-forming acrylics add sheen and color pop, especially on stamped and exposed aggregate, but they can peel if trapped moisture tries to escape during a thaw. Choose carefully.

Avoid sodium chloride or calcium chloride de-icers on the slab the first winter. Use sand, fine gravel, or calcium magnesium acetate if you need traction. If city plows track salt onto the entrance, rinse on mild days. In my own drive, I keep a snow shovel with a plastic blade to avoid edge scuffs, and I set my snowblower skid shoes high enough to miss the broom ridges.

Reseal exposed aggregate and stamped surfaces every two to three years. For broom finishes, a penetrating sealer every three to five years helps, particularly near the street where salt spray is worst. Quick cleanup of oil drips with absorbent and a mild degreaser keeps the surface honest.

Navigating local rules, utilities, and neighbors

London has rules around driveway widening, curb cuts, and work within the road allowance. Before you sketch a grand new curve, check the city's current zoning and engineering requirements for your street. Some neighborhoods limit driveway width at the sidewalk, others restrict paving on front yards. Your contractor should know the drill, but you bear the risk if the layout breaks a rule.

Call Ontario One Call before you dig. Utilities will mark gas, water, and telecom lines. On a 2019 job in Old North, a shallow telecom line crossed the proposed edge thickening. We rerouted the border and saved a headache. It is free, and the markings appear within a week in most cases.

Talk to neighbors if access crosses their side or if you will block street parking on pour day. Concrete trucks are long. They need room to swing. A friendly heads-up and a temporary no-parking cone smooths the day.

When decorative meets practical: borders, insets, and lighting

Decorative touches can lift a simple finish without compromising durability. A broom-finished field with a 450 mm exposed aggregate border reads upscale without the maintenance load of a full exposed surface. Saw-cut insets, perhaps two perpendicular bands that align with the garage doors, break up a large slab visually. Integral color in a light grey, not charcoal, hides dust yet does not trap heat the way black pigment can.

Recessed LED paver lights along a border work, but plan for conduit and power before the pour. I have sleeved 25 mm PVC under slabs at strategic spots so wiring can be added later. Even if you never use it, the sleeve costs a few dollars and gives options.

Budgeting honestly and reading quotes

Homeowners often collect three quotes and face a spread that looks odd. One is low by thousands, one is in the middle, one is high but includes a line about geotextile and thicker edges. In London, the low bid often shaves base prep and uses a thinner slab at the street where it is hard to measure. The middle bid is the one to read hard.

Ask to see a square-meter price that includes tear-out, disposal, base, forming, mix, reinforcement, finishing, joints, and sealing. Watch for line items called allowances for base stone that can balloon. For a straight 500 square foot driveway, a range of 7,000 to 12,000 CAD appears often in recent years, with plain broom at the low side and stamped with borders at the higher. Access, removals, and soft soils push costs up.

If a contractor offers a discount for skipping sealer or using non air-entrained concrete, decline. You will pay later in scaling and repairs. Quality concrete installation services stake their name on what happens after the check clears. They will not cut the wrong corners.

A simple pre-hire checklist

- Verify insurance, WSIB coverage, and at least three local references you can drive by after two winters.
- Confirm mix specs in writing: exterior air-entrained, target strength, and water-cement ratio.
- Approve a joint layout sketch and slope plan that moves water to the street, not to your garage.
- Agree on base thickness, stone type, and geotextile use, with pictures during prep before concrete arrives.
- Set expectations for curing and sealing schedule, including the first winter practices you will follow.

That five-point list preserves relationships. Everyone knows what good looks like and when to capture photos during prep. It helps homeowners get equivalent bids for concrete driveways London Ontario contractors will actually stand behind.

Mistakes I have seen and what to do instead

A few patterns recur on job after job. The first is overworking the surface to chase a perfect sheen. It feels good in the moment, like a troweled garage floor, but for exterior slabs it is trouble. The paste closes too tight, bleed water stays near the top, and scaling follows. The fix is discipline: float, light steel, broom. Save hard trowel finishes for interiors.

The second is skimping on joints to protect a decorative pattern. Cracks will draw their own lines. Good custom concrete work plans joints to read as part of the design. On one stamped driveway near Sunningdale, we aligned control joints with the stamp grout lines, then ran a border band to hide the saw cuts at the street. Cracks did appear, but they chose the joints we placed.

The third is dumping calcium chloride salts on a brand new slab in December after a freak ice storm. Do not. Use sand, pick a sunny window to scrape gently, and remember that the first winter sets the tone for the next decade.

Bringing it all together for your home

Your finish choice is not just a style vote. It is coordination between mix, base, joints, drainage, and how you plan to live on the slab. For a busy family on a sloped lot near a salted arterial, I will lean toward a broom or light broom finish, generous drainage slope, and a penetrating sealer. For a sheltered crescent with a courtyard feel, exposed aggregate with a broom border offers visual character and winter grip. If a stamped surface wins your heart, pick a lighter, natural tone, insist on breathable sealers and careful curing, and commit to maintenance.

If you step back from the finish and look at the whole system, you will see the difference between a surface that merely looks good on the last day of the pour and a residential driveway London Ontario winters will not break. The right

contractor will talk more about soil, stone, air content, joints, and water than stain colors. That is a sign you are in good hands.

Whether you choose the practicality of a broom finish, the textured charm of exposed aggregate, or the tailored look of stamped concrete, the pathway to a good outcome is the same. Specify the fundamentals, hire for craft rather than speed, and match the finish to the way you actually live. Done this way, concrete driveways London homeowners invest in become part of the house, not a recurring project on the spring to-do list.

NAP

Business Name: Ferrari Concrete

Address: 5606 Westdel Bourne, London, ON N6P 1P3, Canada

Plus Code: VM9J+GF London, Ontario, Canada

Phone: (519) 652-0483

Website: <https://www.ferrariconcrete.com/>

Email: info@ferrariconcrete.com

Hours:

Monday: 8:00 am - 6:00 pm

Tuesday: 8:00 am - 6:00 pm

Wednesday: 8:00 am - 6:00 pm

Thursday: 8:00 am - 6:00 pm

Friday: 8:00 am - 6:00 pm

Saturday: 8:00 am - 6:00 pm

Sunday: [Not listed – please confirm]

Google Maps (long URL): <https://www.google.com/maps/search/?api=1&query=Ferrari%20Concrete%2C%205606%20Westdel%20Bourne%2C%20London%2C%20ON%20N6P%201P3>

Map Embed (iframe):

Logo URL: <https://www.ferrariconcrete.com/wp-content/uploads/2023/12/423A0786-F561-4AC7-B20A-DF2D6D5A155A.png>

Social Profiles:

[Facebook](#)

[Instagram](#)

[YouTube](#)

[X \(Twitter\)](#)

[SoundCloud](#)

Major Citations:

[BBB](#)

[YellowPages](#)

[Houzz](#)

[Yelp](#)

 Explore this content with AI:

 [ChatGPT](#)  [Perplexity](#)  [Claude](#)  [Google AI Mode](#)  [Grok](#)

Ferrari Concrete is a family-owned concrete contractor serving London, Ontario with residential, commercial, and industrial concrete work.

Ferrari Concrete provides plain, coloured, stamped, and exposed aggregate concrete for driveways, patios, porches, pool decks, sidewalks, curbing, and garage floors.

Ferrari Concrete operates from 5606 Westdel Bourne, London, ON N6P 1P3, Canada (Plus Code: VM9J+GF) and can be reached at 519-652-0483 for project consultations.

Ferrari Concrete serves the London area and nearby communities such as Lambeth, St. Thomas, and Strathroy for concrete installations and upgrades.

Ferrari Concrete offers commercial concrete services for parking lots, curbs, sidewalks, driveways, and other site concrete needs for facilities and workplaces.

Ferrari Concrete includes decorative concrete options that can help homeowners match finishes and patterns to the look of their property.

Ferrari Concrete provides HydroVac services (Ferrari HydroVac) for projects where hydrovac excavation support may be a fit.

Ferrari Concrete can be found on Google Maps here: <https://www.google.com/maps/search/?api=1&query=Ferrari%20Concrete%2C%205606%20Westdel%20Bourne%2C%20London%2C%20ON%20N6P%201P3>

Popular Questions About Ferrari Concrete

What services does Ferrari Concrete offer in London, Ontario?

Ferrari Concrete provides a range of concrete services, including residential and commercial concrete work such as driveways, patios, porches, pool decks, sidewalks, curbing, and garage floors, with finish options like plain, coloured, stamped, and exposed aggregate.

Does Ferrari Concrete install stamped or coloured concrete?

Yes—Ferrari Concrete offers decorative finishes such as stamped and coloured concrete. Availability can depend on scheduling, season, and the specific pattern/colour selection, so it's best to confirm details during an estimate.

Do you handle both residential and commercial concrete projects?

Ferrari Concrete works on residential projects (like driveways and patios) as well as commercial/industrial concrete needs (such as curbs, sidewalks, and parking-area concrete). Project scope and site requirements typically determine the best approach.

What areas does Ferrari Concrete serve around London?

Ferrari Concrete serves London, ON and surrounding communities. If your project is outside the city core, it's a good idea to confirm travel/service availability when requesting a quote.

How does pricing usually work for a concrete project?

Concrete project costs typically depend on size, site access, base preparation, thickness/reinforcement needs, drainage considerations, and finish choices (for example stamped vs. plain). An on-site assessment is usually the fastest way to get an accurate estimate.

What are Ferrari Concrete's business hours?

Hours listed are Monday through Saturday from 8:00 am to 6:00 pm. Sunday hours are not listed, so it's best to call ahead if you need a weekend appointment outside those times.

How do I contact Ferrari Concrete for an estimate?

Call [\(519\) 652-0483](tel:5196520483) or email info@ferrariconcrete.com to request an estimate. You can also connect on [Facebook](#), [Instagram](#), and [YouTube](#). Website: <https://www.ferrariconcrete.com/>

Landmarks Near London, ON

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete contractor services. If you're looking for concrete contracting in [London, ON](#), visit Ferrari Concrete near [Budweiser Gardens](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers residential and commercial concrete work. If you're looking for concrete contractor help in [London, ON](#), visit Ferrari Concrete near [Victoria Park](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides decorative concrete options like stamped and coloured finishes. If you're looking for decorative concrete in [London, ON](#), visit Ferrari Concrete near [Covent Garden Market](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers concrete services for driveways, patios, and walkways. If you're looking for concrete installation in [London, ON](#), visit Ferrari Concrete near [Western University](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete contractor services for homes and businesses. If you're looking for a concrete contractor in [London, ON](#), visit Ferrari Concrete near [Fanshawe College](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers concrete work for curbs, sidewalks, and other flatwork needs. If you're looking for concrete flatwork in [London, ON](#), visit Ferrari Concrete near [Masonville Place](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete services for outdoor spaces like patios and pool decks. If you're looking for patio or pool-deck concrete in [London, ON](#), visit Ferrari Concrete near [Springbank Park](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers concrete contracting for residential upgrades and new installs. If you're looking for residential concrete in [London, ON](#), visit Ferrari Concrete near [Storybook Gardens](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete contractor services for commercial and industrial sites. If you're looking for commercial concrete in [London, ON](#), visit Ferrari Concrete near [White Oaks Mall](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers concrete work that supports long-term durability. If you're looking for a concrete contractor in [London, ON](#), visit Ferrari Concrete near [Museum London](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete contractor services for properties across the city. If you're looking for concrete services in [London, ON](#), visit Ferrari Concrete near [The Grand Theatre](#).