



Port Credit West Village

Street Right of Ways: Response to City Comments

2018.11.02

PUBLIC WORK

Urbantech

BA Group

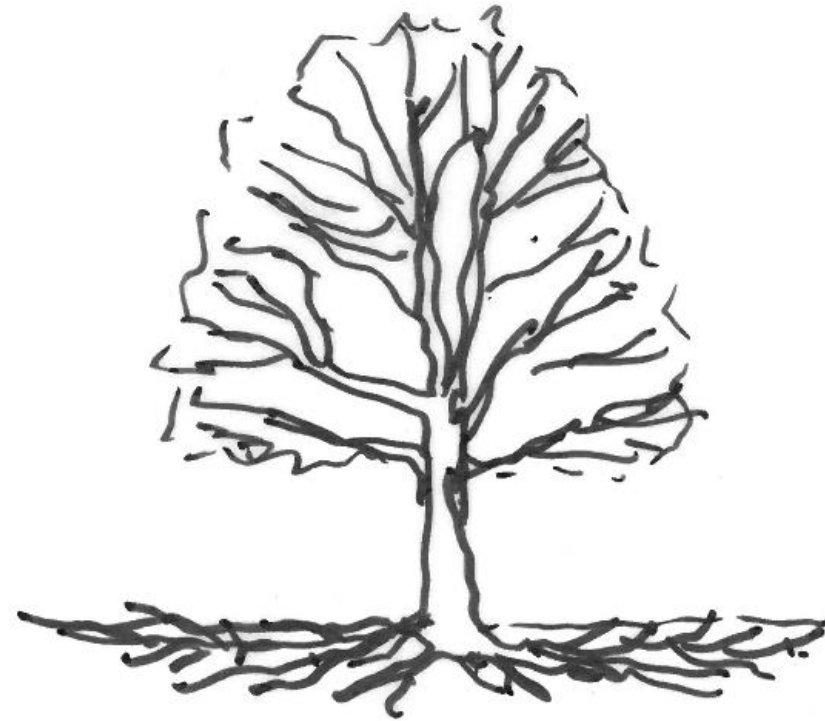
Giannone Petricone Associates



For City of Mississauga, by
the West Village Partners

With the West Village comes the opportunity for an exemplar district of 'complete' streets within the City of Mississauga, showcasing an enlightened and holistic approach to 21st century green infrastructure, multi modal transportation and place-making.

The West Village Team has reviewed City comments in depth, and has produced an updated package of drawings to meet the performance criteria outlined by staff. The street network will be a connected system, reinforcing the overall identity of the district while amplifying the unique contextual qualities of key signature streetscapes.



Revised Approach: Trees

Trees will be accommodated on both sides of each street (except street 'B', as already acknowledged by the City) in a minimum 2m wide zone or larger. In order to get bigger and longer lived trees, we have strategically located them next to the garden setbacks, where they can leverage the wide, typically less compacted soil reserves in the adjacent private gardens.

City Response



Applicant's Revised Proposal



- ROW Street Trees (Public)
- • • • Other Public Realm Trees
(Subdivision street / garden trees not shown for clarity)

Street Trees

Applicant's Revised Proposal



- 1m Setback
- 3m Setback
- Unlimited Setback(Park Edge)

Underground Parking Setback
along Tree Corridors

Revised Approach: Biking, Walking and Curbside

Biking

In line with City comments, cycling has been removed from Street 'C' and 'E'. We'll continue to accommodate it in the Mews - and in the now recently added private Street 'G' - for connectivity east-west between the Benson Trail and Mississauga Road.

Walking

Per the City's feedback sidewalks are to be 2m wide across the site, except where we need to accommodate utilities below. In such an instance, we have widened to 2.2m to meet the utility companies negotiated access demands.

Parking and Curbside Waste Pick-up

The design team have revised plans and sections with a view to optimizing curbside activities in tandem with green infrastructure, by placing the LIDs in curb bulb-outs. Since we are required to keep parking away from intersections regardless, this is a natural synergy that strikes the right balance, keeping vital curbside space while ensuring it doesn't visually overwhelm the West Village Streets.

City Response



Applicant's Revised Proposal



— Parking on Street

Note: Proposed graphic recognizes pulling on street parking back from intersections and vehicular laneways. Exact configuration of parking to be determined in detail design, with consideration of driveways, turning movements and LIDs.

On-Street Parking

City Response



Applicant's Revised Proposal



— Curb Side Waste Collection (Public Streets Only)

Waste Collection

City Response

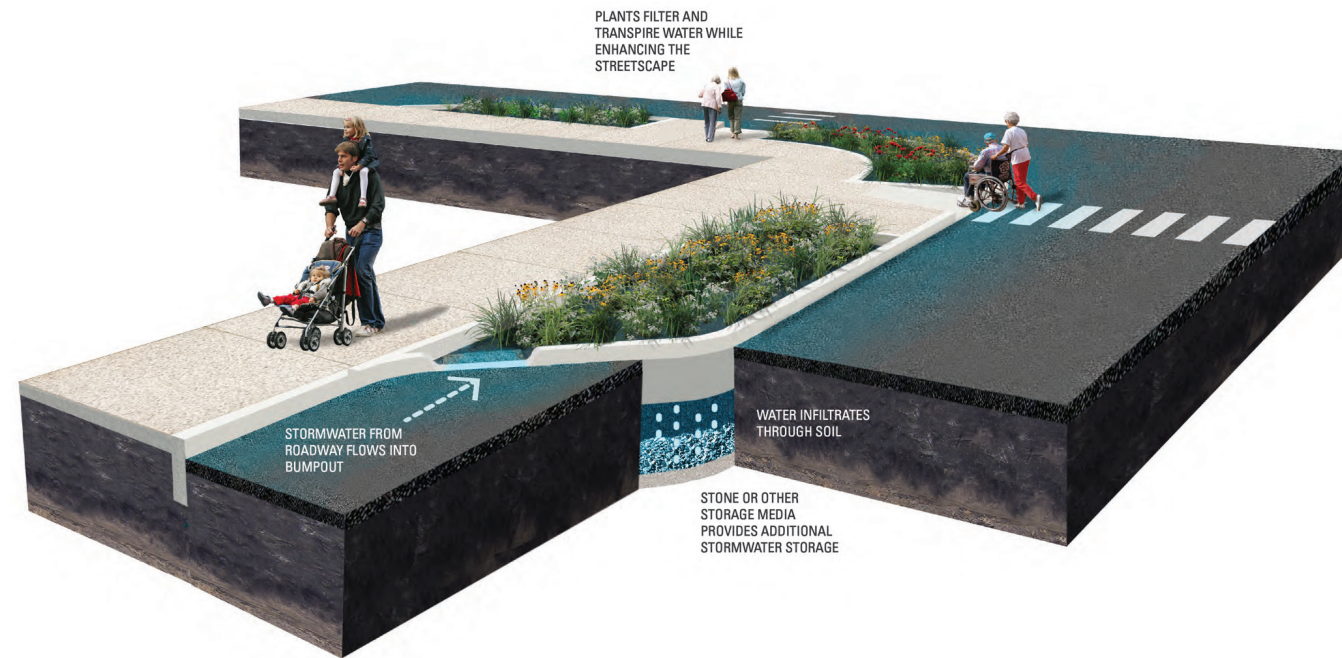


Applicant's Revised Proposal



Note: Proposed public park trail system will connect to waterfront trail system by City of Mississauga.

Cycling Infrastructure



Drawing Credit: Philadelphia Green Streets Design Manual

Revised Approach: Low Impact Development

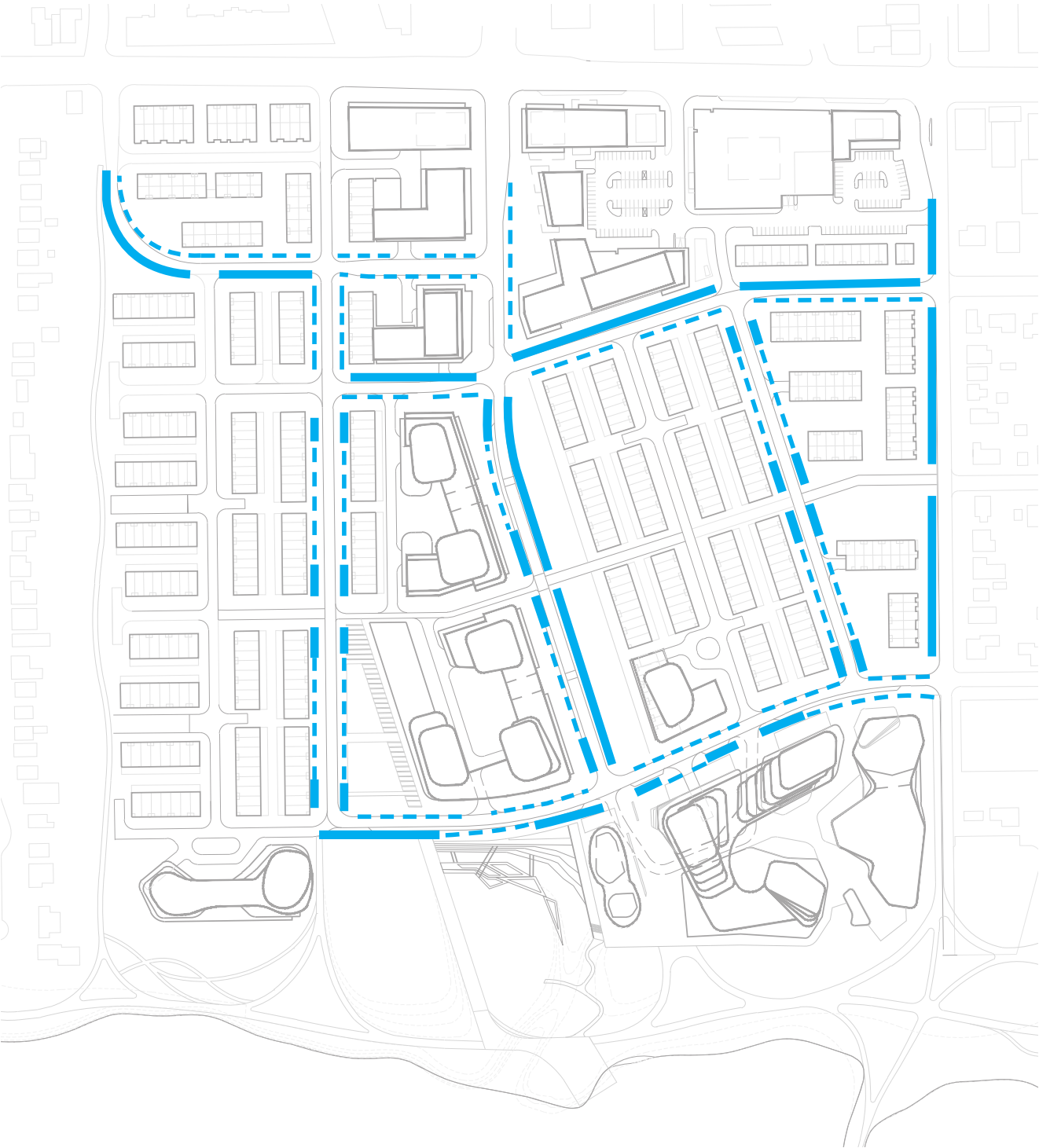
In review of the City of Mississauga's suite of examples in their sustainable green plans and strategies, including the living Green Master Plan, Inspiration Port Credit, the Strategic Plan: Our Future Mississauga and the Mississauga Green Development Standards, LIDs are continuously referenced and promoted as a feature desirable for their visual contribution to a street – breaking up expanses of concrete and asphalt – and also for their function for storm-water management.



Based on the City's feedback we have consolidated the LID's into larger, more substantial bump out features which will be easier to maintain, while preserving considerable curbside space for parking and drop off and maintaining sightlines at intersections.

City Response



Applicant's Revised Proposal



-  LID / Storm BMP
-  Splash Pad

Stormwater BMP/LID

City Response



Applicant's Revised Proposal

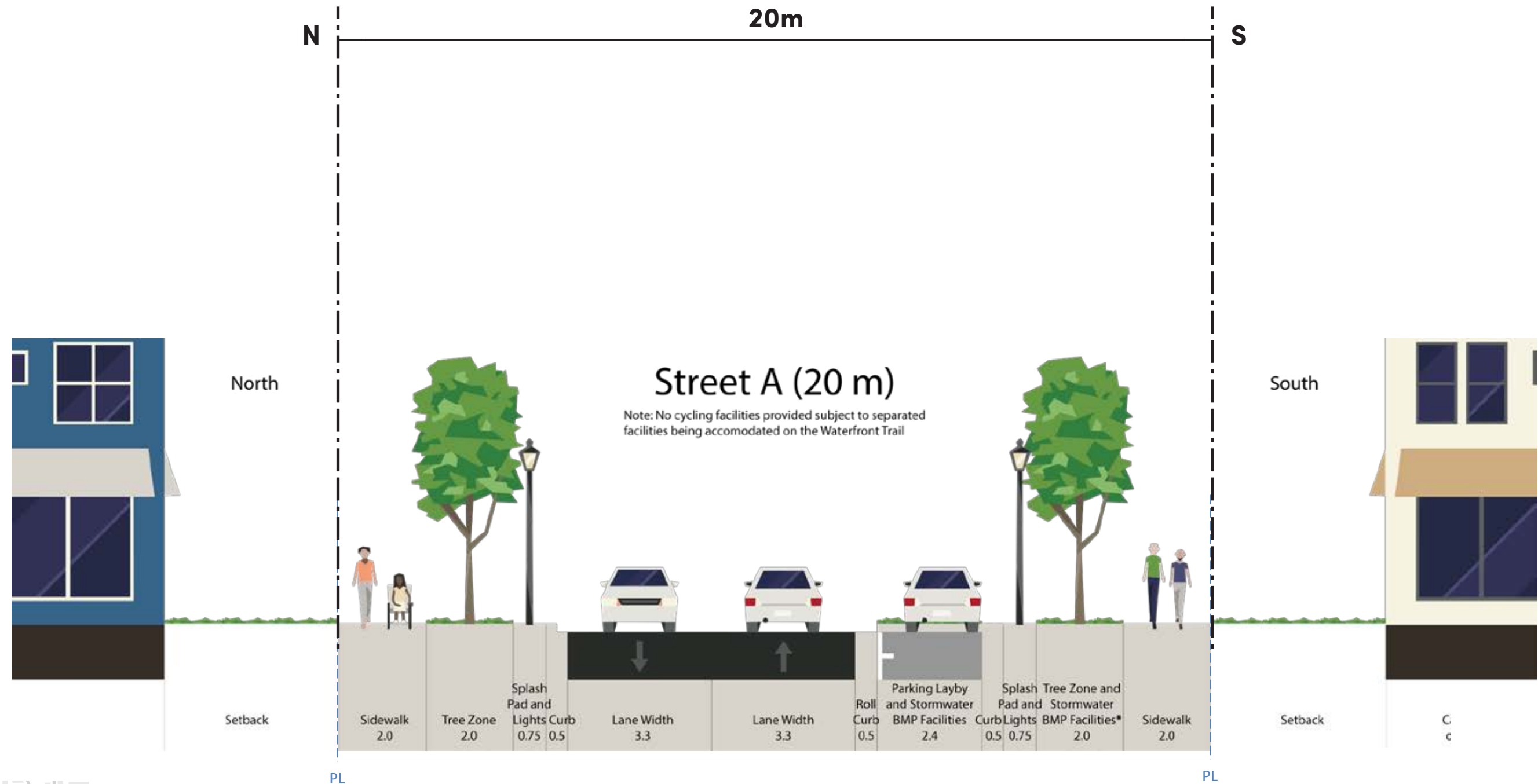


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- LID / Storm BMP
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- Parking on Street
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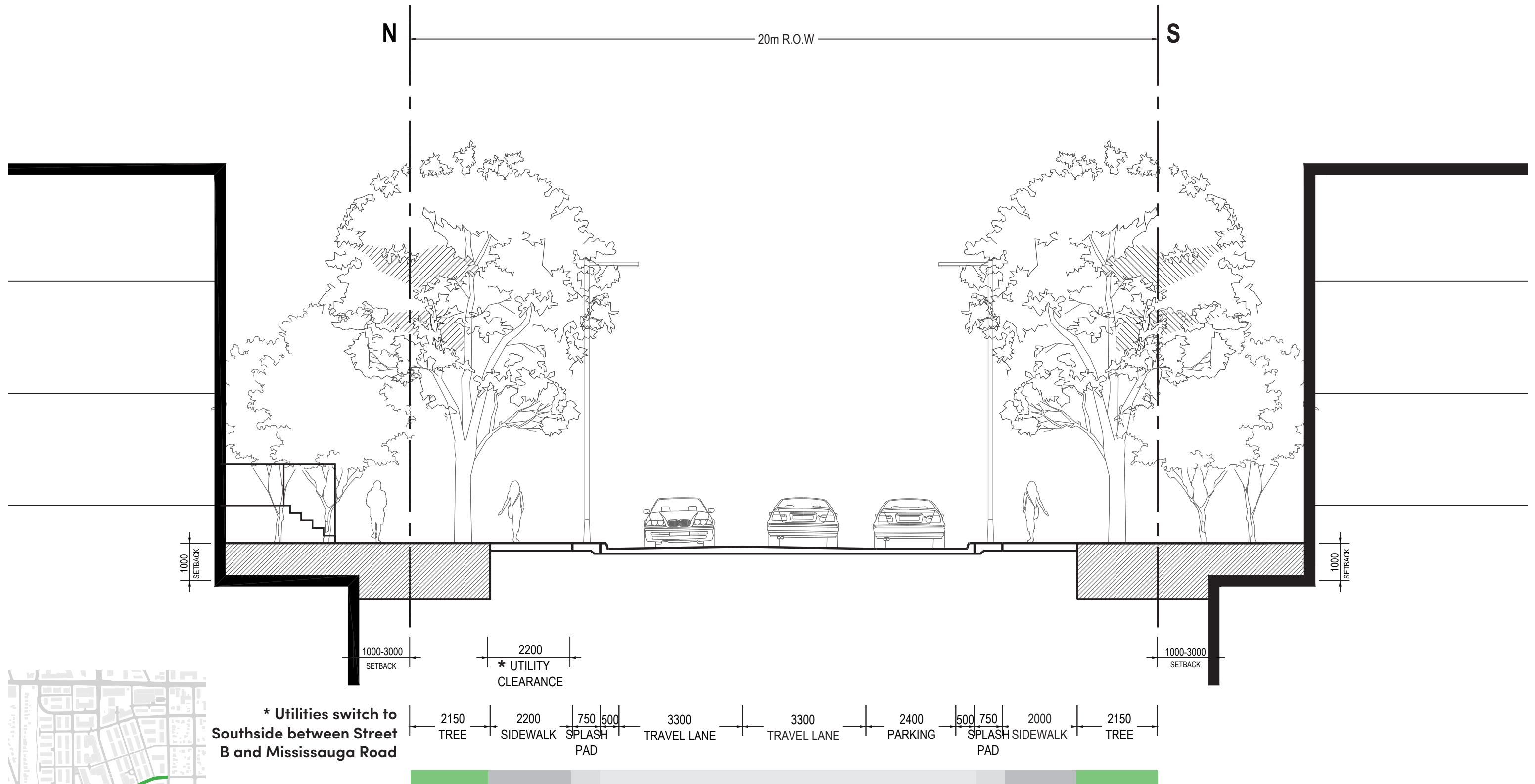
Note: Cycling trails not shown for clarity

Overall

Public Street Sections



STREET A: City's Proposal



STREET A: At Curbside Layby Condition

Figure is conceptual only: final design details to be confirmed through discussions with staff.

- NOTES

METRIC

ALL DIMENSIONS IN METRES
1. HYDRO, TELECOMMUNICATION PROVIDER, GAS AND SL CORRIDOR TO HAVE A MINIMUM COVER OF 0.965m.

2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.

3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO THE APPROVAL OF THE TRANSPORTATION AND WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.

4. A 0.4m-0.6m CLEARANCE MUST BE MAINTAINED BETWEEN CABLES AND HYDRANTS.

5. A 0.3m CLEARANCE MUST BE MAINTAINED BETWEEN WATERMAINS AND UTILITY POLES.

6. HARDCAP RISK MANAGEMENT MEASURE: SURFACE TREATMENT (ASPHALT OR CONCRETE), REQUIRED BEDDING, AND UNDERLAYING UNIMPACTED SOIL SHALL BE A MINIMUM OF 1.50m THICK. "SUBJECT TO APPROVAL OF THE CITY OF MISSISSAUGA"

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9. SPECIFICATIONS RELATED TO ENVIRONMENTAL CONDITION OF THE PROPERTY ARE NOTED IN THE STANTEC REMEDIAL ACTION PLAN.

10. NO TRANSFORMERS TO BE PLACED IN ROW

11. ALL CURBS TO BE CONCRETE BARRIER CURB, 600.110.

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CB - CATCH BASIN

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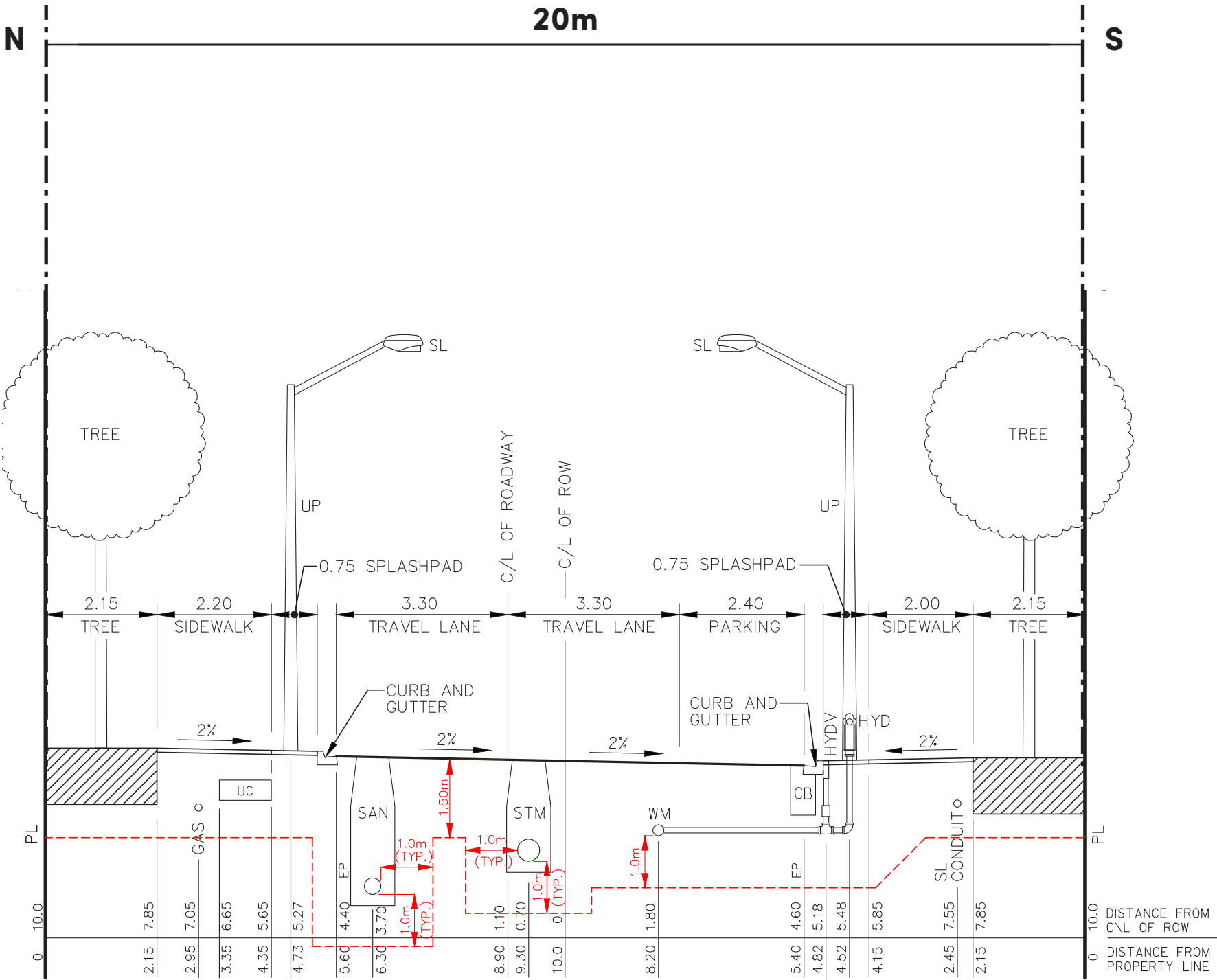
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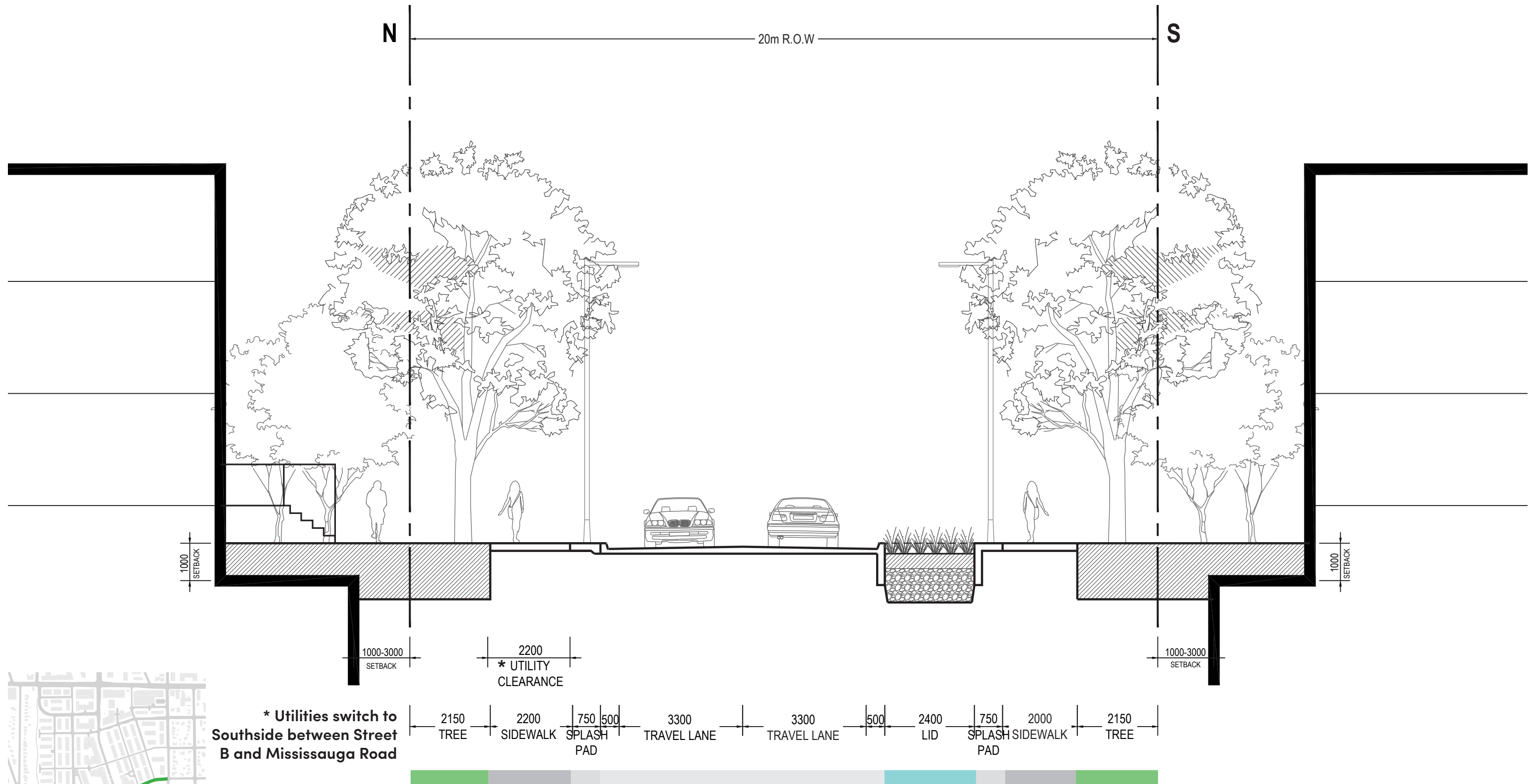
LID / TREE PLANTING

FILL ZONE



STREET A: At Curbside Layby Condition

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STREET A: At LID Condition

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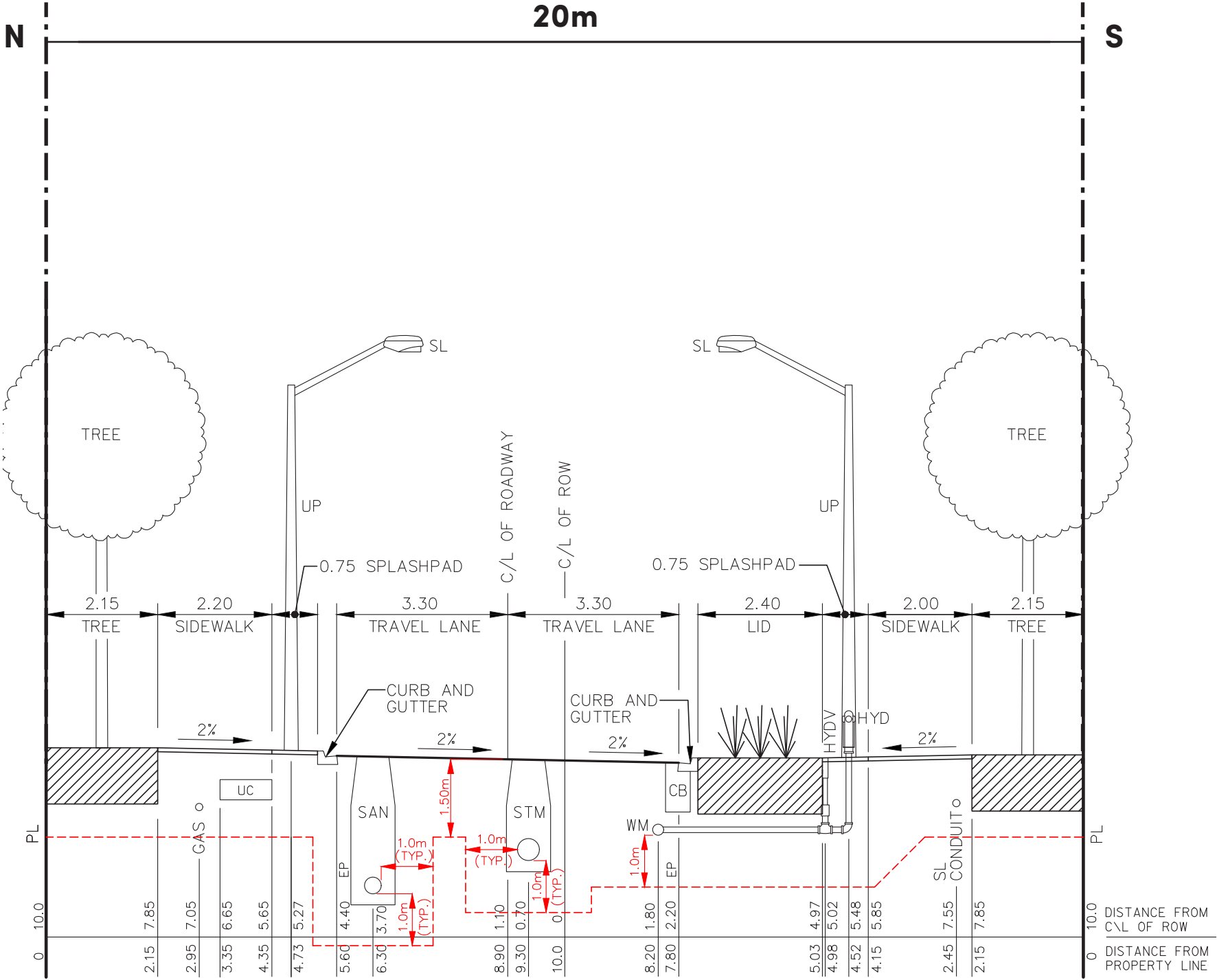
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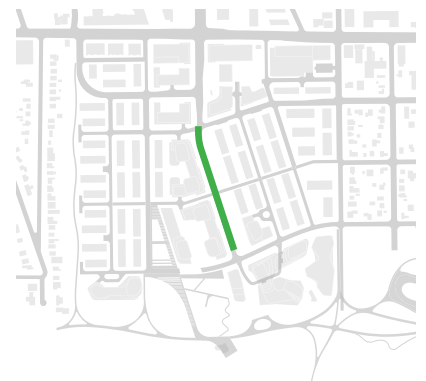
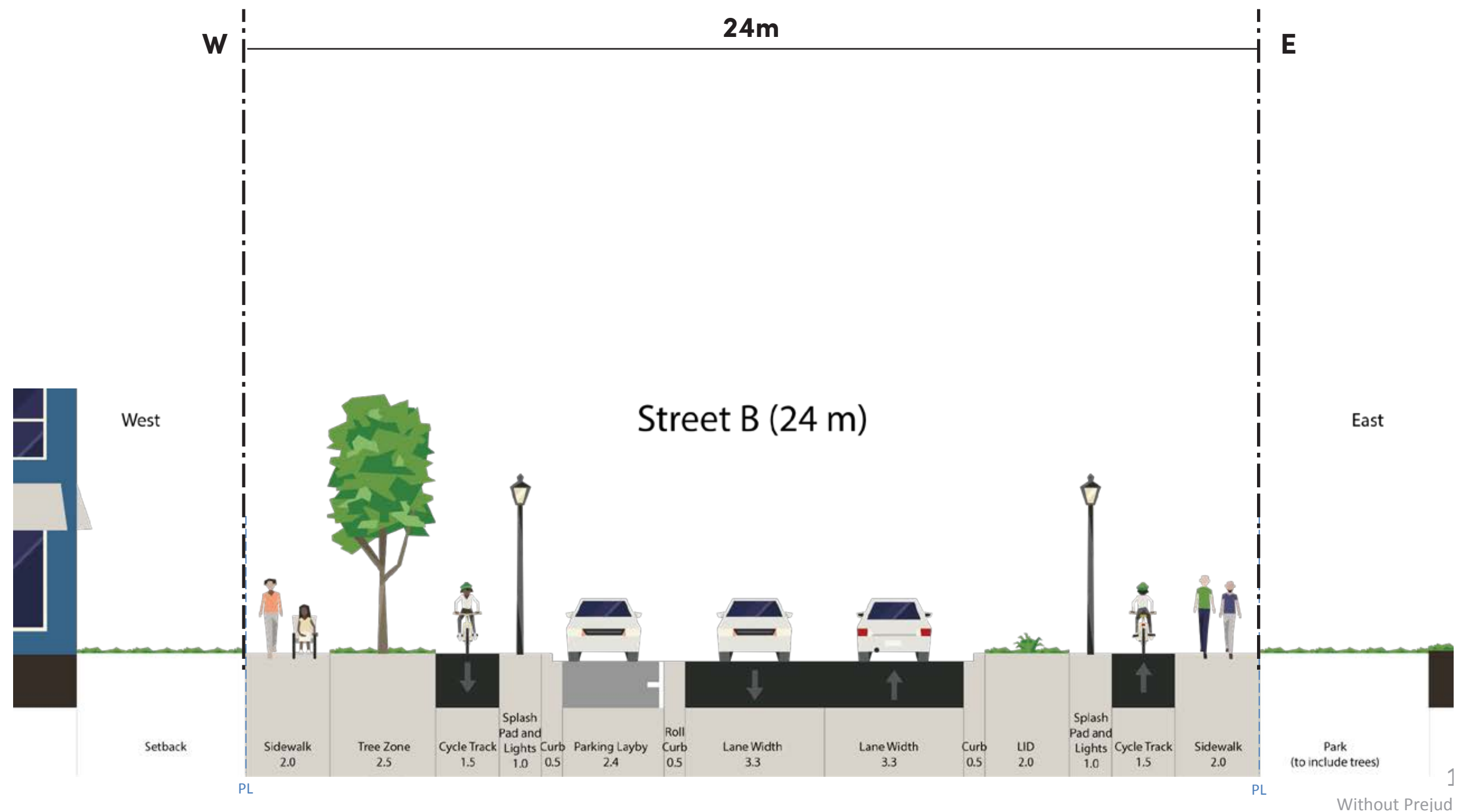
LID / TREE PLANTING

FILL ZONE



STREET A: At LID Condition

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STREET B: City's Proposal

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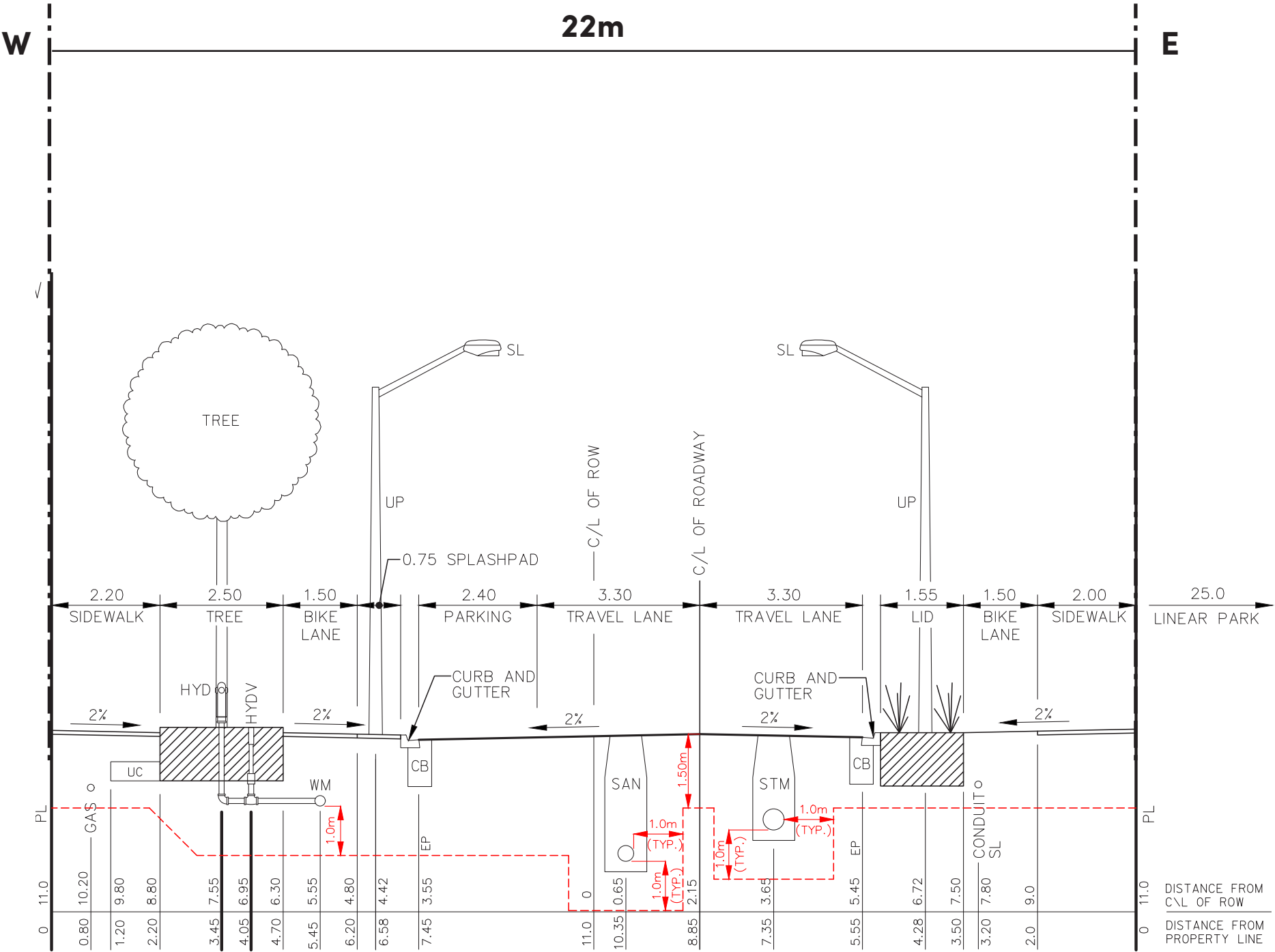
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LID / TREE PLANTING

FILL ZONE



STREET B: At Curbside Layby Condition

Central Promenade at Linear Park

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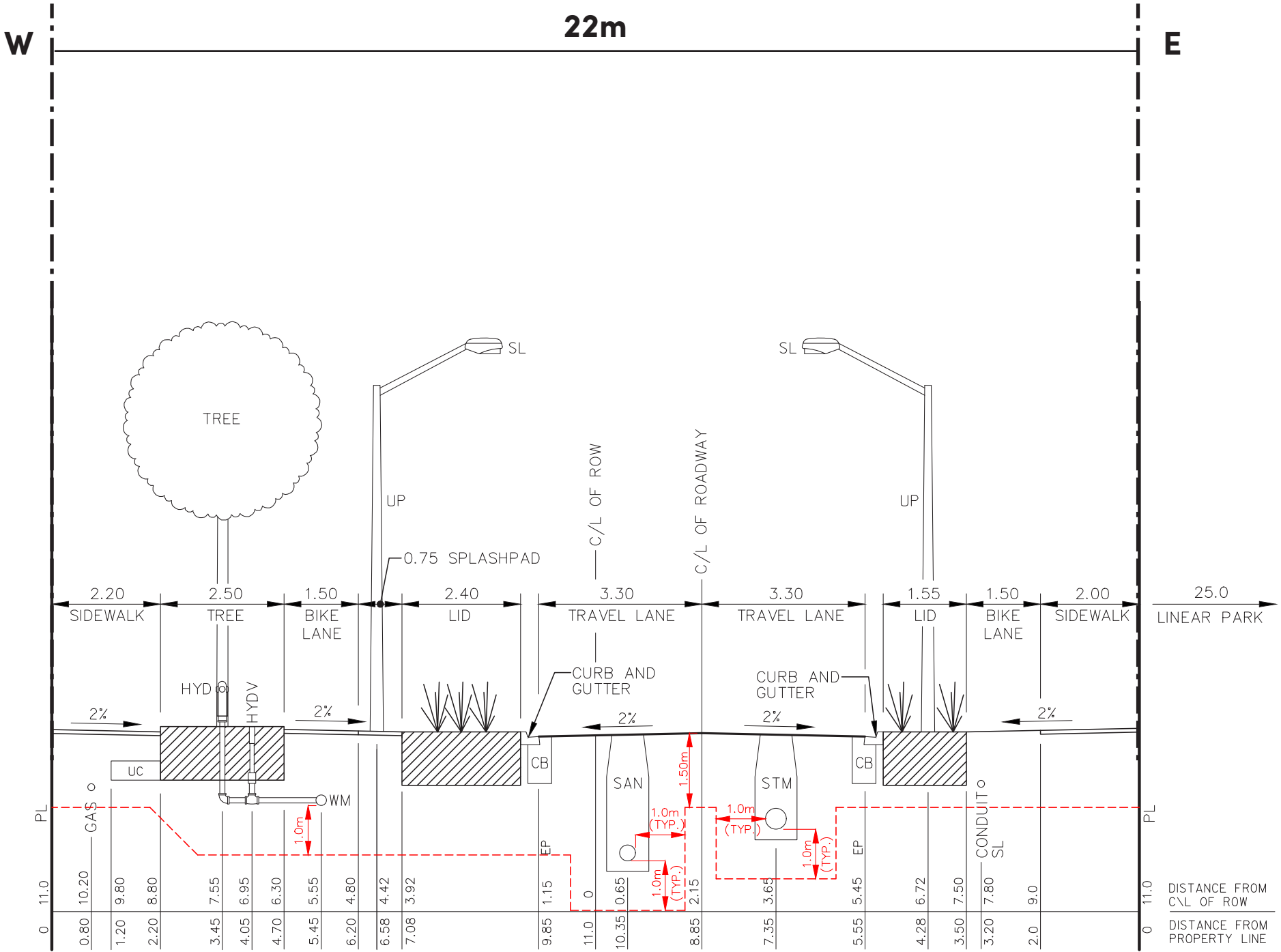
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LID / TREE PLANTING

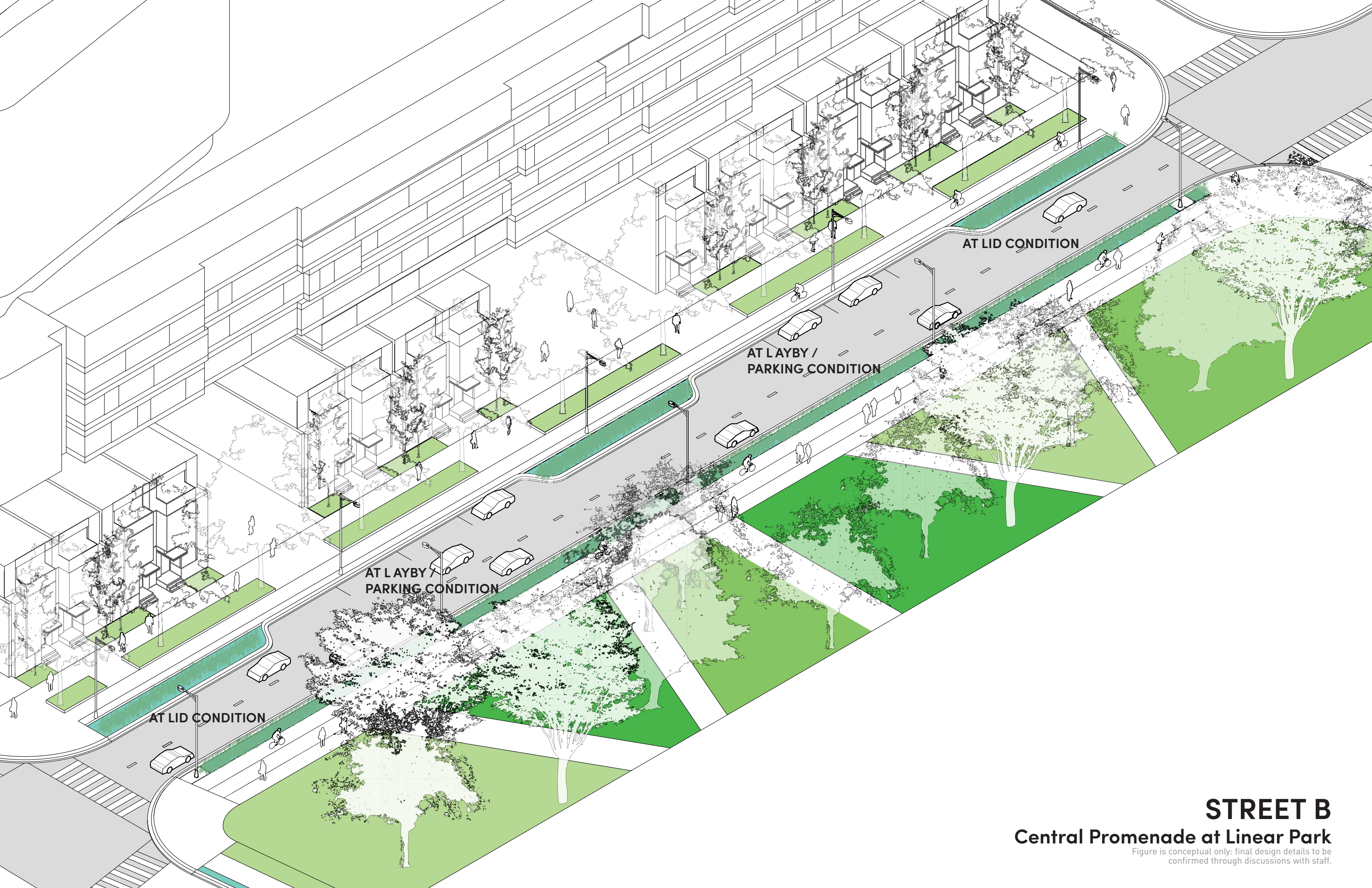
FILL ZONE



STREET B: At LID Condition

Central Promenade at Linear Park

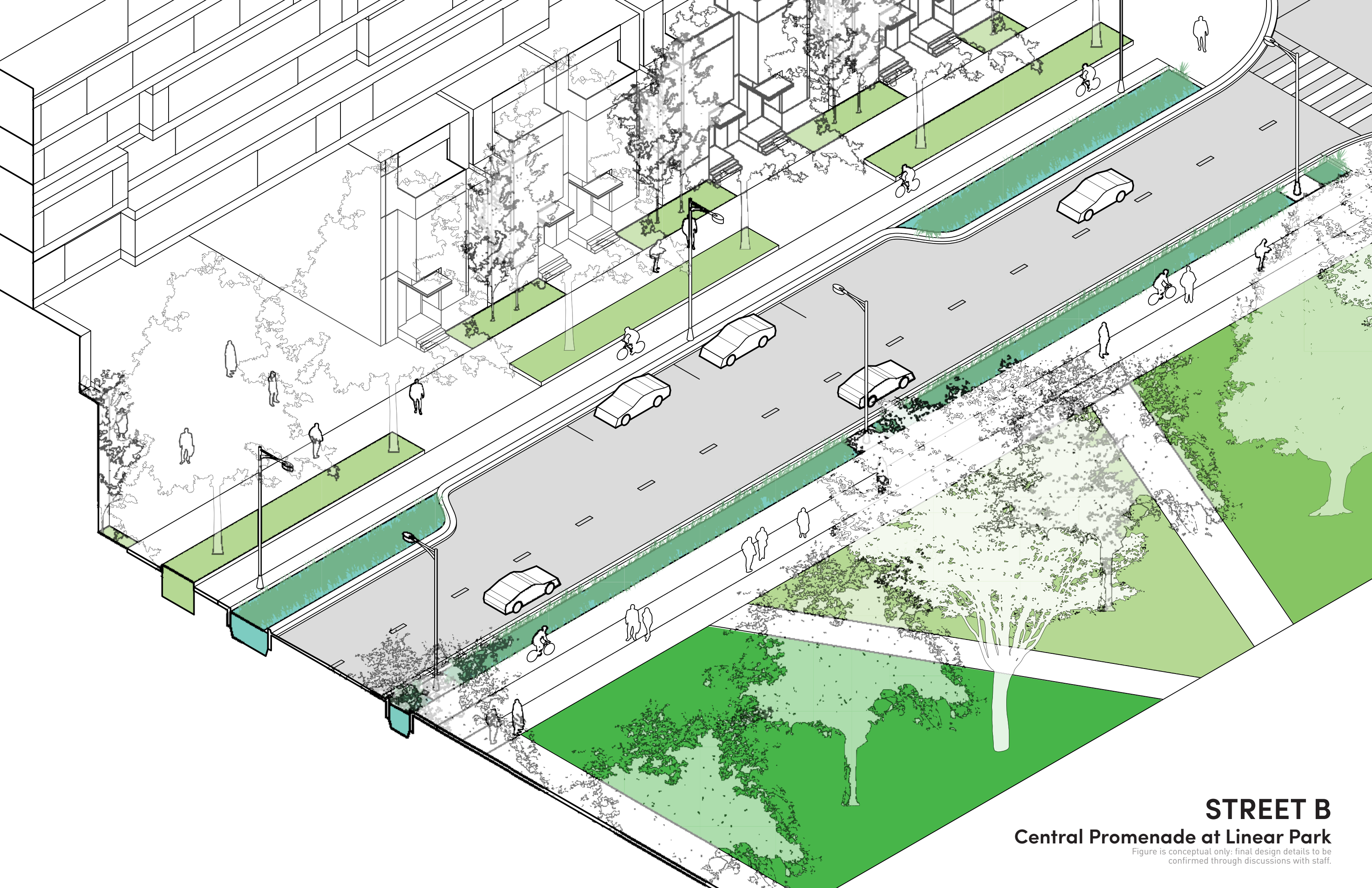
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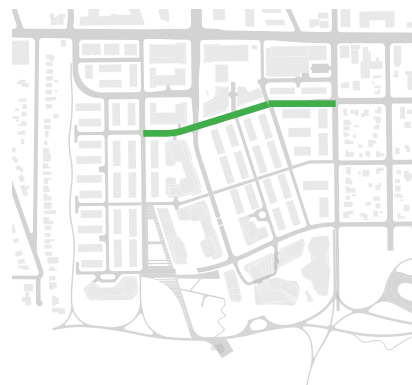
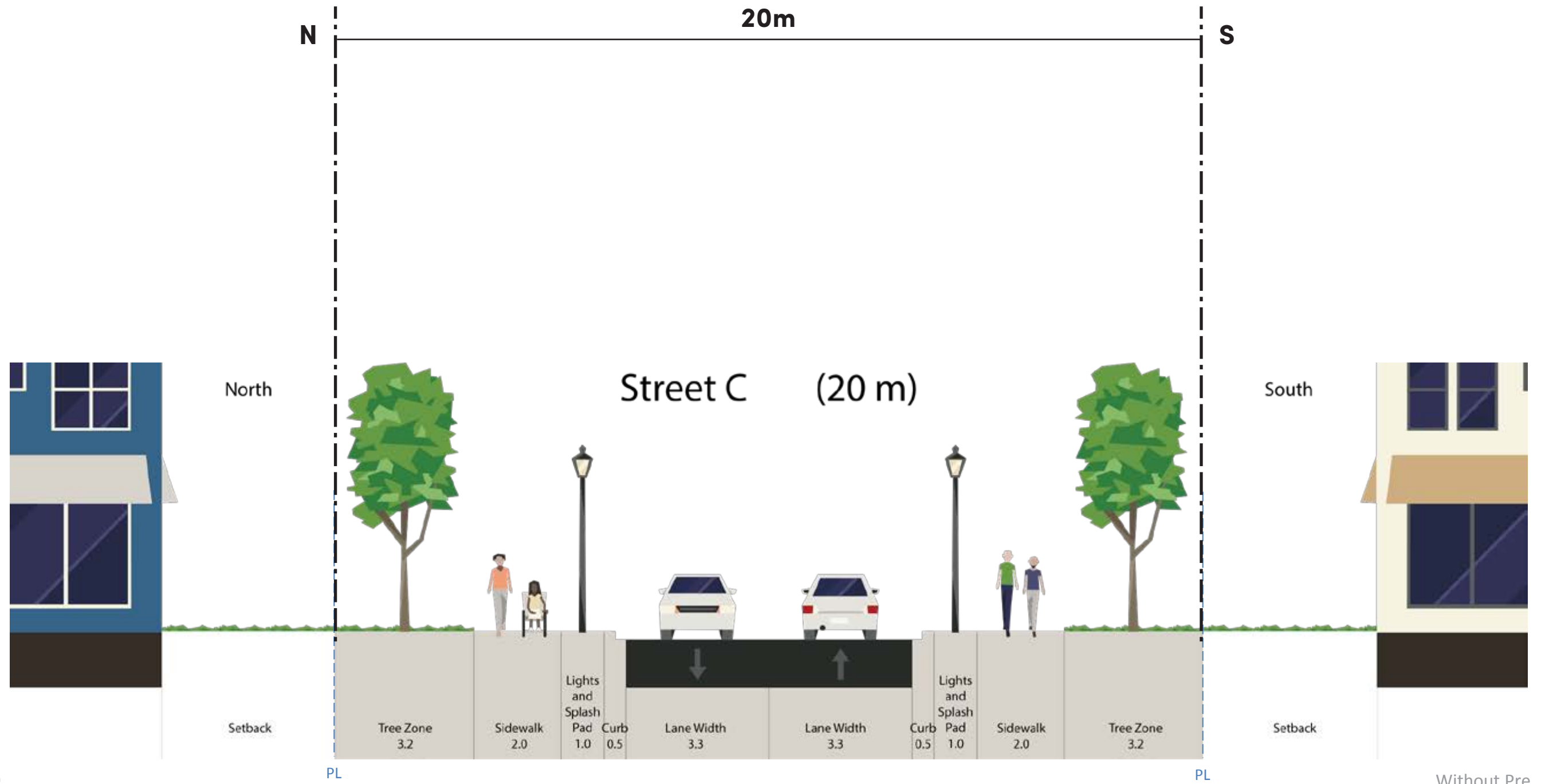
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STREET B

Central Promenade at Linear Park

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Without Pre

STREET C: City's Proposal

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LID / TREE PLANTING

FILL ZONE
- 20m

N S

TREE

3.00

2.20

1.45

3.30

3.30

2.00

3.00

TREE

SIDEWALK

LID

TRAVEL LANE

TRAVEL LANE

SIDEWALK

TREE

2%

2%

2%

2%

0.75 SPLASHPAD

SL

UP

UP

CURB AND GUTTER

CURB AND GUTTER

HYDV

HYD

PL

10.0

0

3.00

7.00

3.80

6.20

4.20

5.80

5.20

4.80

5.93

4.07

7.15

2.85

EP

1.0m (TYP.)

1.05

10.0

0

9.55

0.45

1.50m

1.0m (TYP.)

1.0m (TYP.)

1.0m (TYP.)

8.05

1.95

6.25

3.75

EP

5.38

4.62

5.00

5.00 CONDUIT

4.70

5.30

SL

4.00

6.00

WM

3.00

7.00

2.10

7.90

1.50

8.50

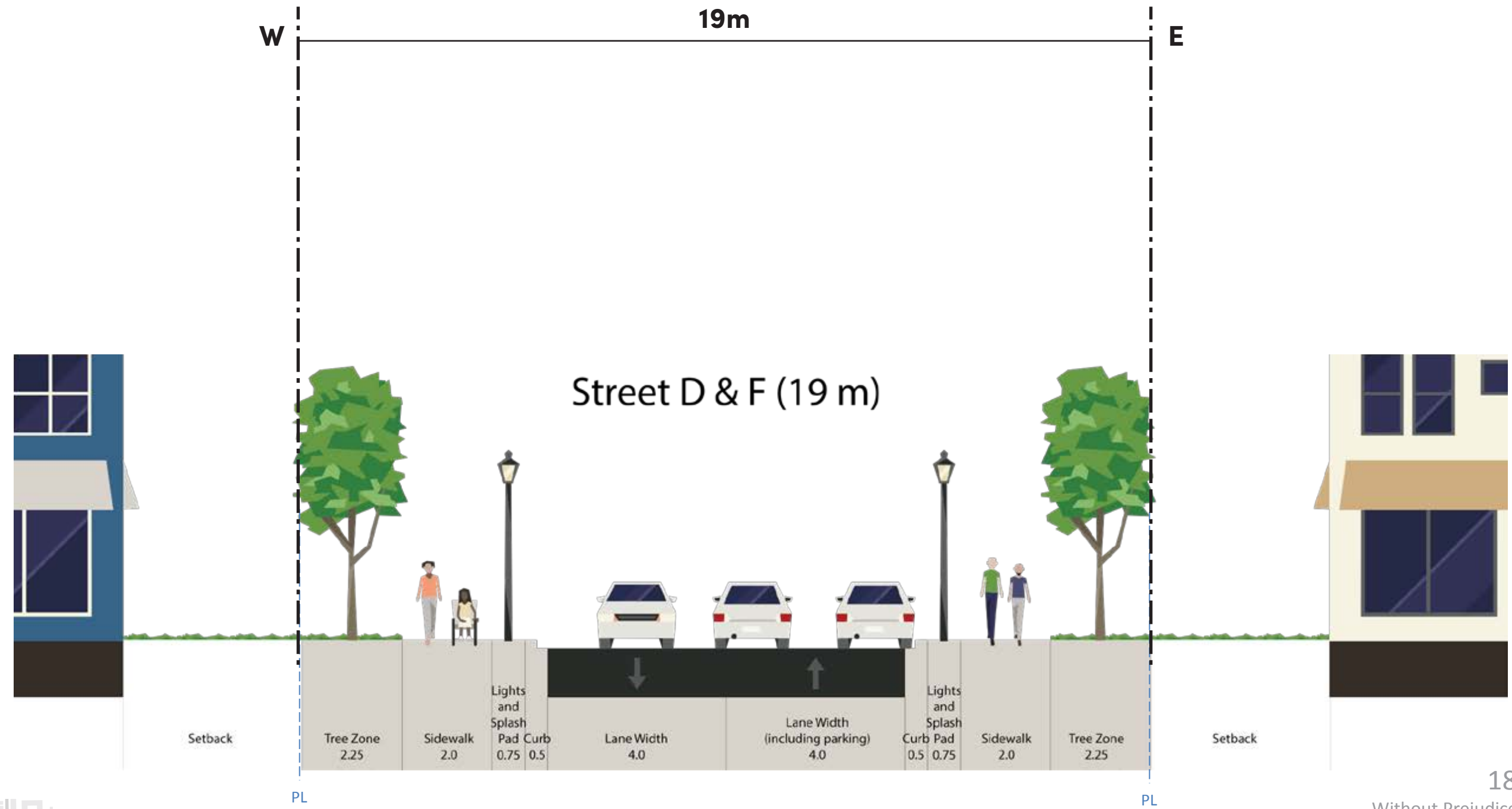
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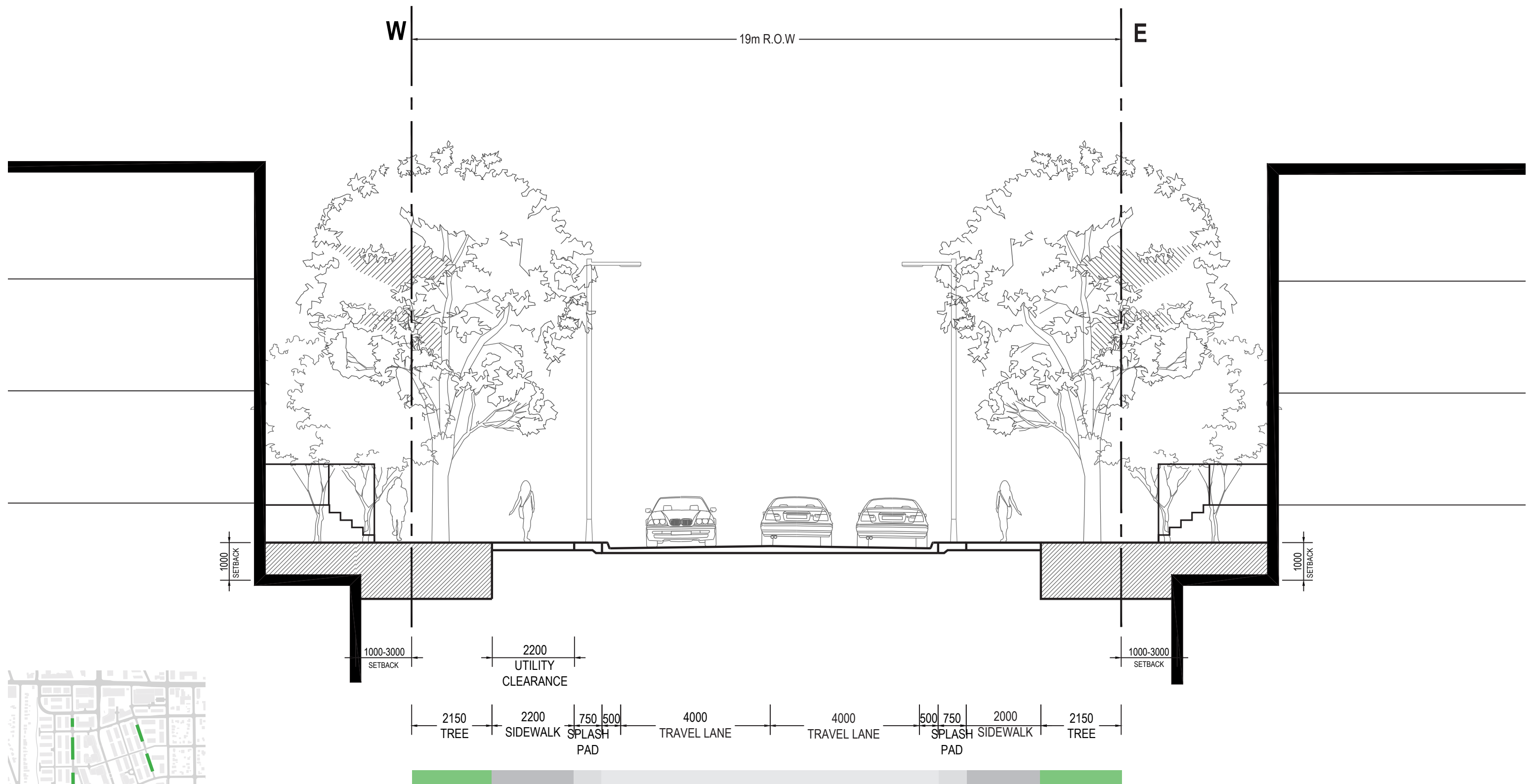
10.0

0

DISTANCE FROM C/L OF ROW

DISTANCE FROM PROPERTY LINE
- # STREET C
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STREET D&F: At Curbside Layby Condition

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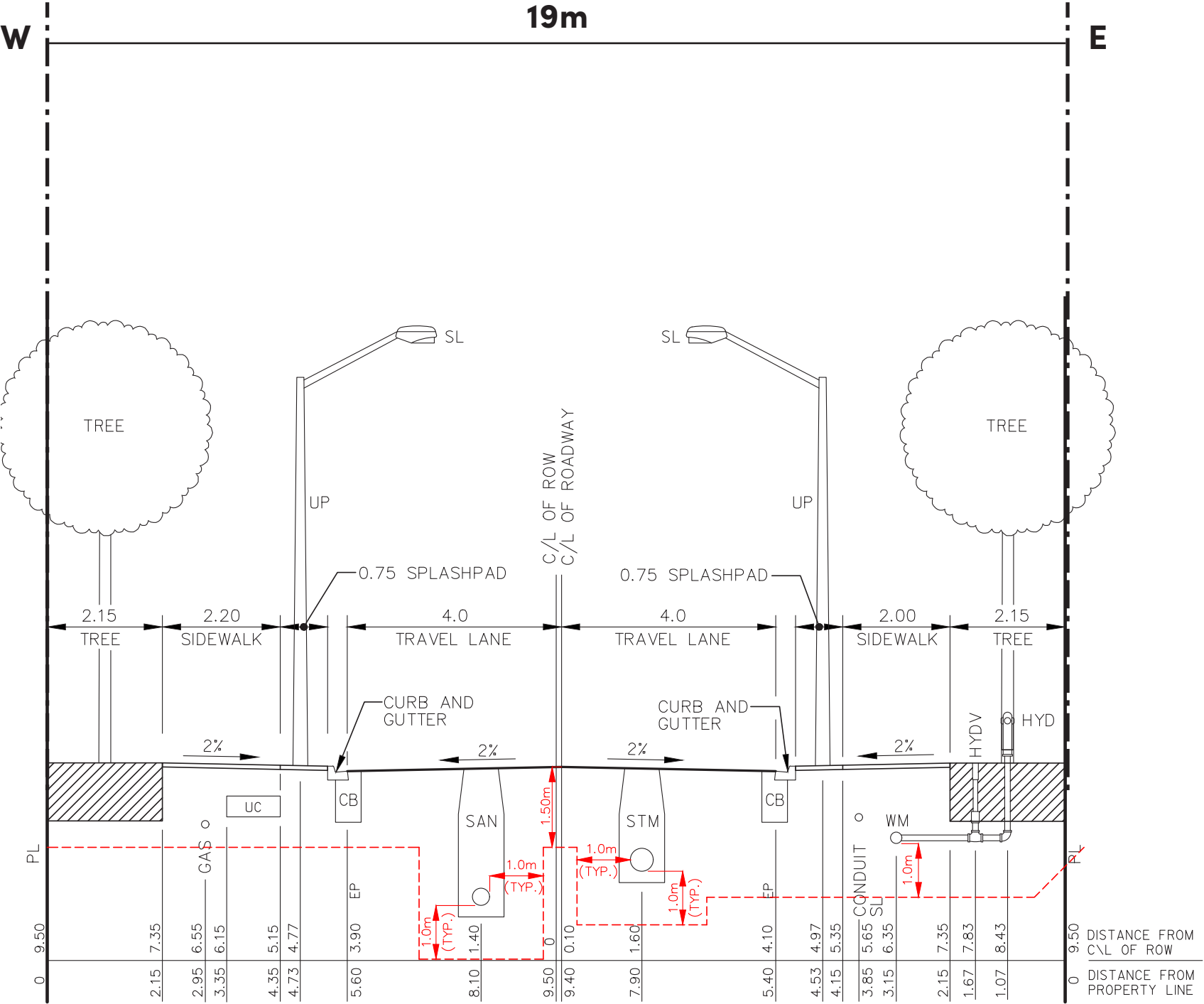
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UP - UTILITY POLE

WM - WATERMAIN

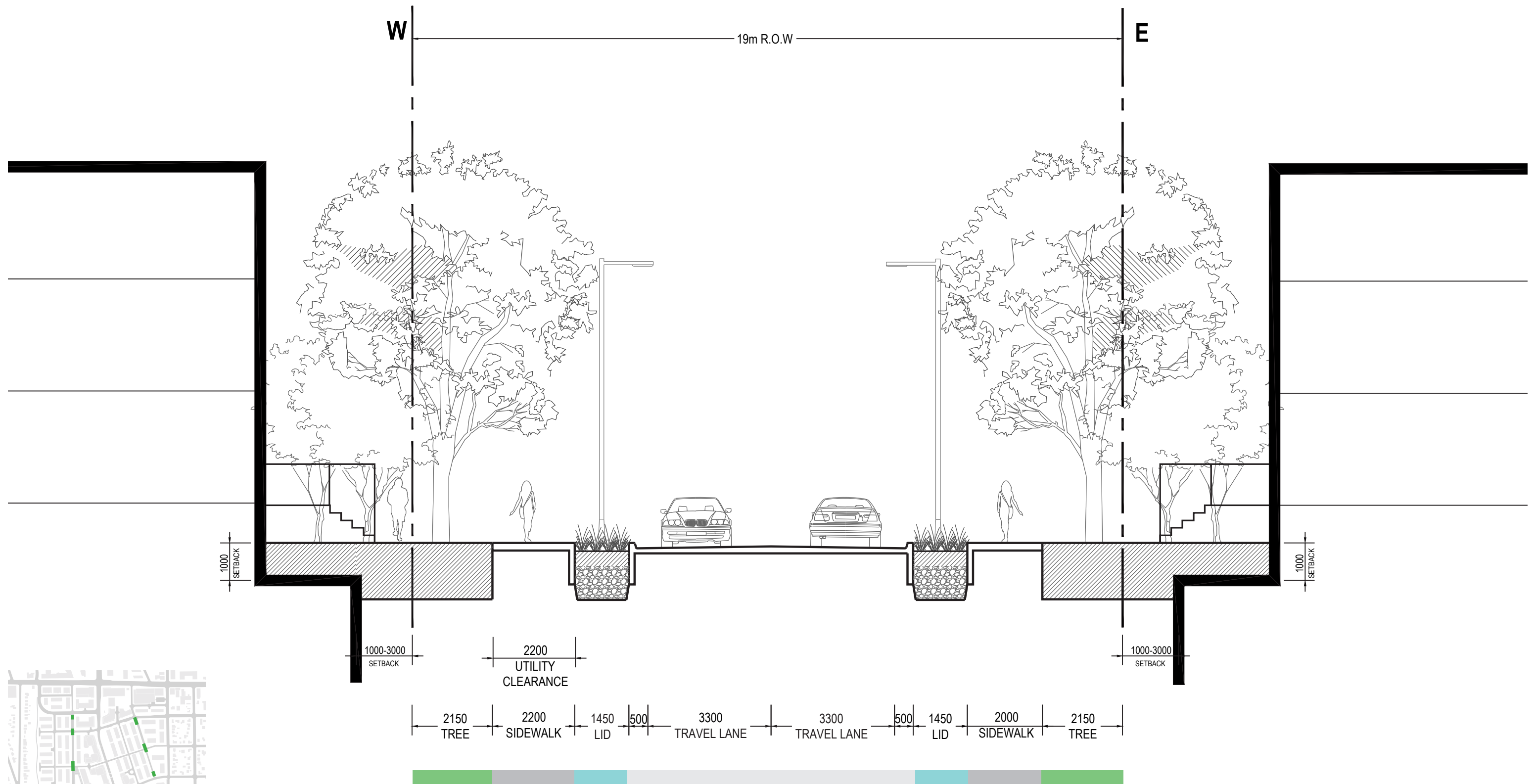
LID / TREE PLANTING

FILL ZONE



STREET D&F: At Curbside Layby Condition

Figure is conceptual only: final design details to be confirmed through discussions with staff.



STREET D&F: At LID Condition

Figure is conceptual only: final design details to be confirmed through discussions with staff.

- NOTES
- METRIC
- ALL DIMENSIONS IN METRES
1. HYDRO, TELECOMMUNICATION PROVIDER, GAS AND SL CORRIDOR TO HAVE A MINIMUM COVER OF 0.965m.

2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.

3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO THE APPROVAL OF THE TRANSPORTATION AND WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.

4. A 0.4m-0.6m CLEARANCE MUST BE MAINTAINED BETWEEN CABLES AND HYDRANTS.

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SURFACE TREATMENT (ASPHALT OR CONCRETE), REQUIRED BEDDING, AND UNDERLAYING UNIMPACTED SOIL SHALL BE A MINIMUM OF 1.50m THICK.
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9. SPECIFICATIONS RELATED TO ENVIRONMENTAL CONDITION OF THE PROPERTY ARE NOTED IN THE STANTEC REMEDIAL ACTION PLAN.

10. NO TRANSFORMERS TO BE PLACED IN ROW

11. ALL CURBS TO BE CONCRETE BARRIER CURB, 600.110.

LEGEND

EP - EDGE OF PAV

CB - CATCH BASIN

CURB - CURB OR CURB AND GUTTER

C/L - CENTRELINE

HYD - FIRE HYDRANT

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SL - STREETLIGHT

SW - SIDEWALK

SAN - SANITARY SEWER

STM - STORM SEWER

UB - UTILITY BOX (HYDRO,TELECOMMUNICATIONS)

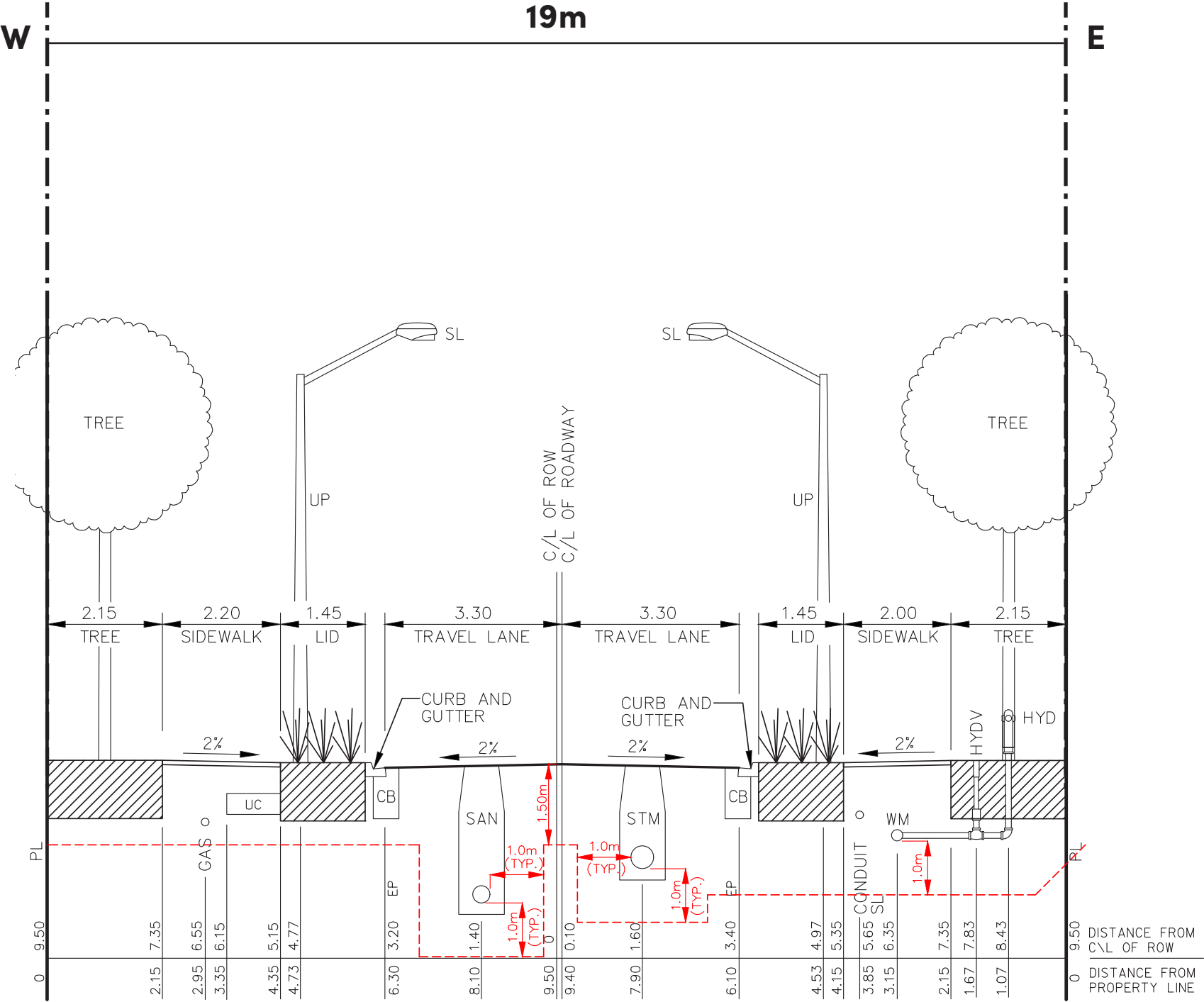
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UP - UTILITY POLE

WM - WATERMAIN

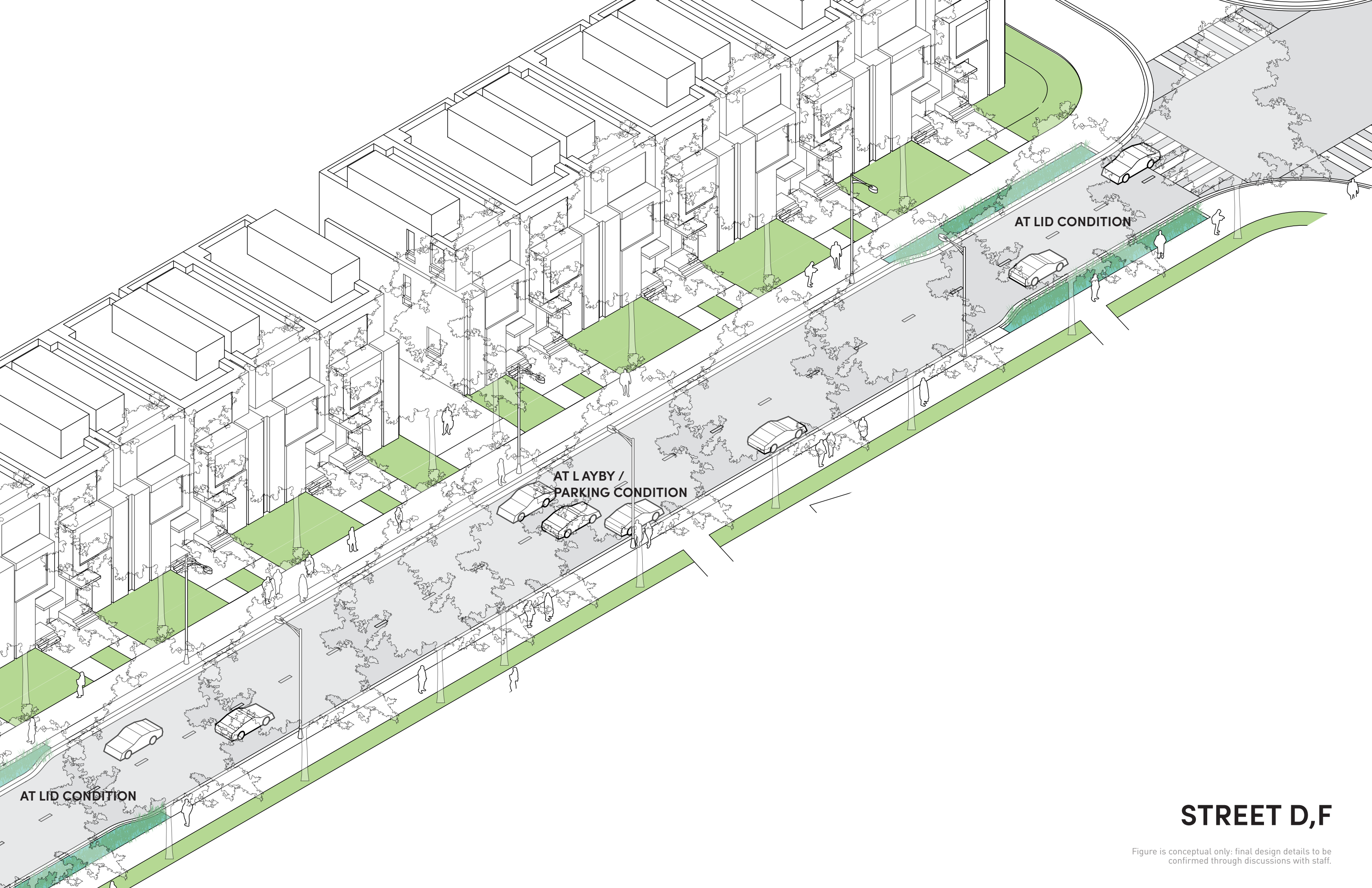
LID / TREE PLANTING

FILL ZONE



STREET D&F: At LID Condition

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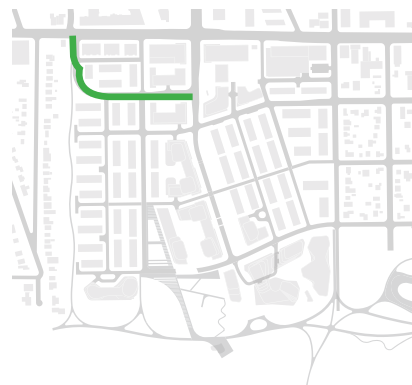
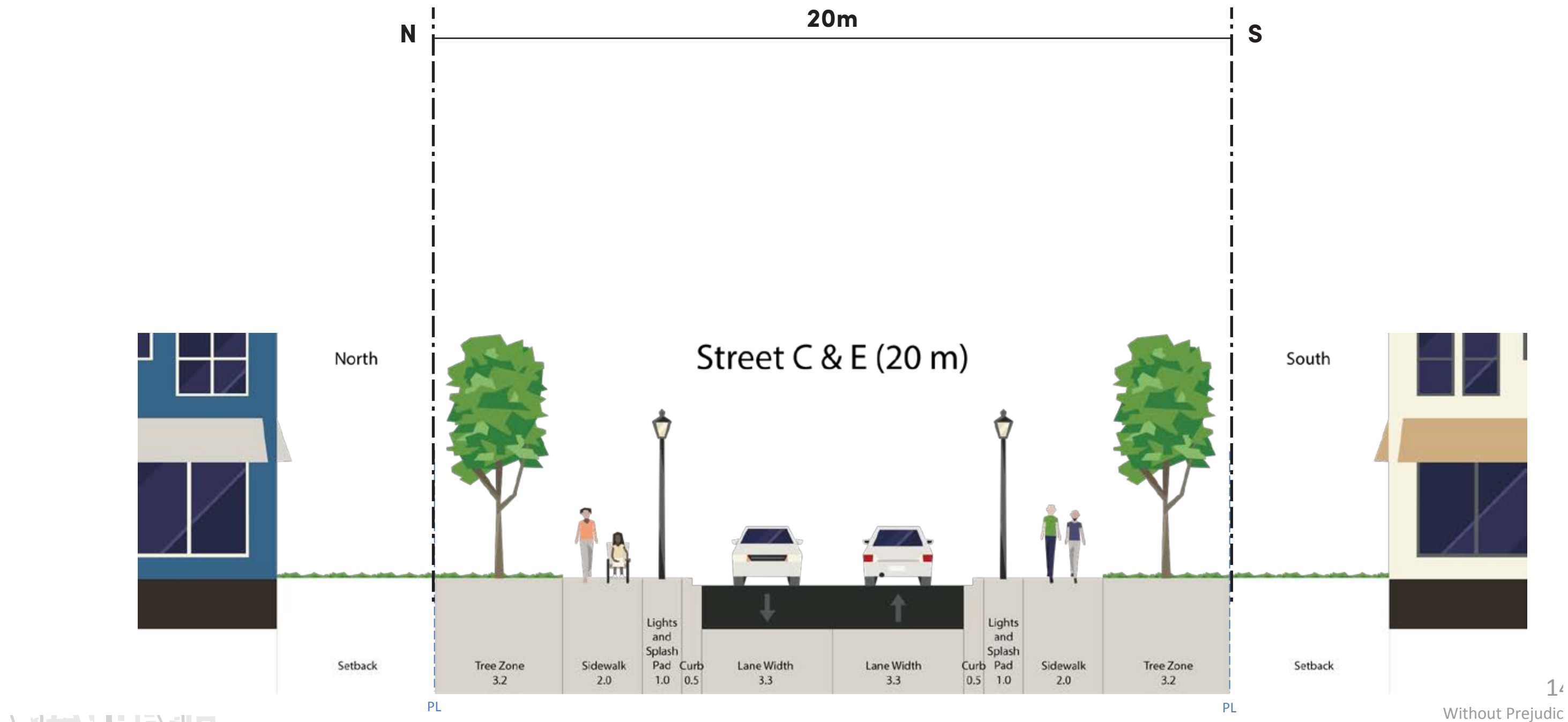
AT LID CONDITION

AT LAYBY /
PARKING CONDITION

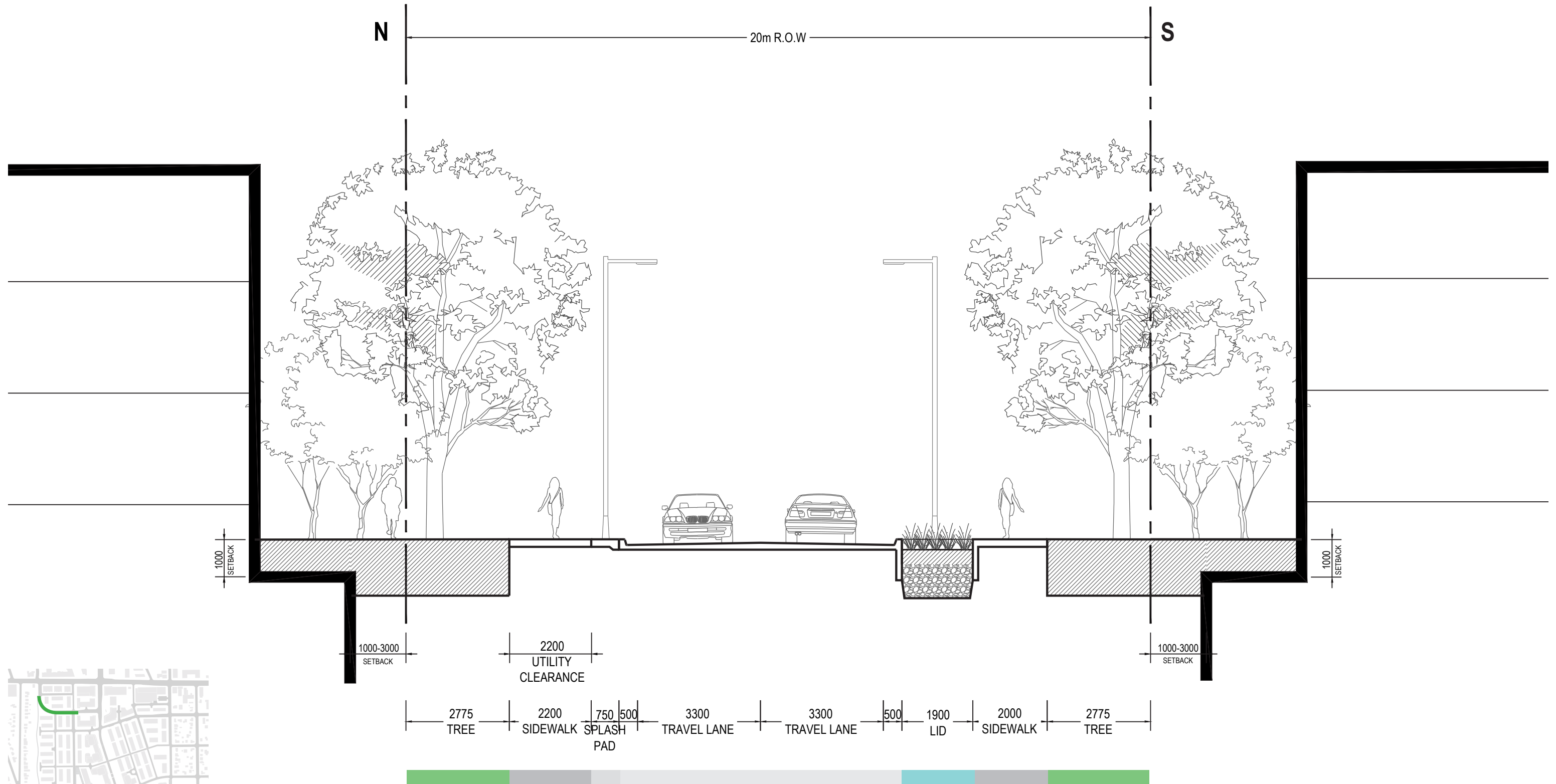
AT LID CONDITION

STREET D,F

Figure is conceptual only: final design details to be confirmed through discussions with staff.



STREET E: City's Proposal



STREET E

Figure is conceptual only: final design details to be confirmed through discussions with staff.

- NOTES

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UB - UTILITY BOX (HYDRO,TELECOMMUNICATIONS)

UC - UTILITY CORRIDOR (HYDRO,TELECOMMUNICATIONS,GAS,SL)

UP - UTILITY POLE

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LID / TREE PLANTING

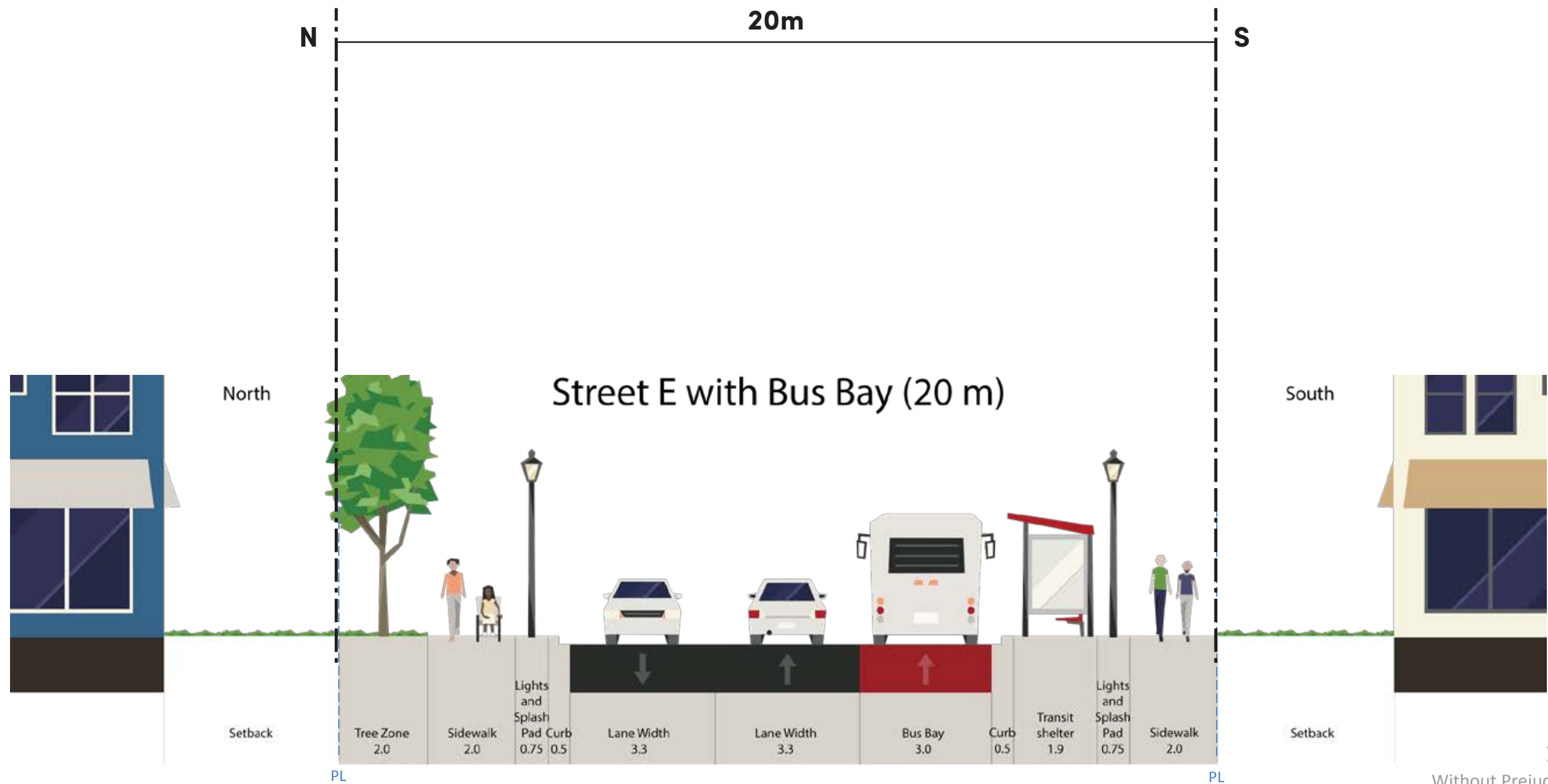
FILL ZONE

The diagram illustrates a 20m wide street cross-section with a North (N) and South (S) orientation. Key features include:

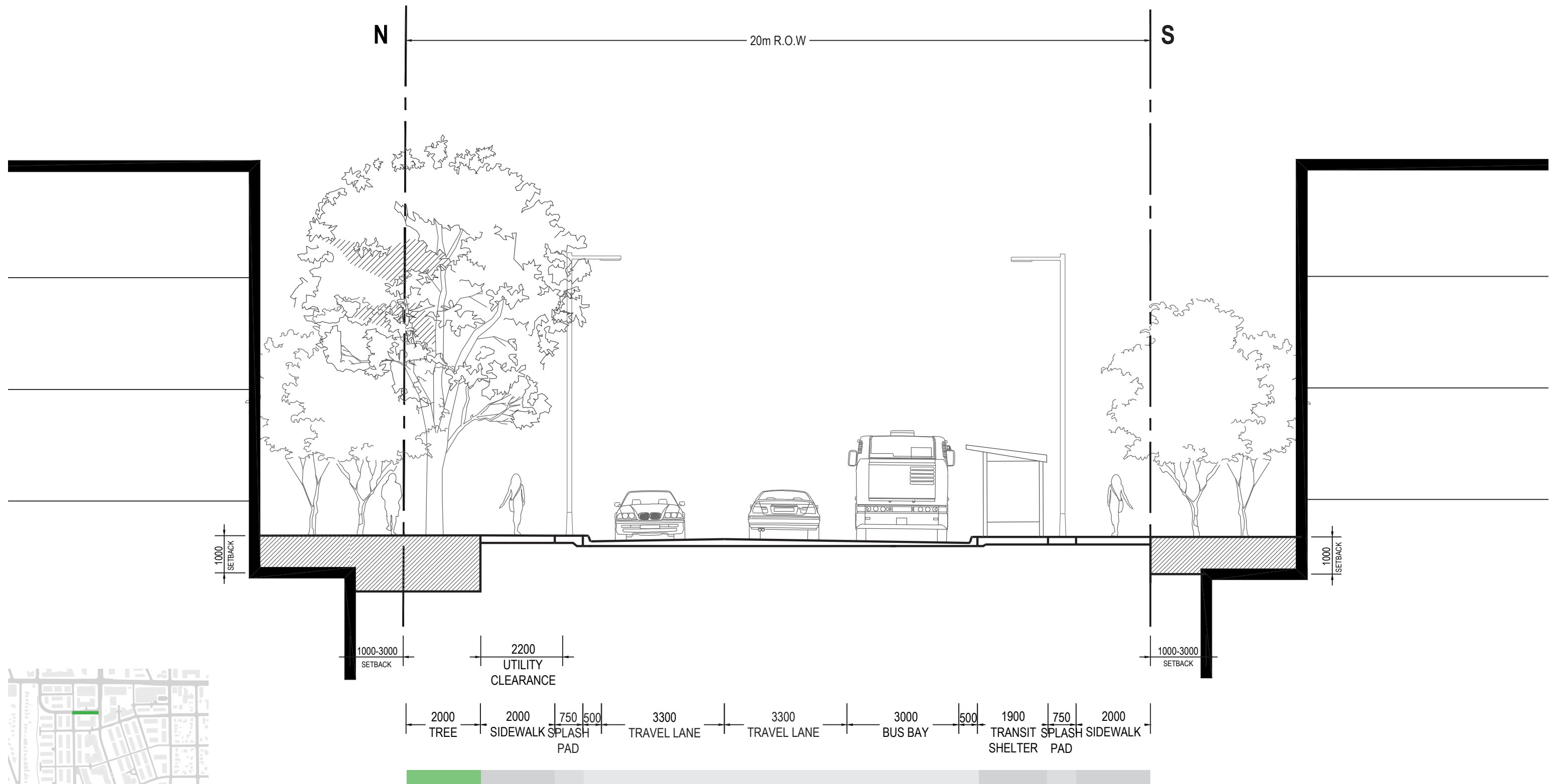
 - Dimensions:** 2.775m (Tree), 2.20m (Sidewalk), 3.30m (Travel Lane), 1.90m (LID), 2.00m (Sidewalk), 2.775m (Tree).
 - Utilities:** SAN (Sanitary Sewer), STM (Storm Sewer), WM (Watermain), UC (Utility Corridor), and various valves (HYD, HYDV).
 - Structures:** SL (Streetlight), UP (Utility Pole), CB (Catch Basin), and a 0.75m splashpad.
 - Elevations:** A vertical scale on the left shows elevations from 0 to 10.0. Specific utility elevations are marked, such as 8.02 for the SAN utility and 7.17 for the EP (Edge of Pavement).
 - Distances:** Distances from the C/L of ROW (Centreline of Right-of-Way) and the PL (Property Line) are provided at the bottom.

STREET E

Figure is conceptual only: final design details to be confirmed through discussions with staff.



STREET E (Bus Bay): City's Proposal



STREET E: At Bus Bay Condition

Figure is conceptual only: final design details to be confirmed through discussions with staff.

NOTES

METRIC

ALL DIMENSIONS IN METRES

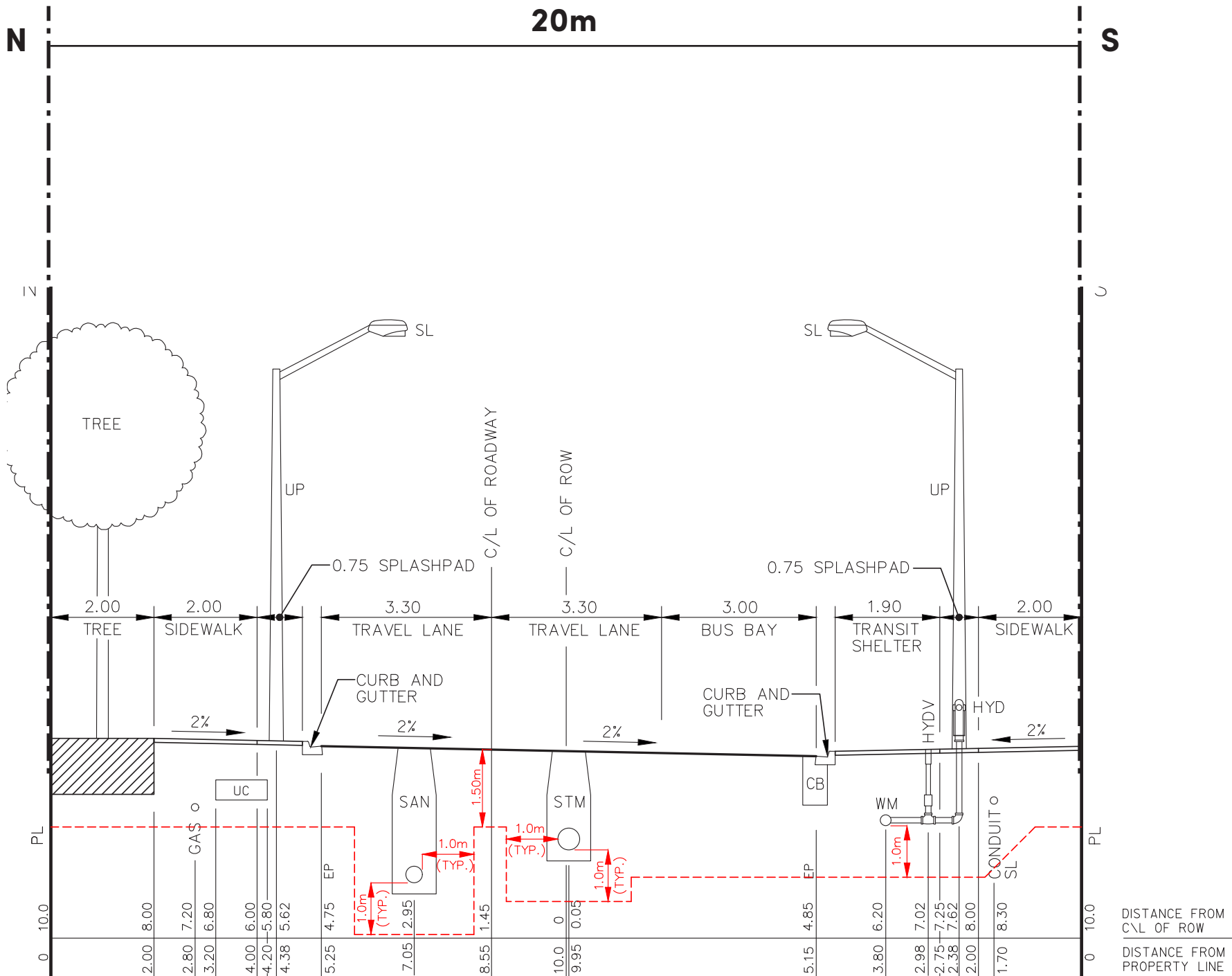
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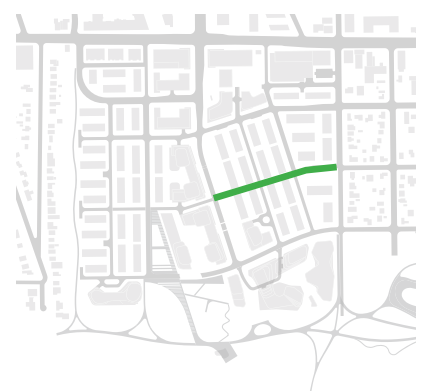
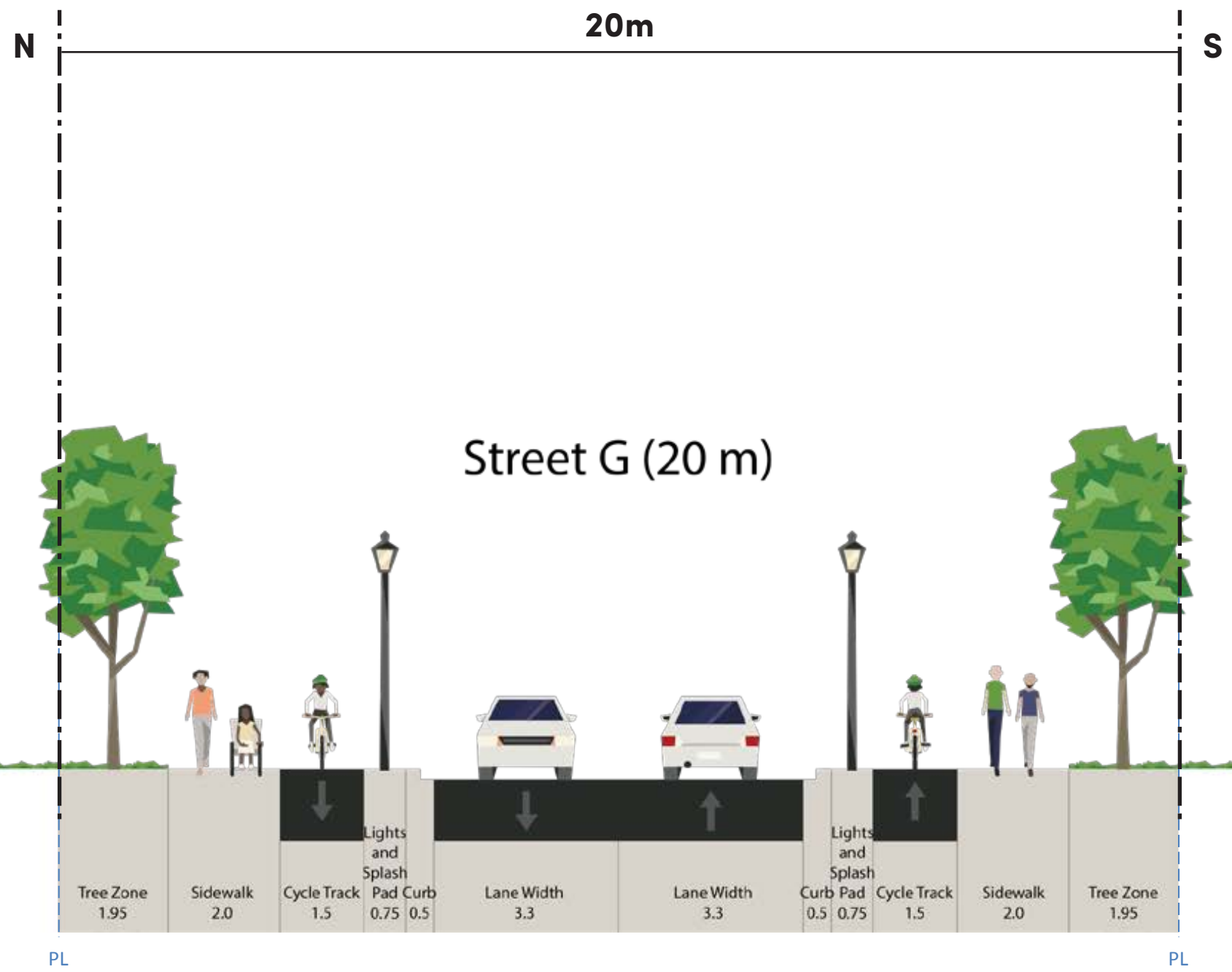
 LID / TREE PLANTING

 FILL ZONE



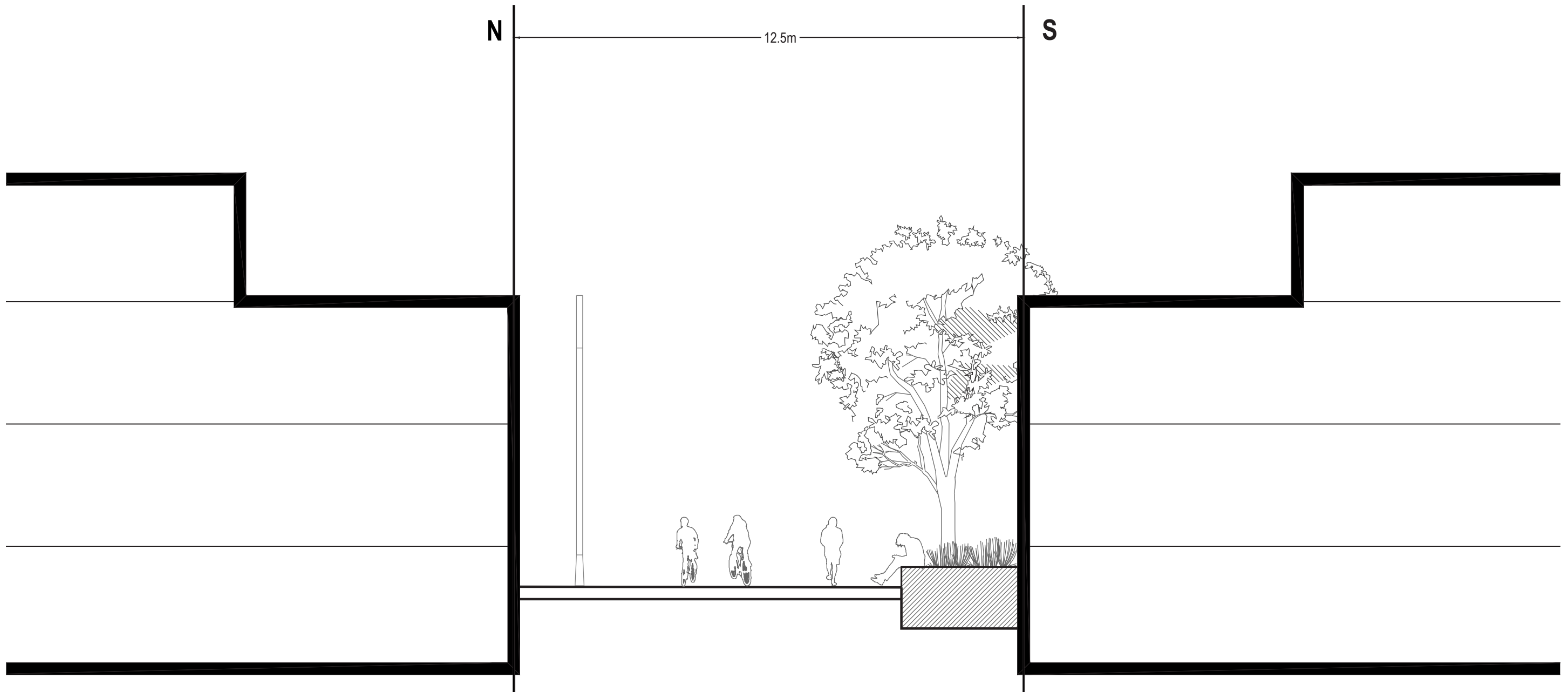
STREET E: At Bus Bay Condition

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20
Without Prejudice

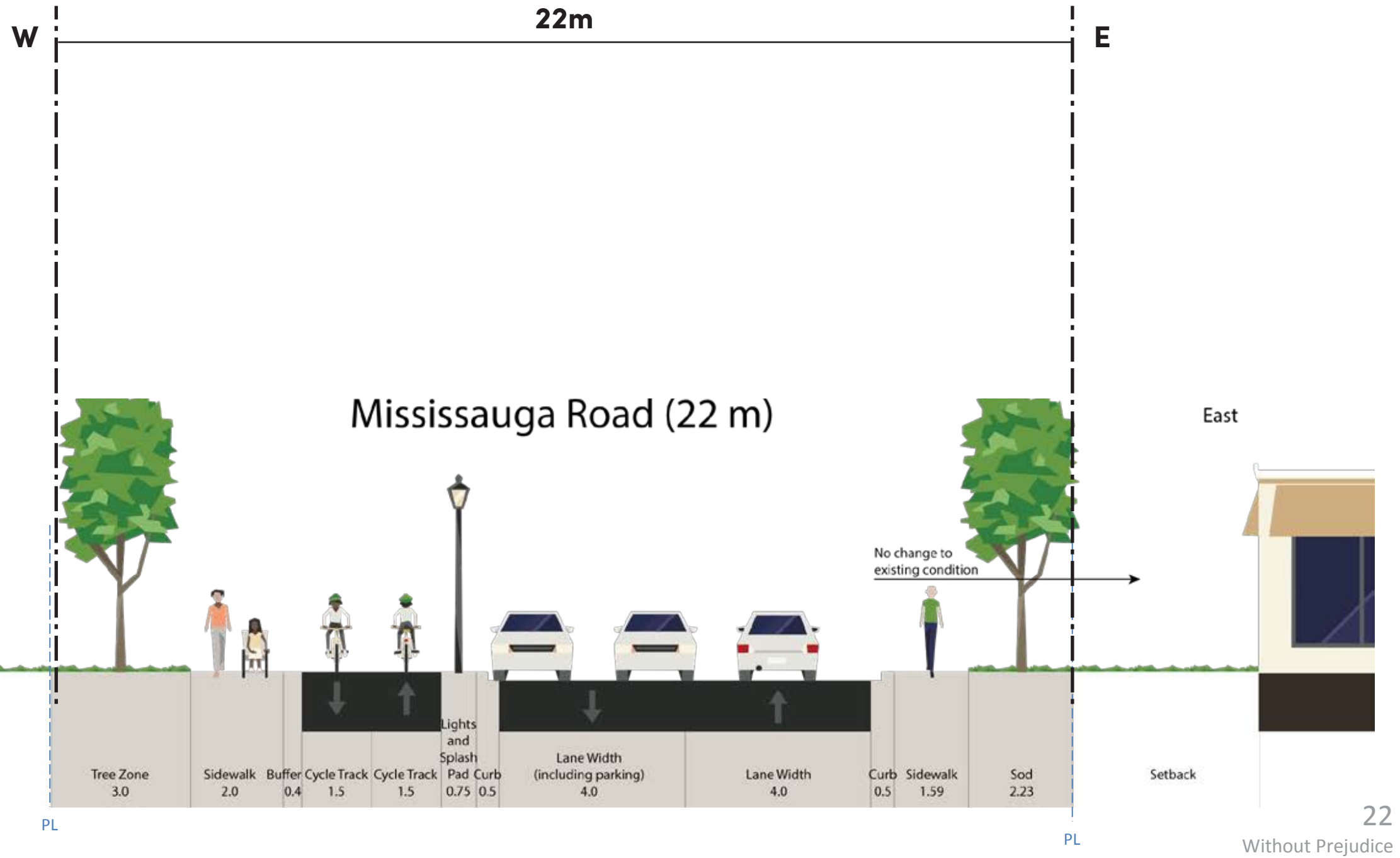
STREET G: City's Proposal



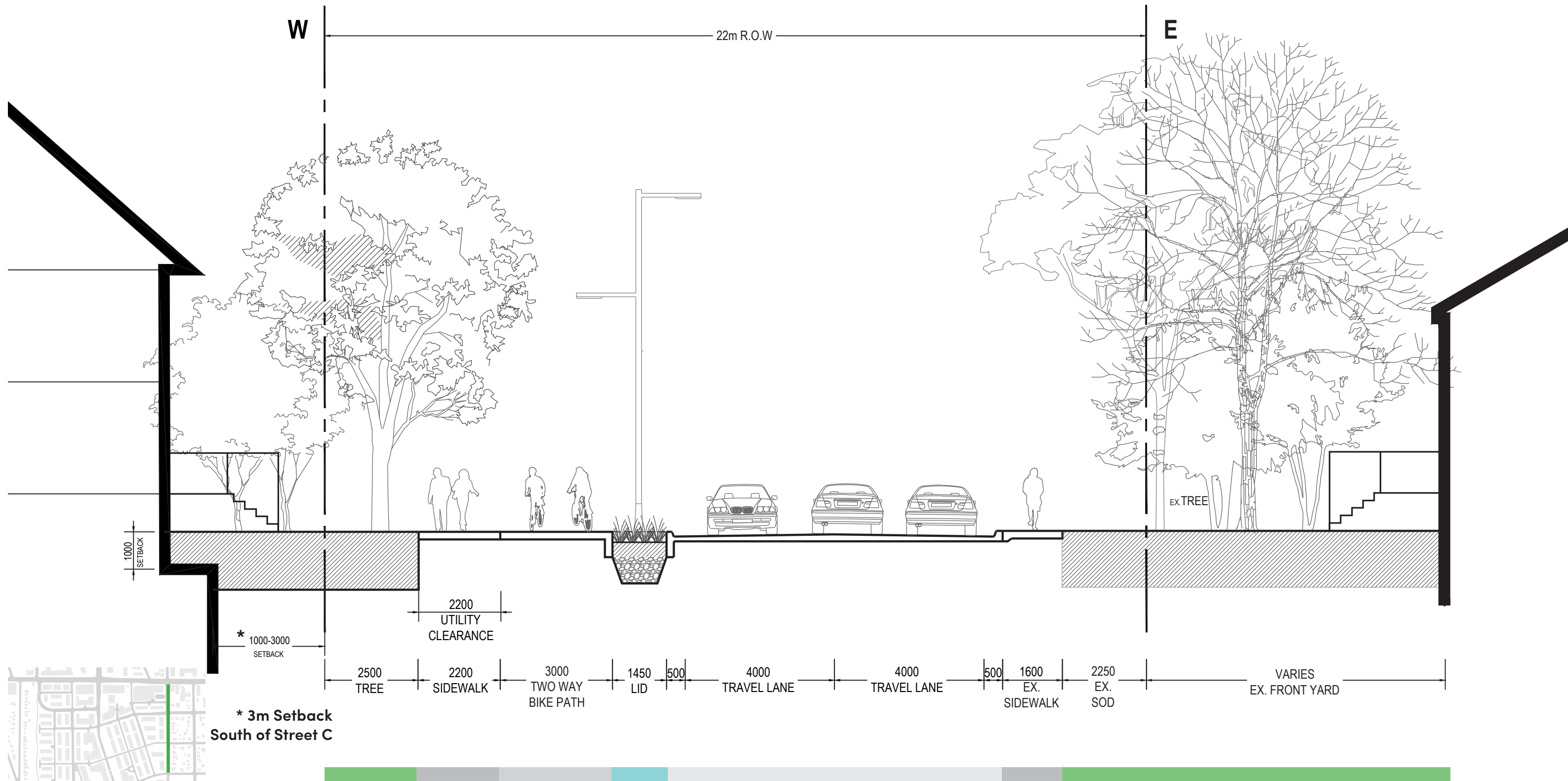
12500
SHARED PEDESTRIAN /
BIKE MEWS

BAY STREET Shared Connection (MEWS)

Figure is conceptual only: final design details to be confirmed through discussions with staff.



MISSISSAUGA ROAD: City's Proposal



MISSISSAUGA ROAD

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METRIC
ALL DIMENSIONS IN METRES

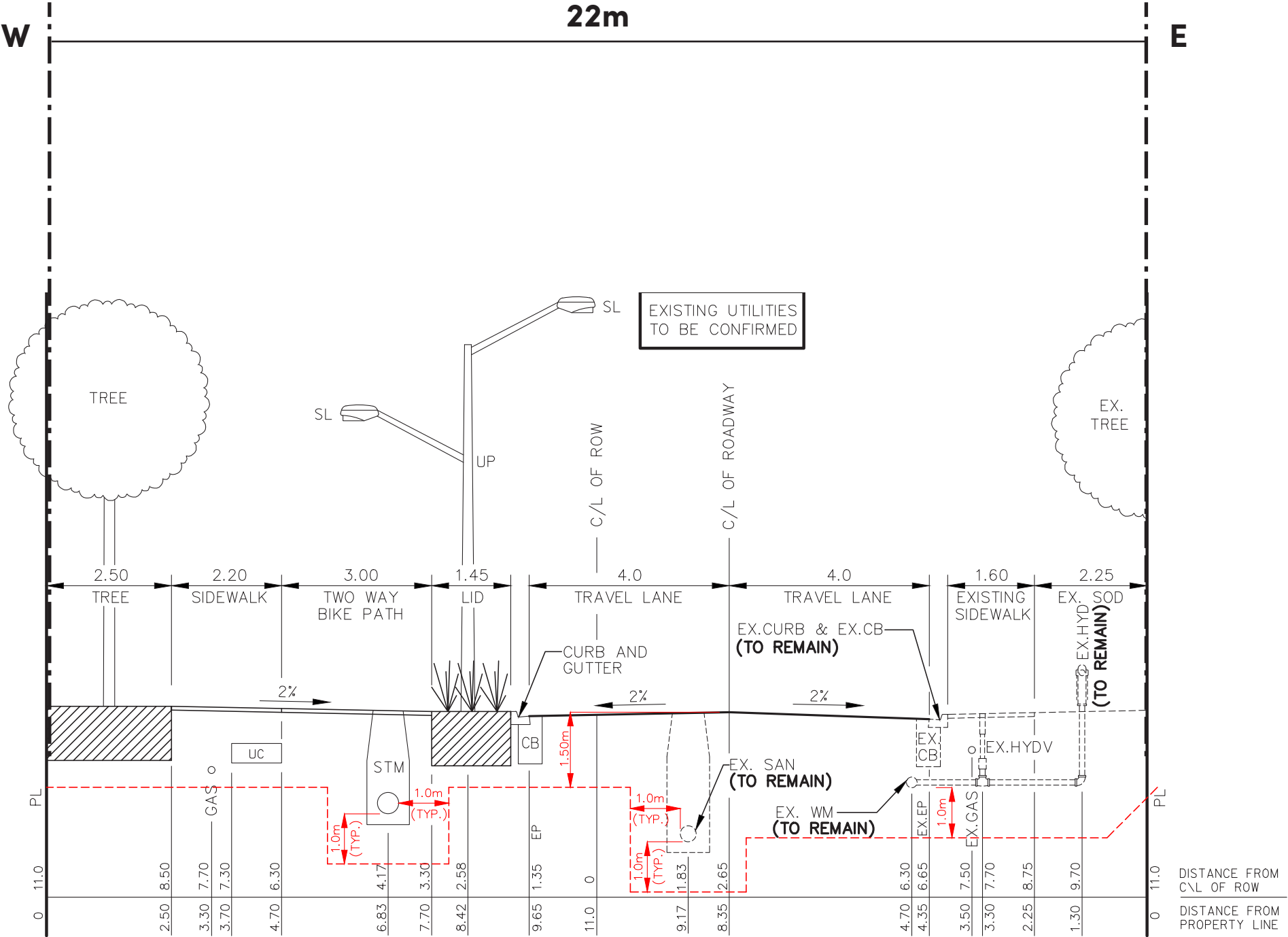
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-  LID / TREE PLANTING
-  FILL ZONE



MISSISSAUGA ROAD

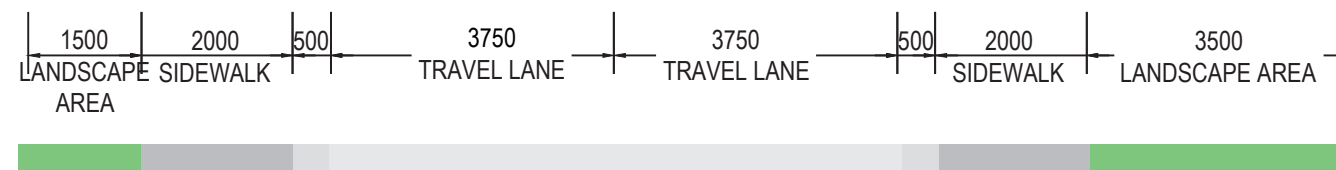
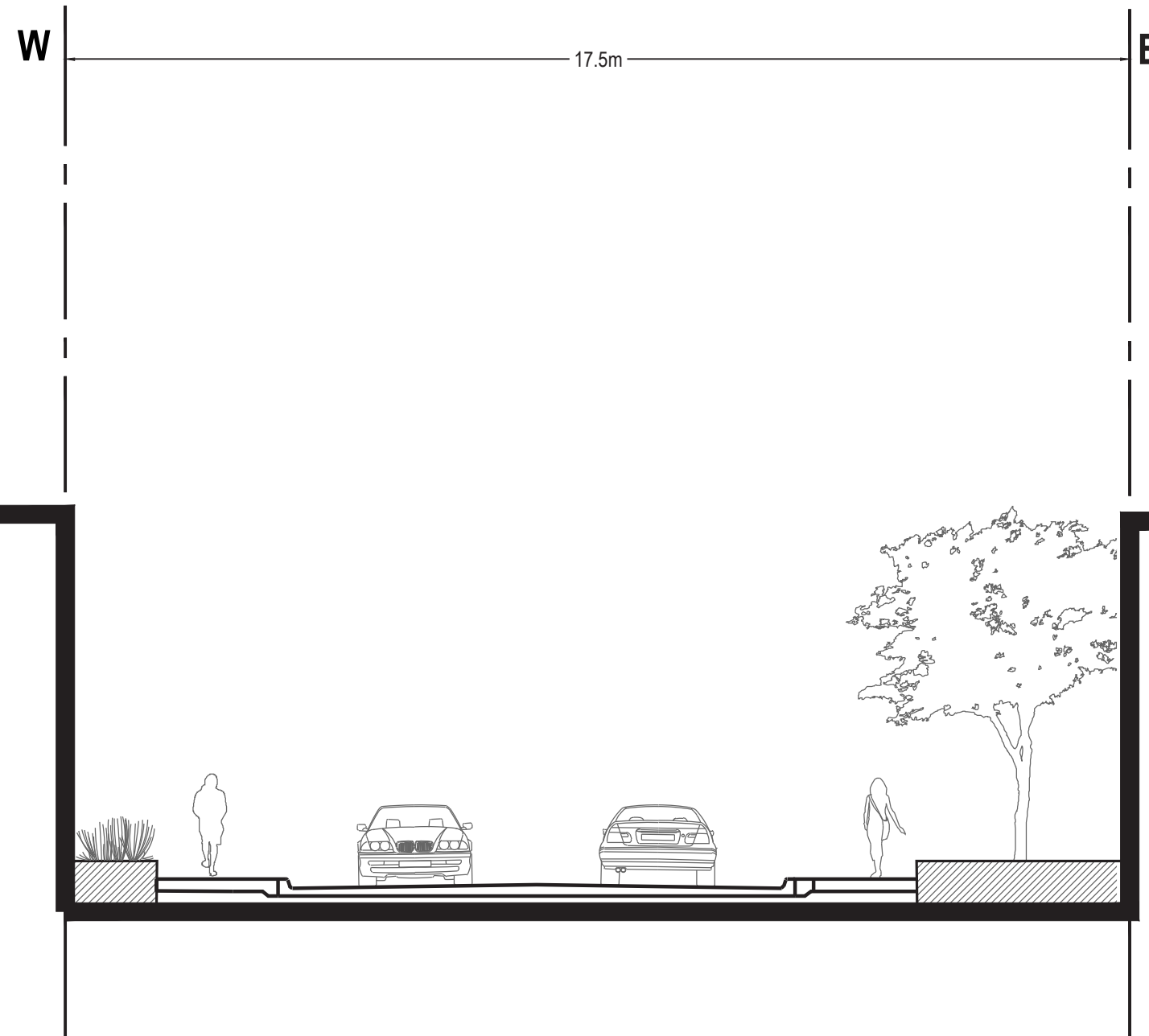
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LAKESHORE STREET: Future Condition Street ROW consistent with the roll plan (Segment 4) Lakeshore Connecting Communities

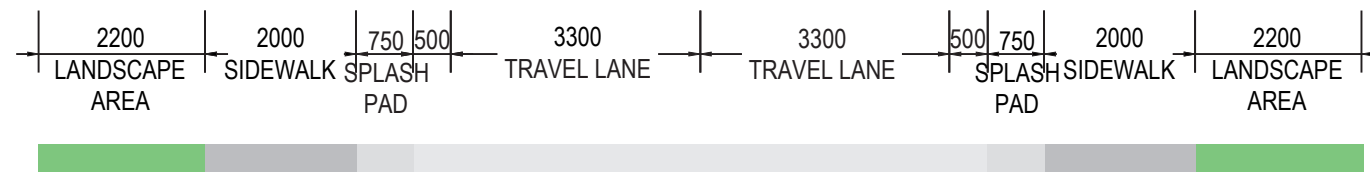
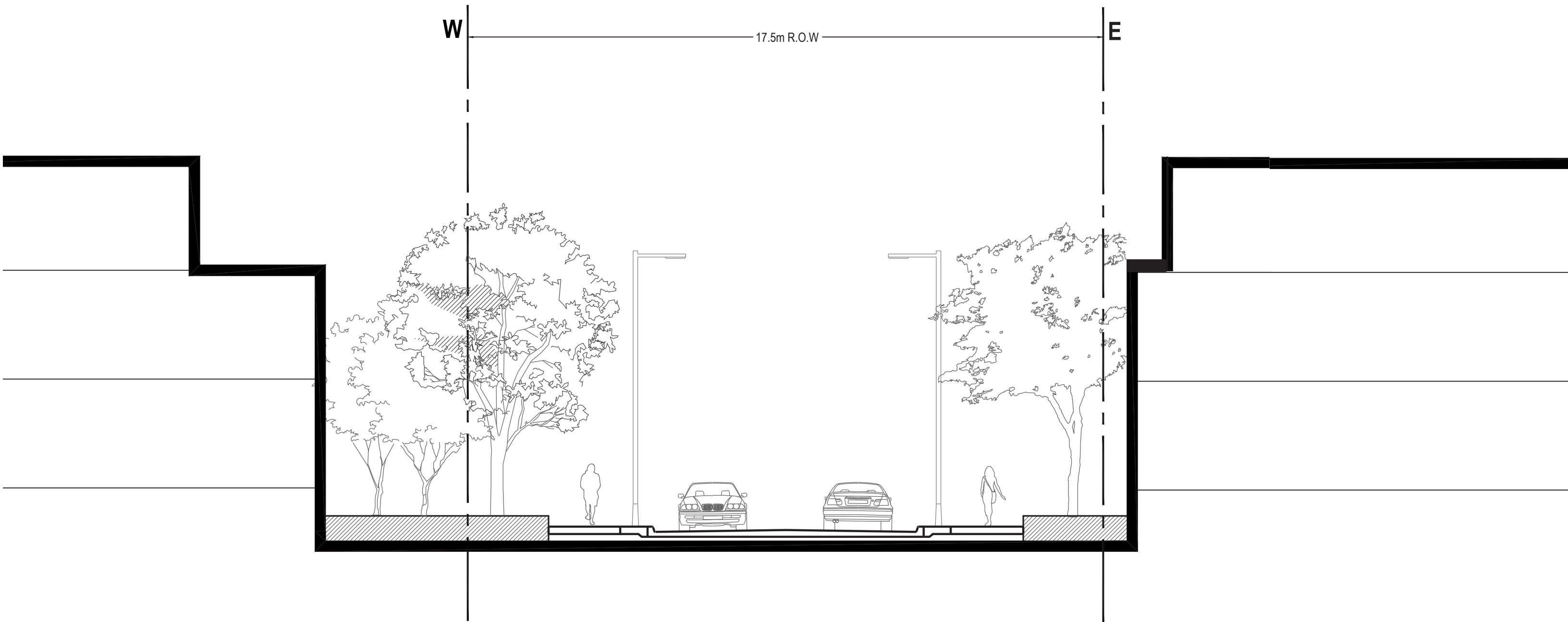
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Private Street Sections



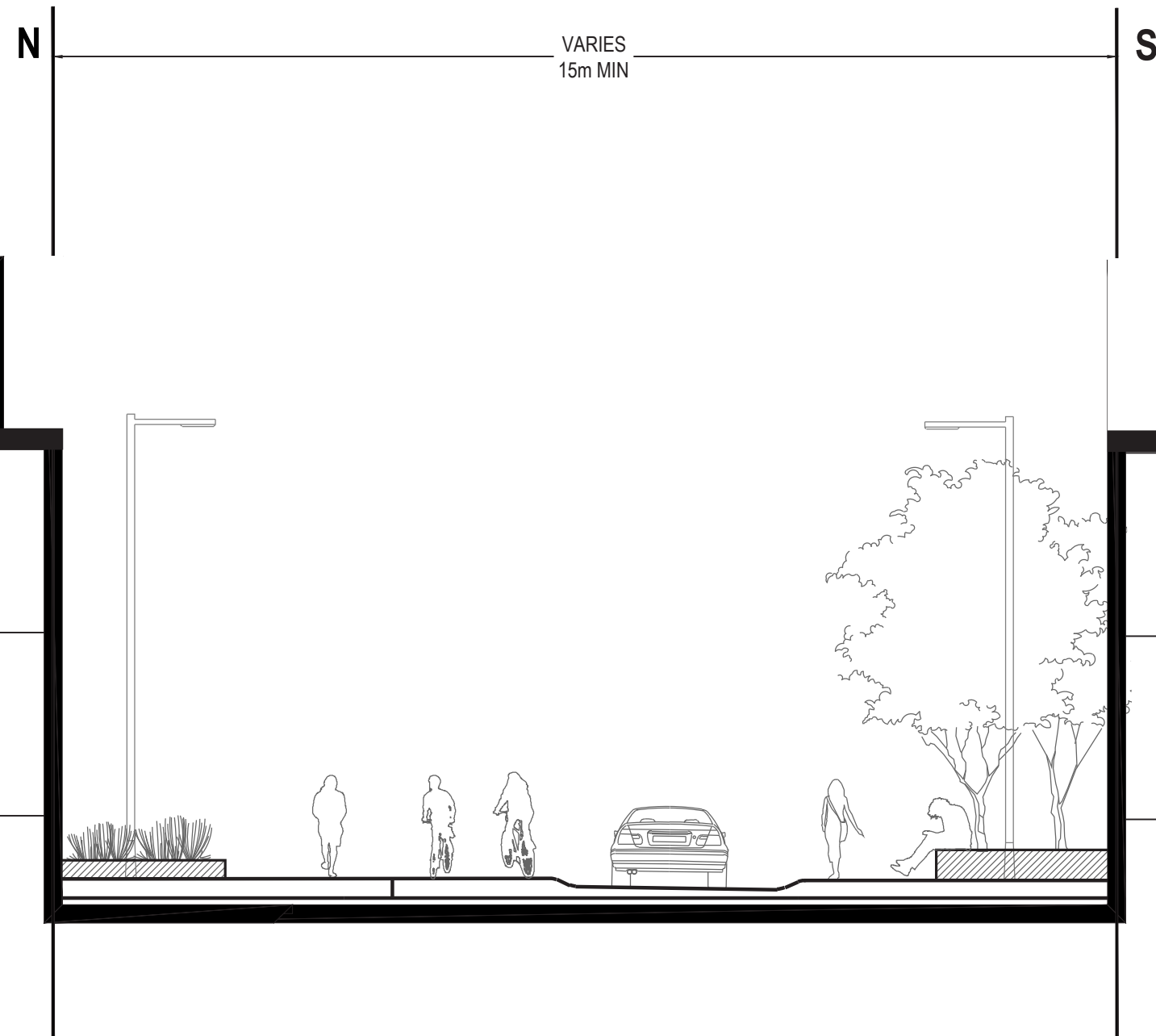
PRIVATE STREET D: Extension

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PRIVATE STREET F: Extension

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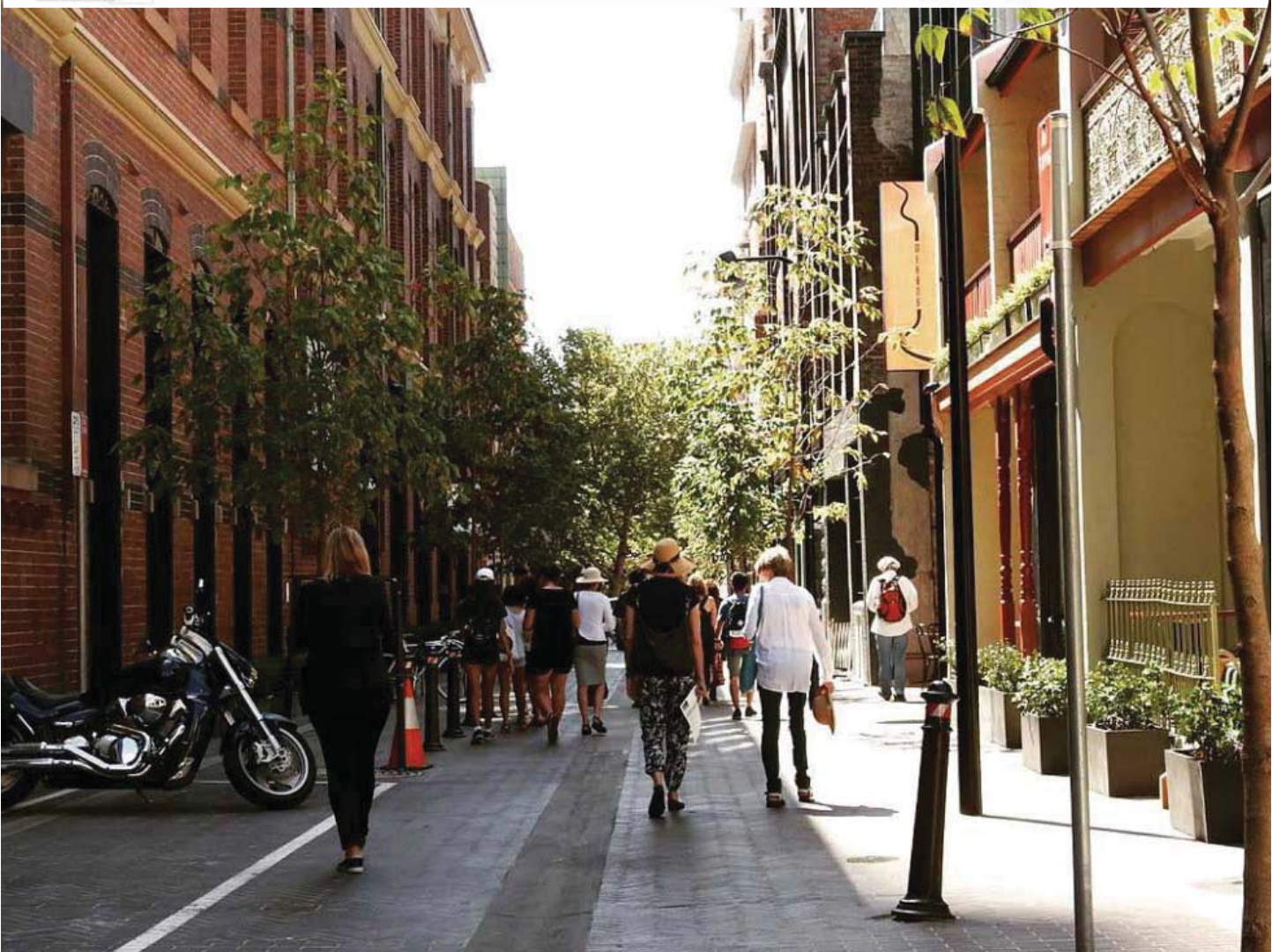
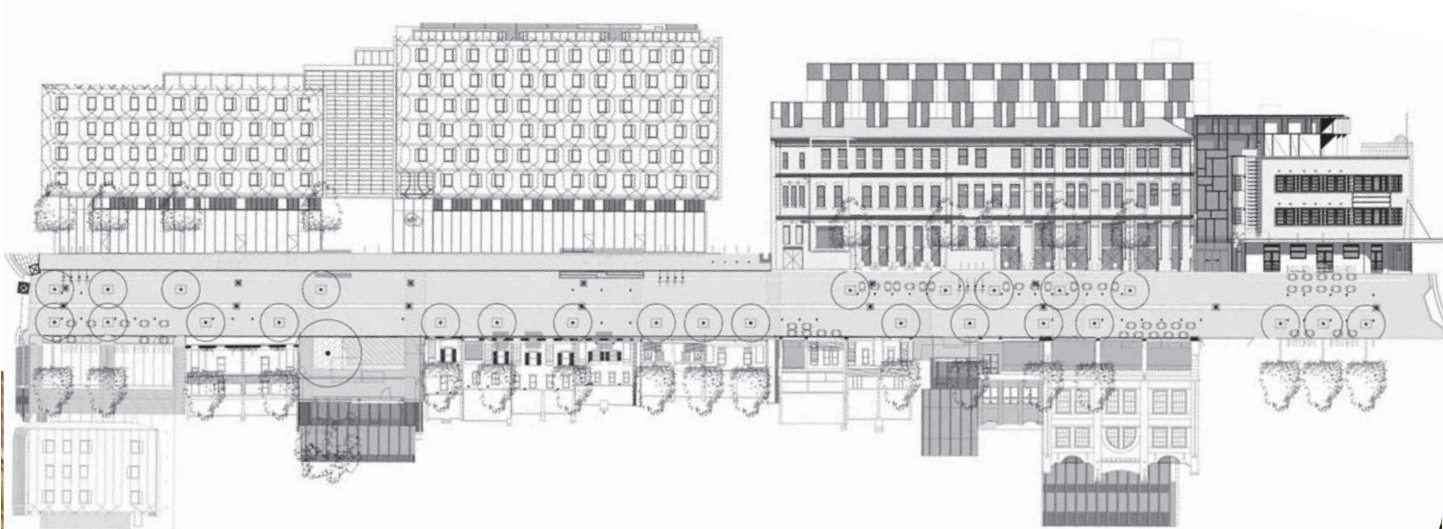
PRIVATE STREET G

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KENSINGTON STREET, SYDNEY AUSTRALIA

WIDTH, ROW : 9m

ADJACENT BUILDING HEIGHTS : 2-3 STOREYS



BATAVIA, CHICAGO

WIDTH, ROW : 18m

ADJACENT BUILDING HEIGHTS : 2-3 STOREYS

