



Port Credit West Village

Street Right of Ways: Response to City Comments

2018.11.02

PUBLIC WORK

Urbantech

BA Group

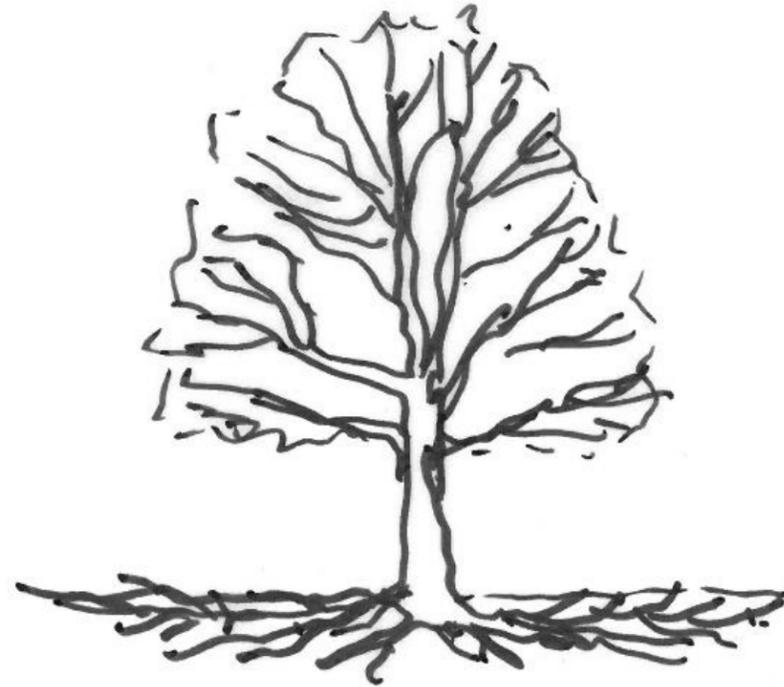
Giannone Petricone Associates



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



- Dedicated Cycling On Street
- Multi-use Trail
- Shared Space

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

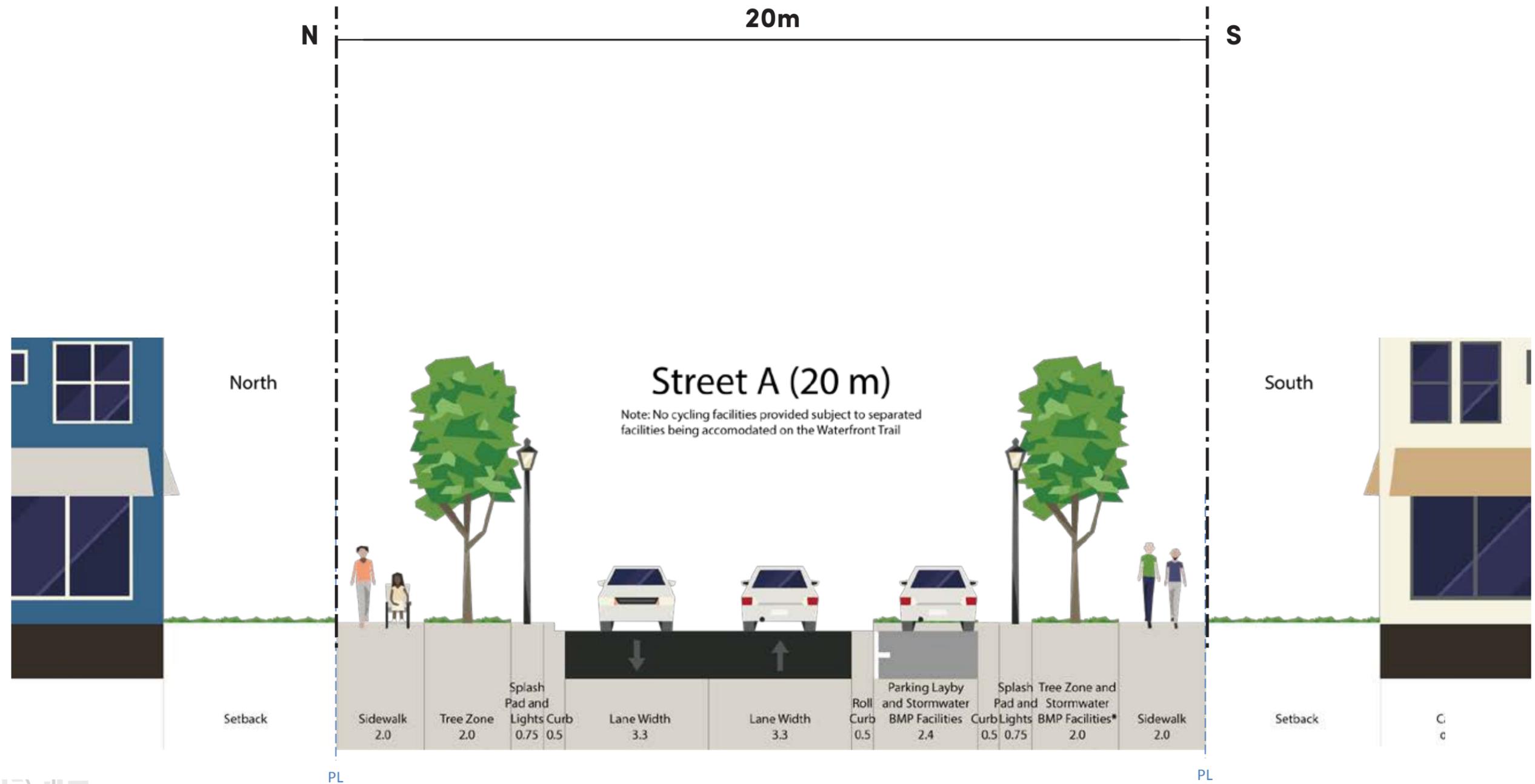


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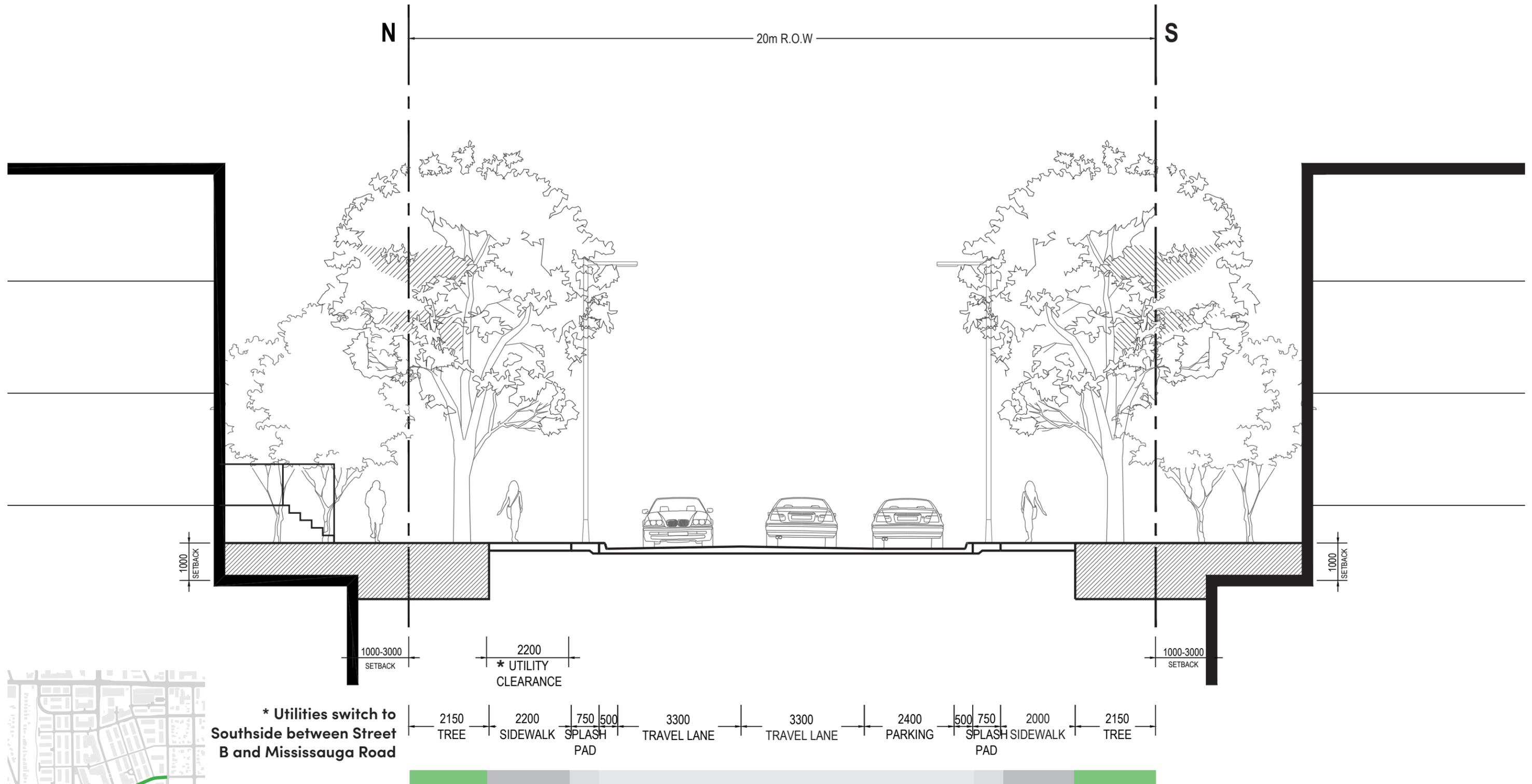
Note: Cycling trails not shown for clarity

Overall

Public Street Sections



STREET A: City's Proposal



*** Utilities switch to Southside between Street B and Mississauga Road**



STREET A: At Curbside Layby Condition

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

METRIC

ALL DIMENSIONS IN METRES

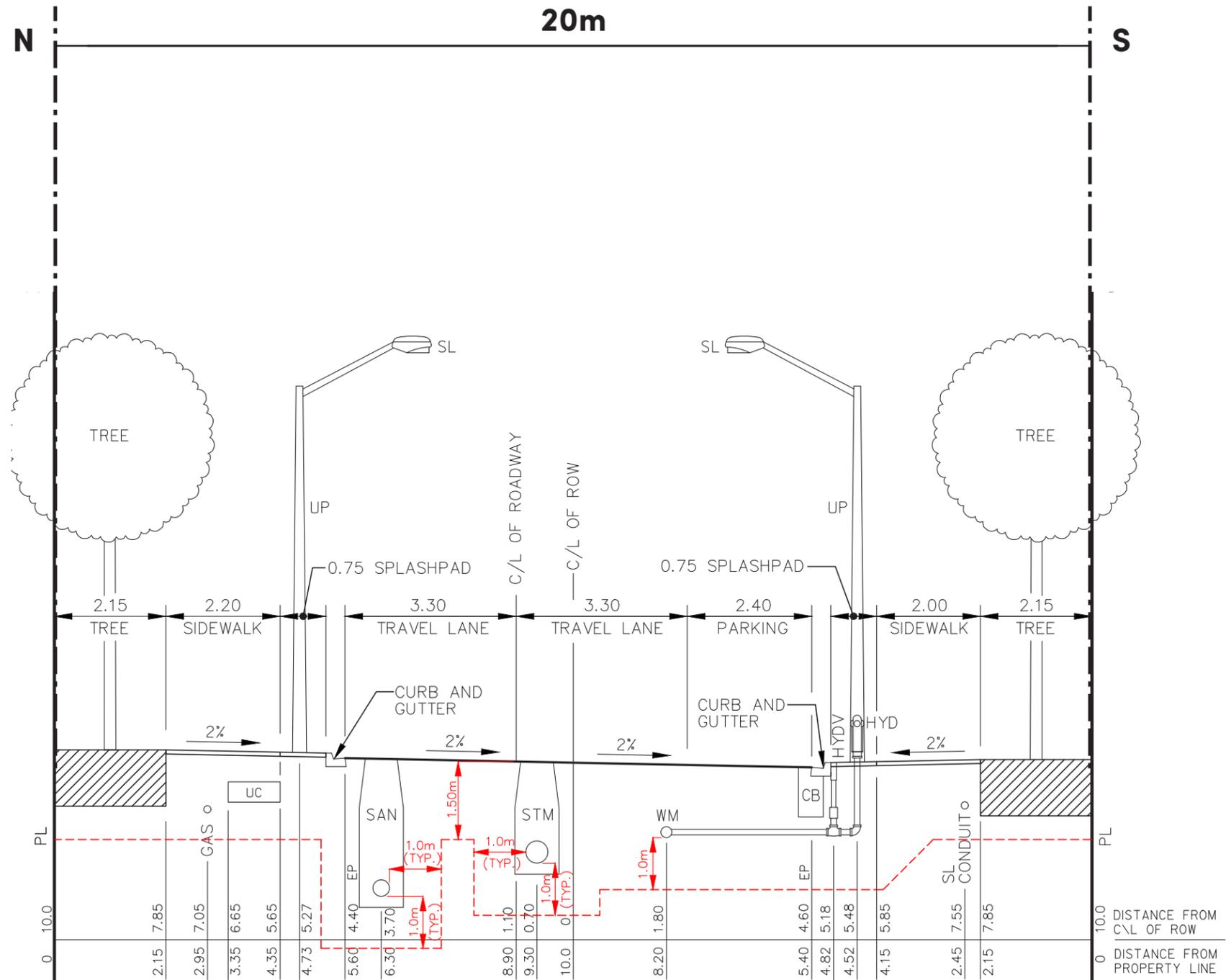
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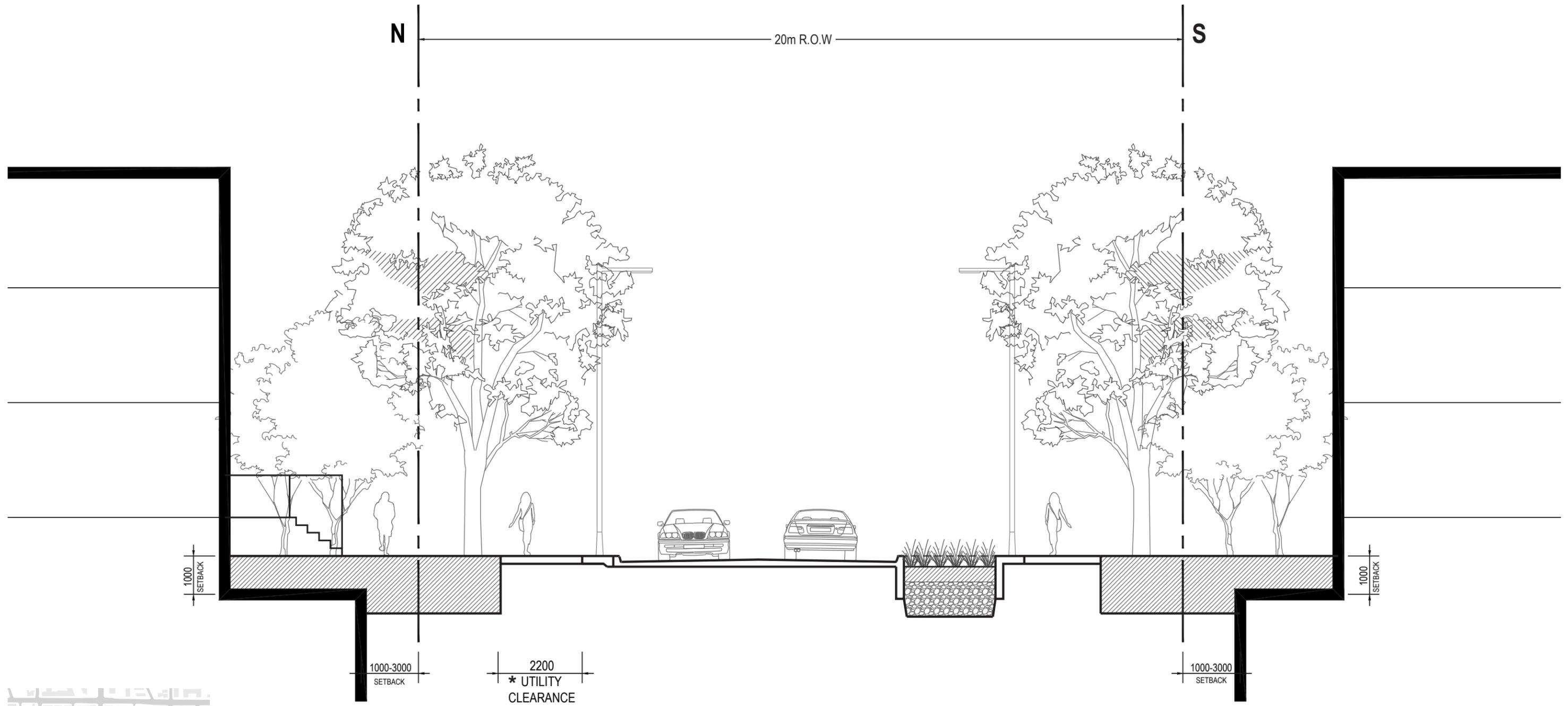
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-  LID / TREE PLANTING
-  FILL ZONE

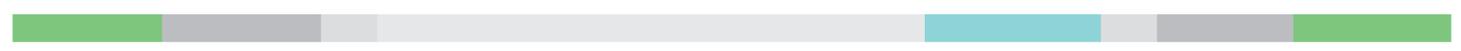
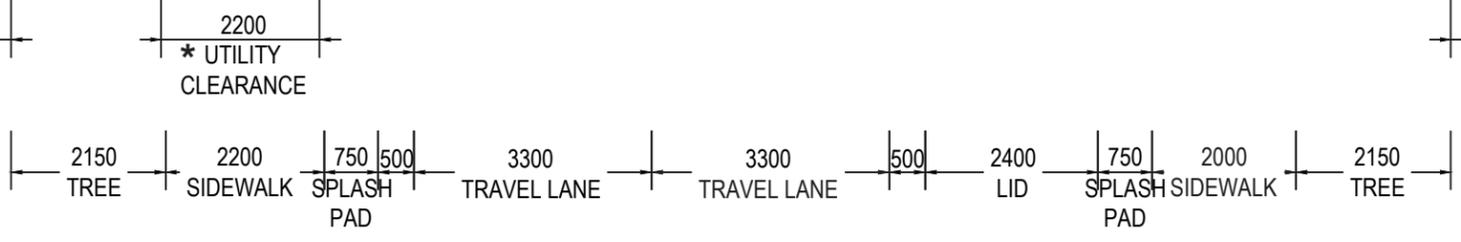


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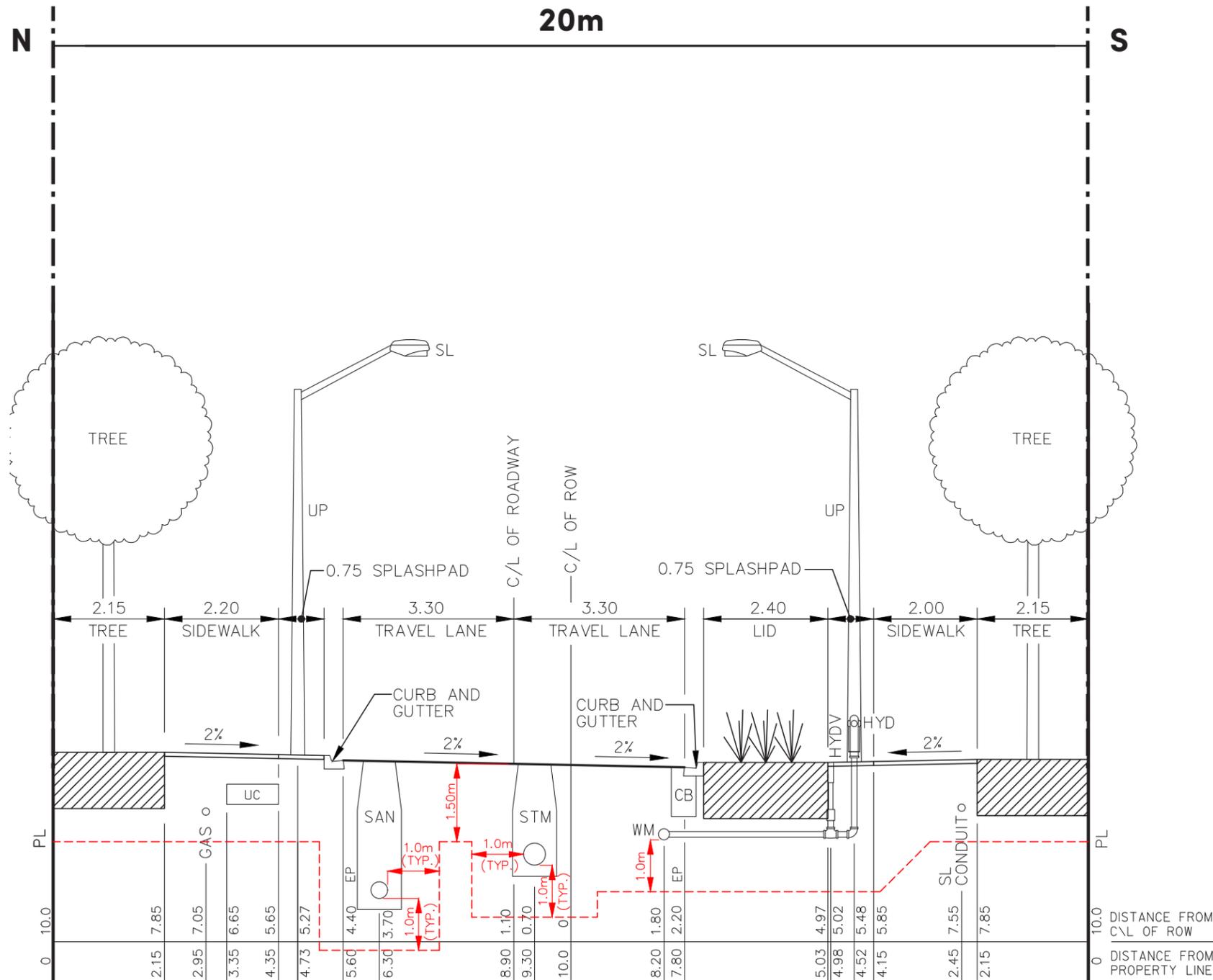
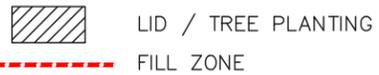
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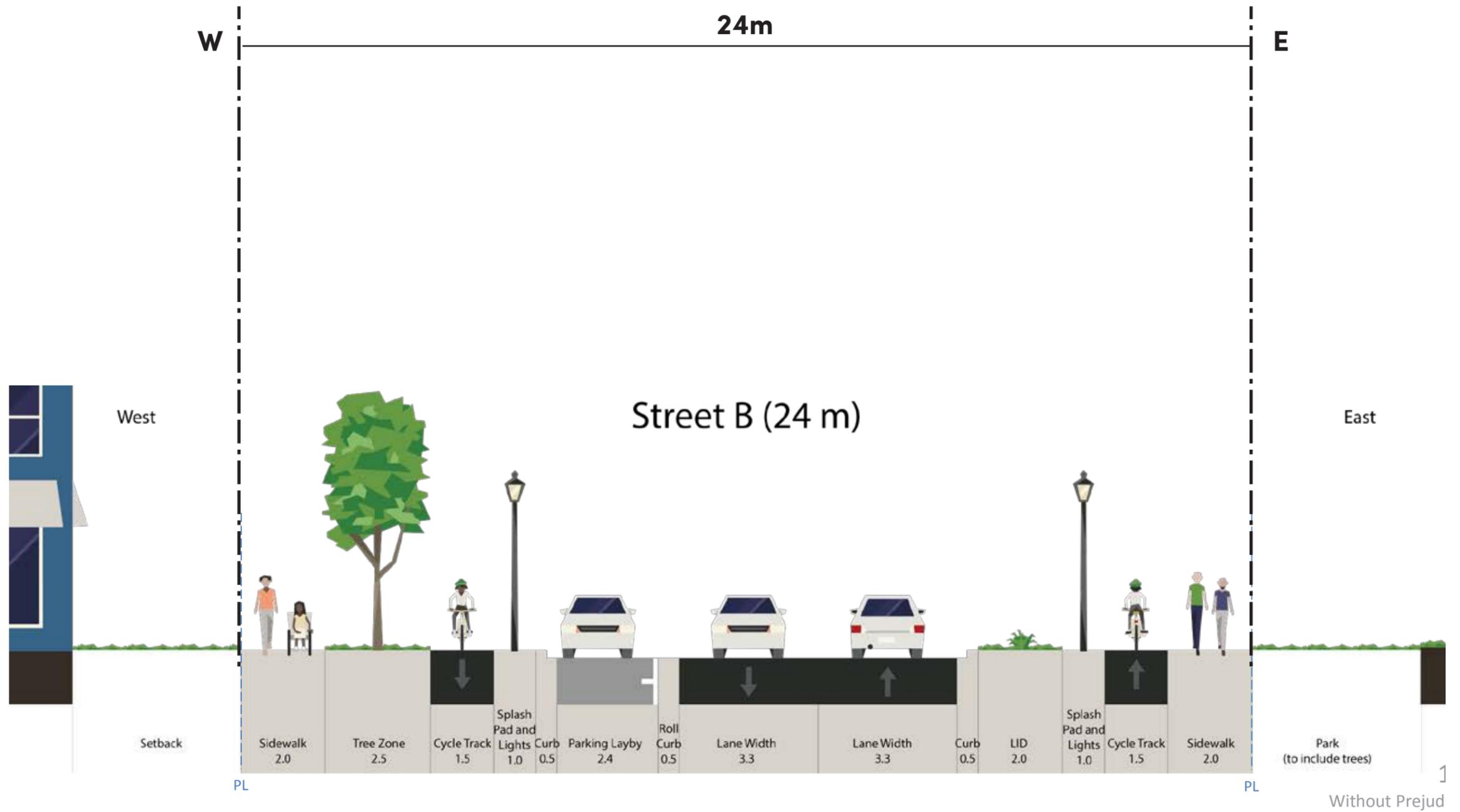
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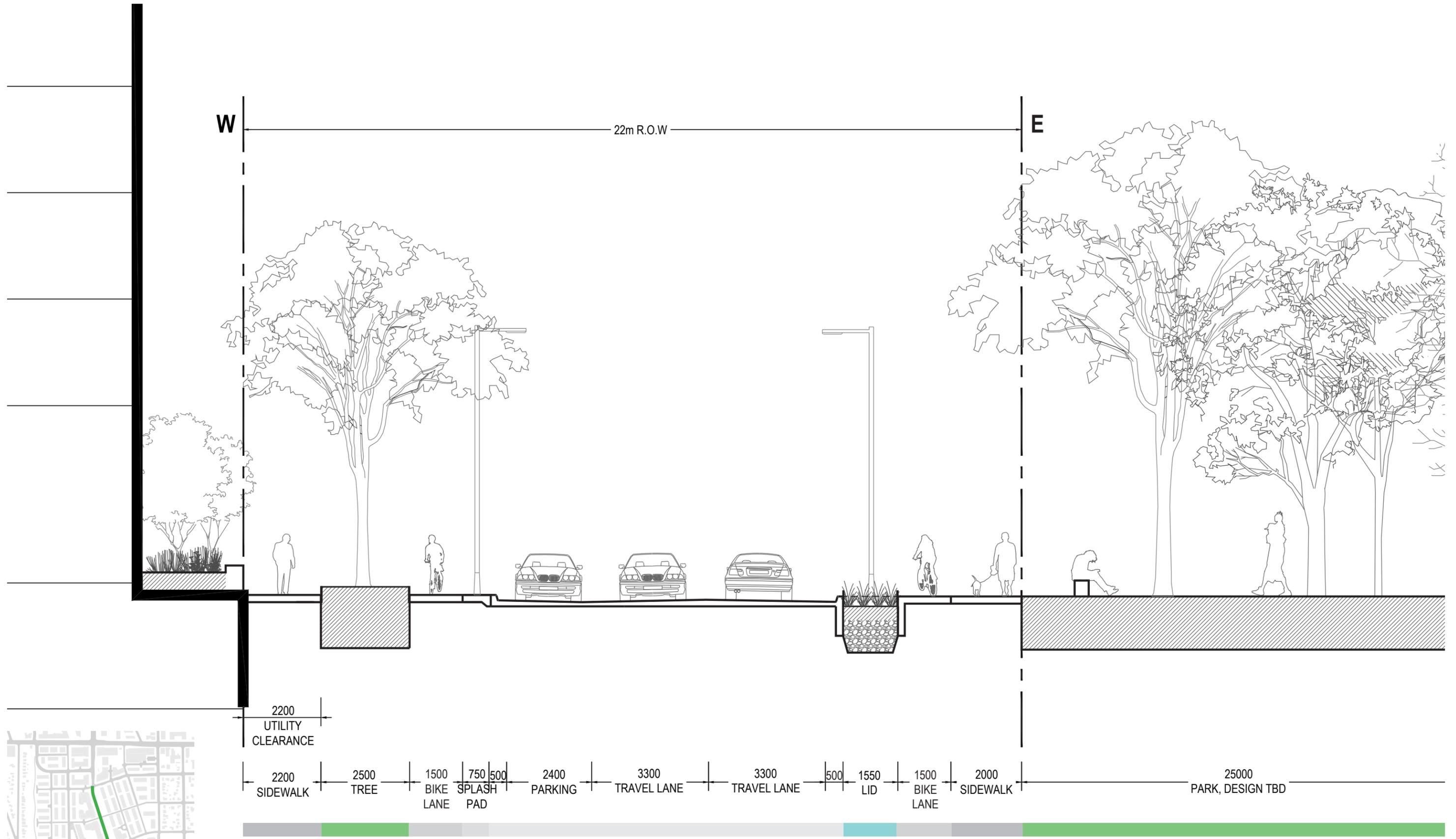


STREET A: At LID Condition

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STREET B: City's Proposal



STREET B: At Curbside Layby Condition

Central Promenade at Linear Park

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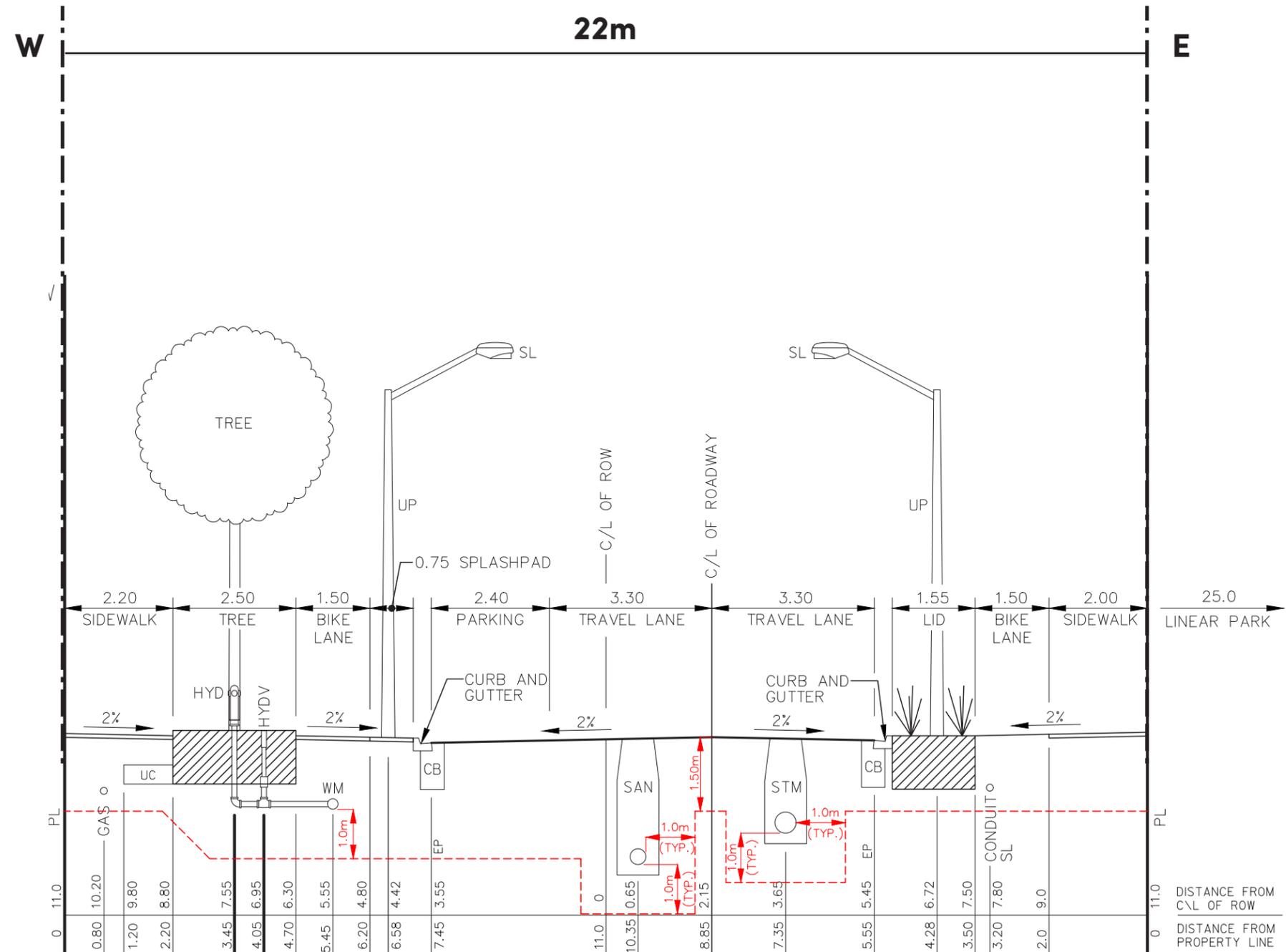
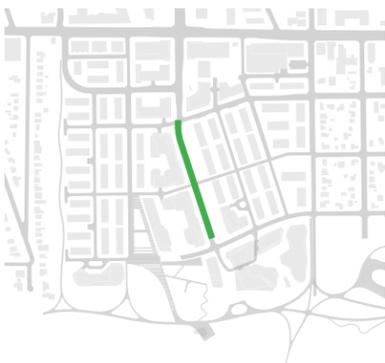
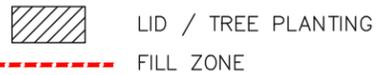
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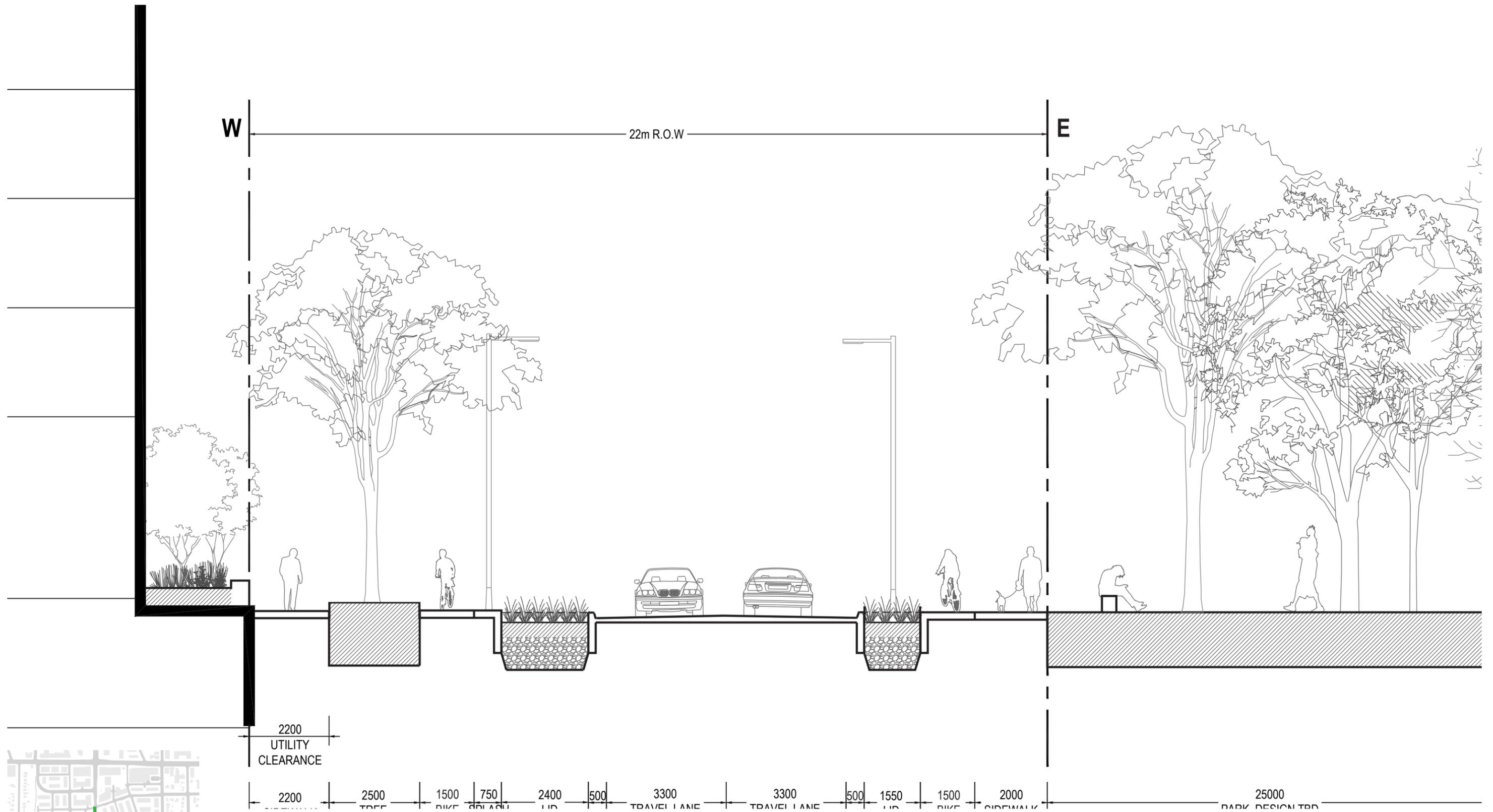
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STREET B: At Curbside Layby Condition
Central Promenade at Linear Park

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STREET B: At West Side LID Condition

Central Promenade at Linear Park

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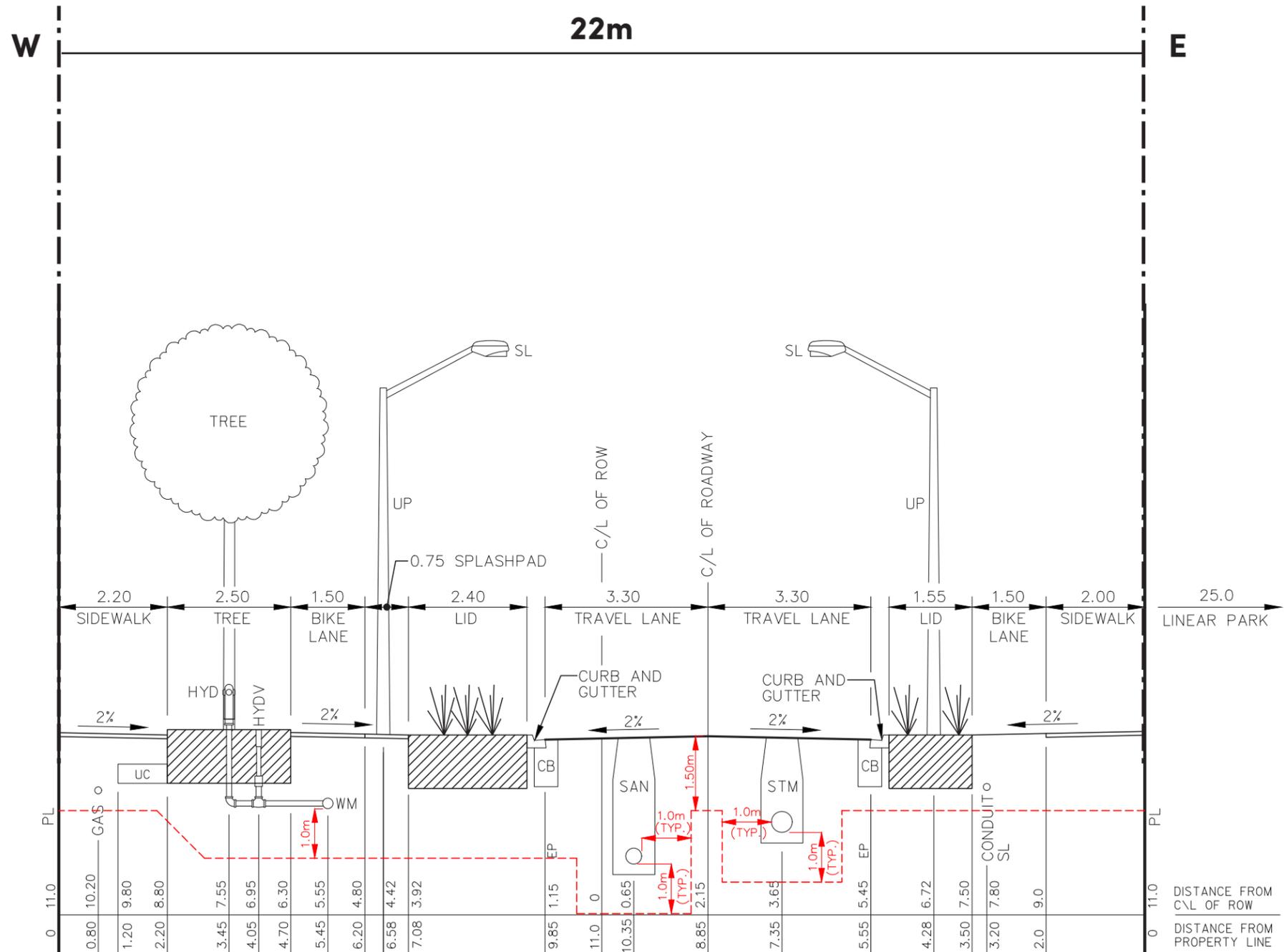
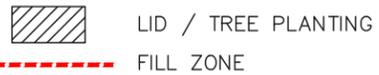
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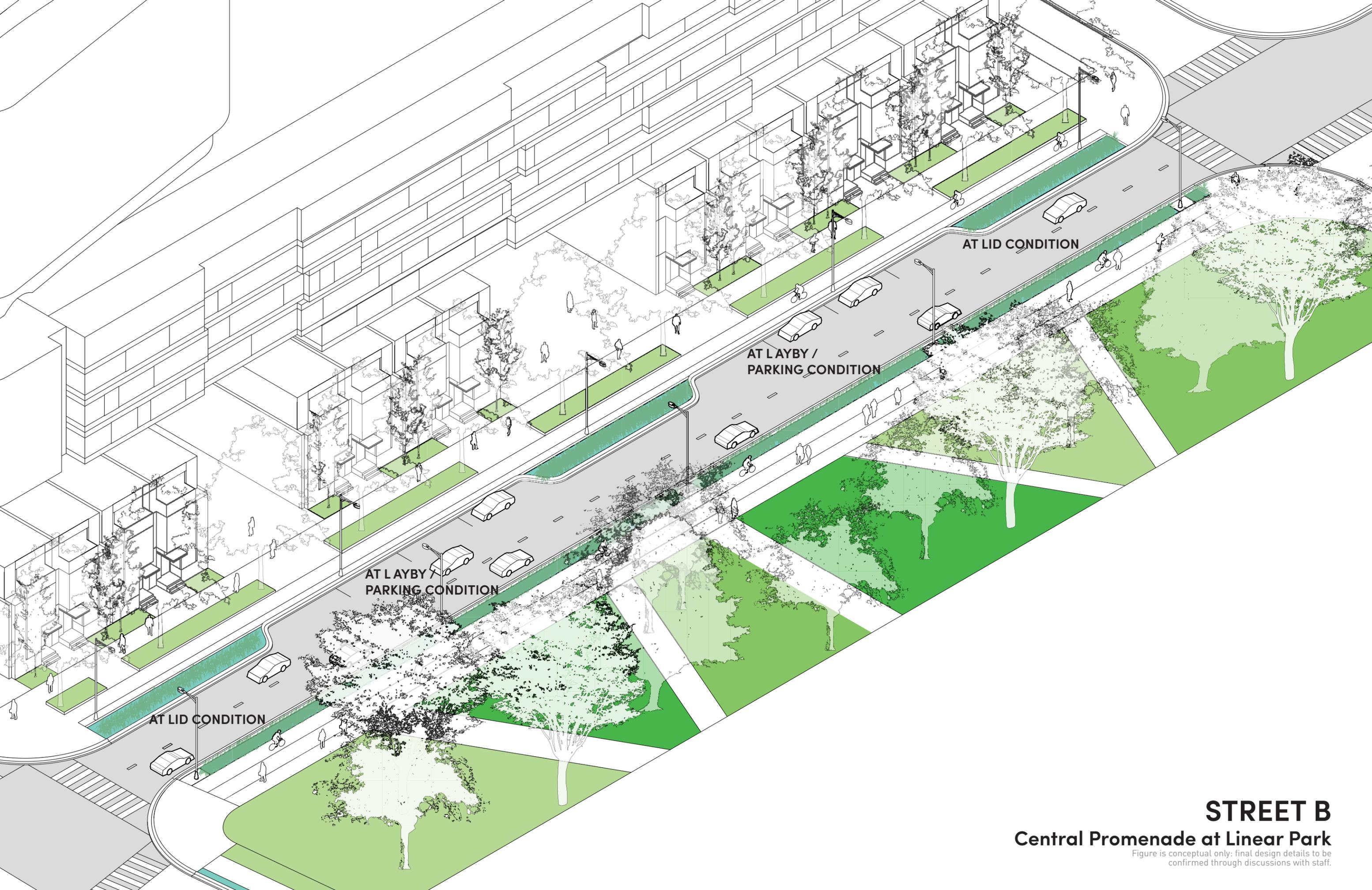
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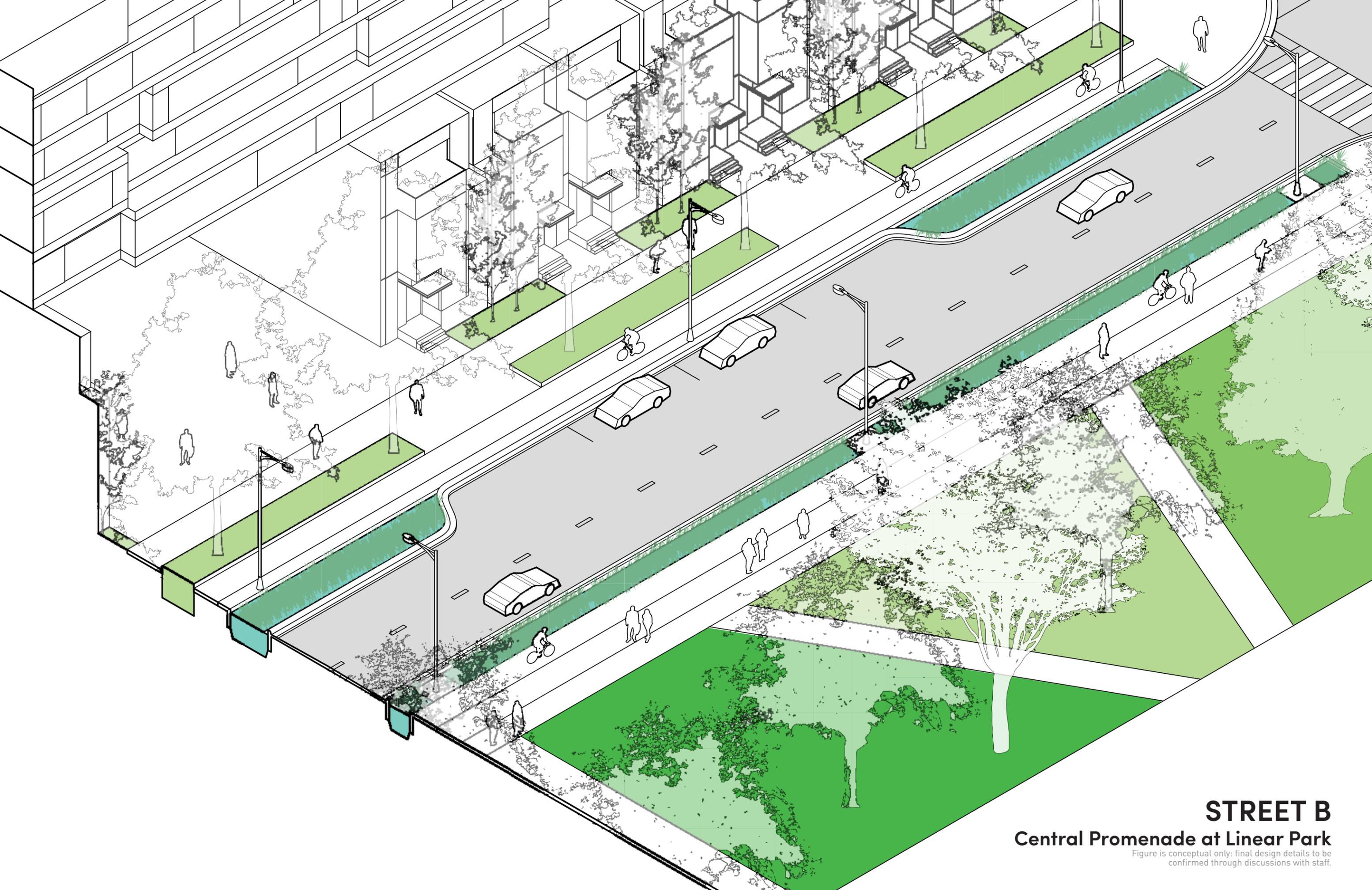
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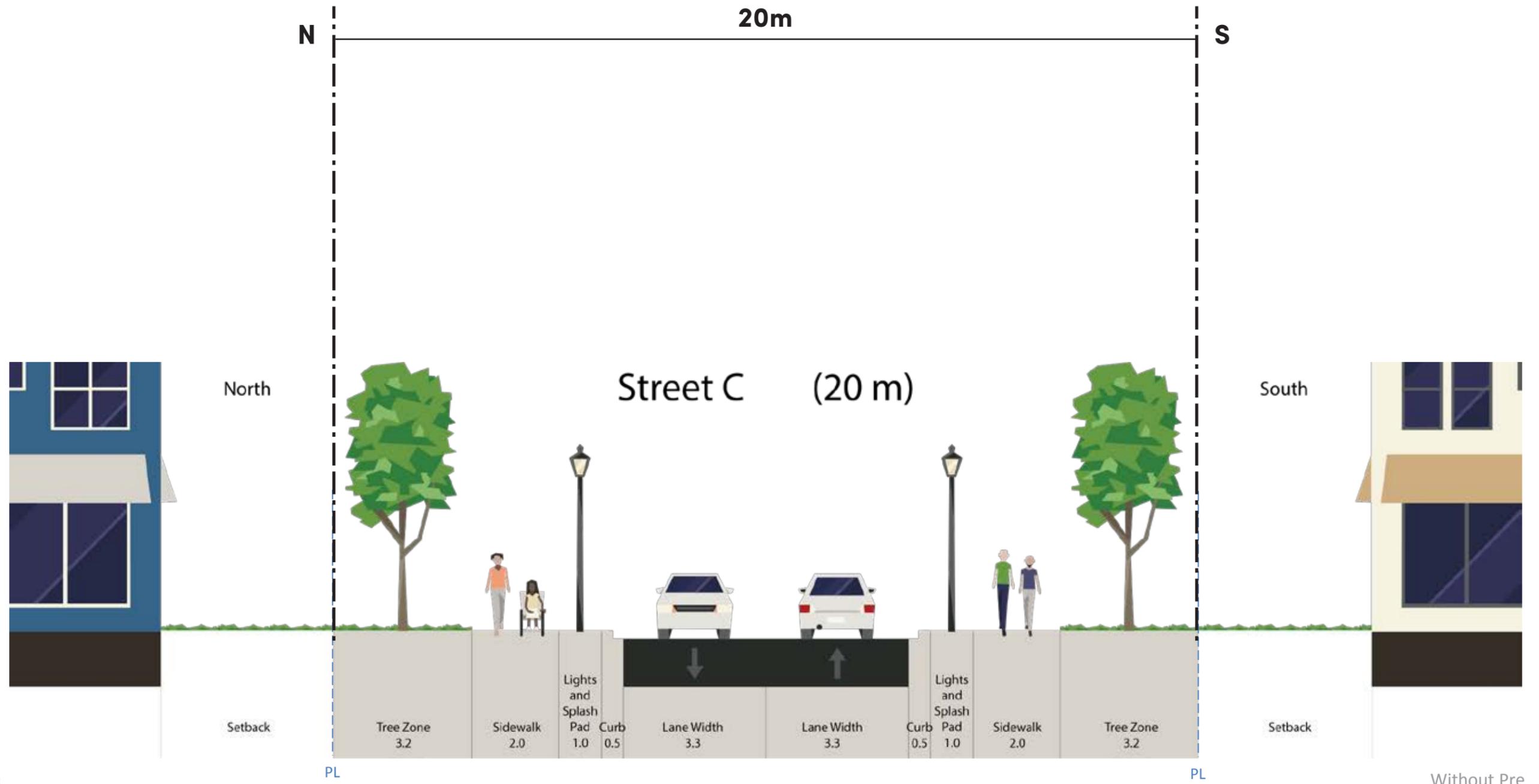
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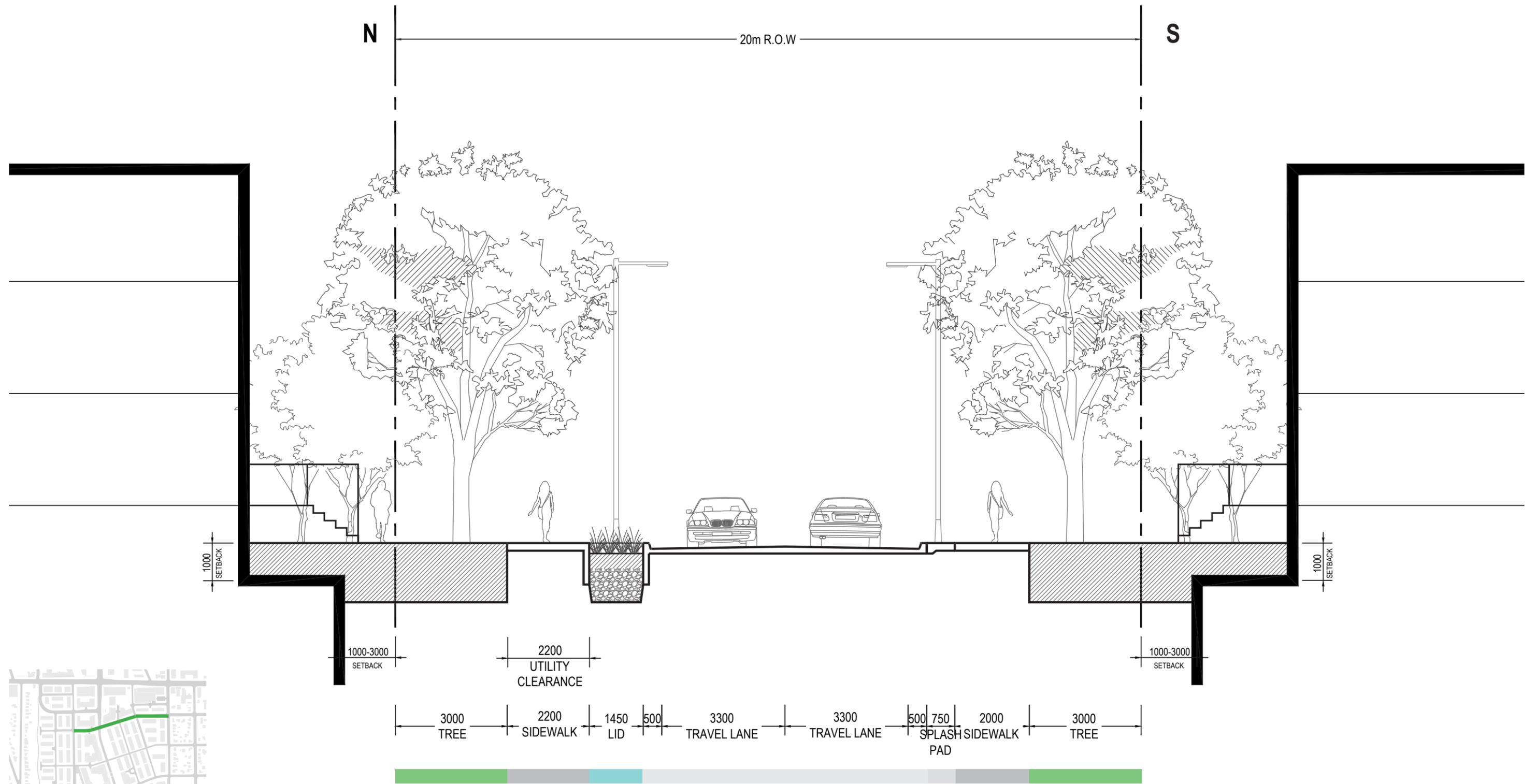
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STREET C: City's Proposal



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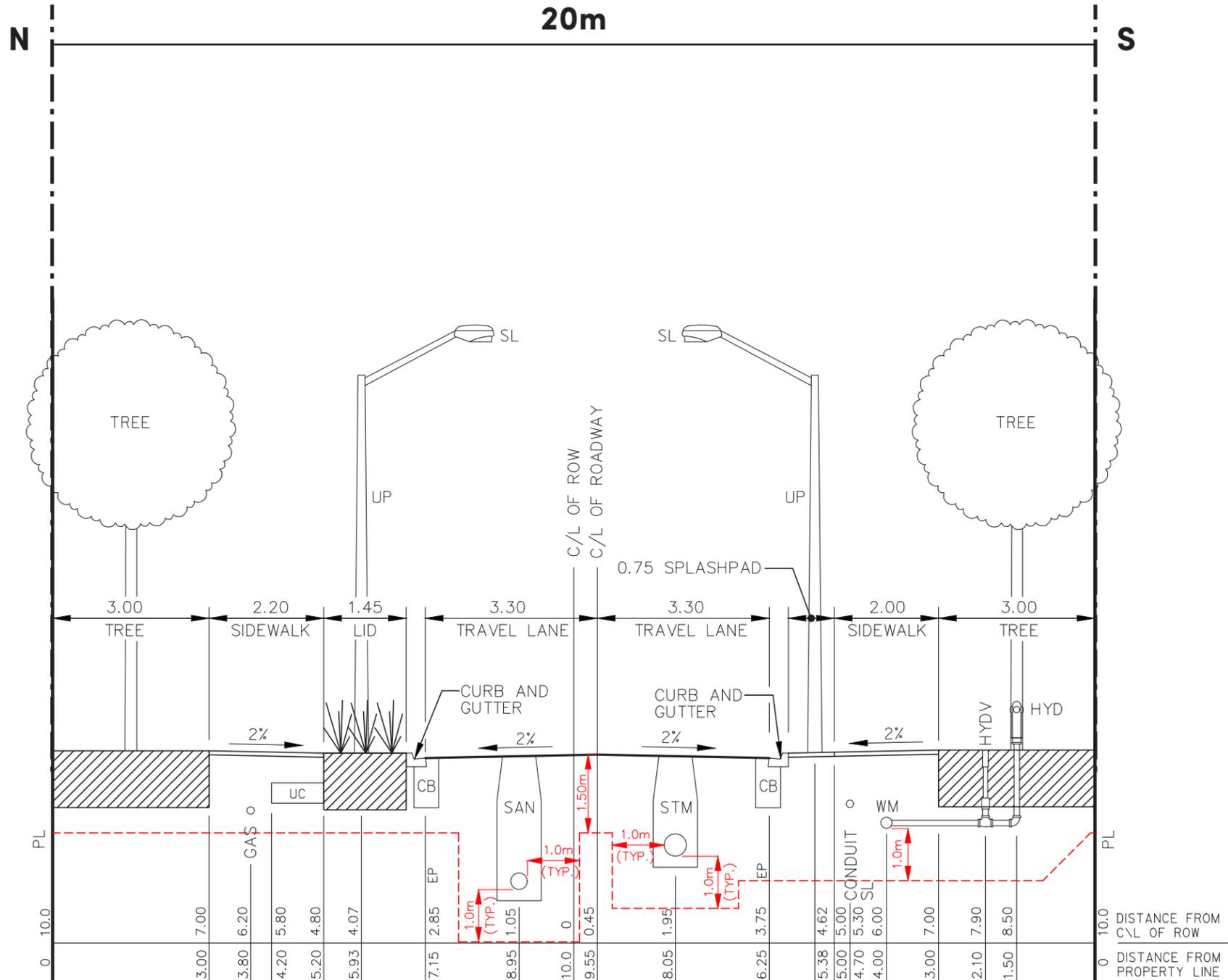
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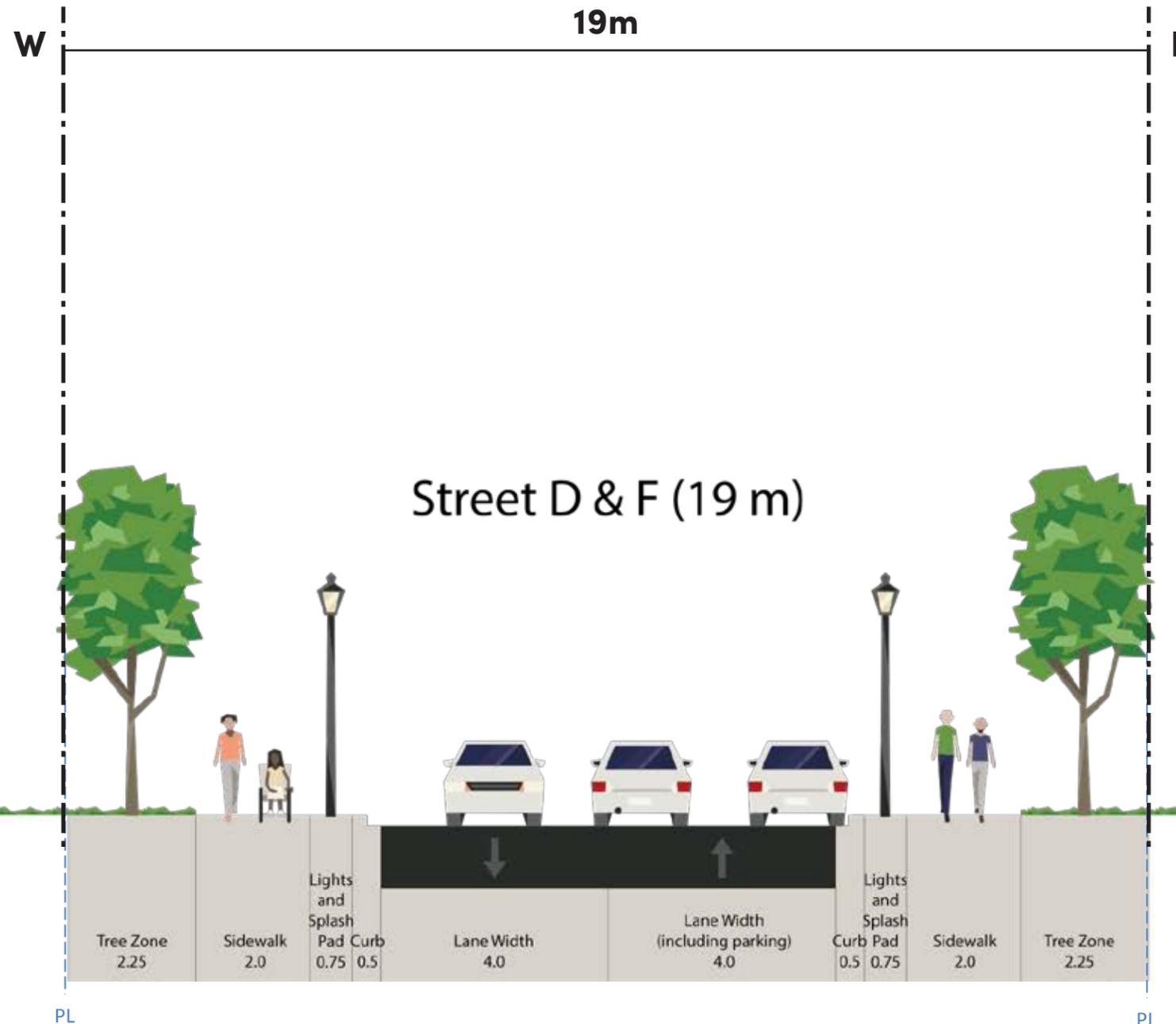
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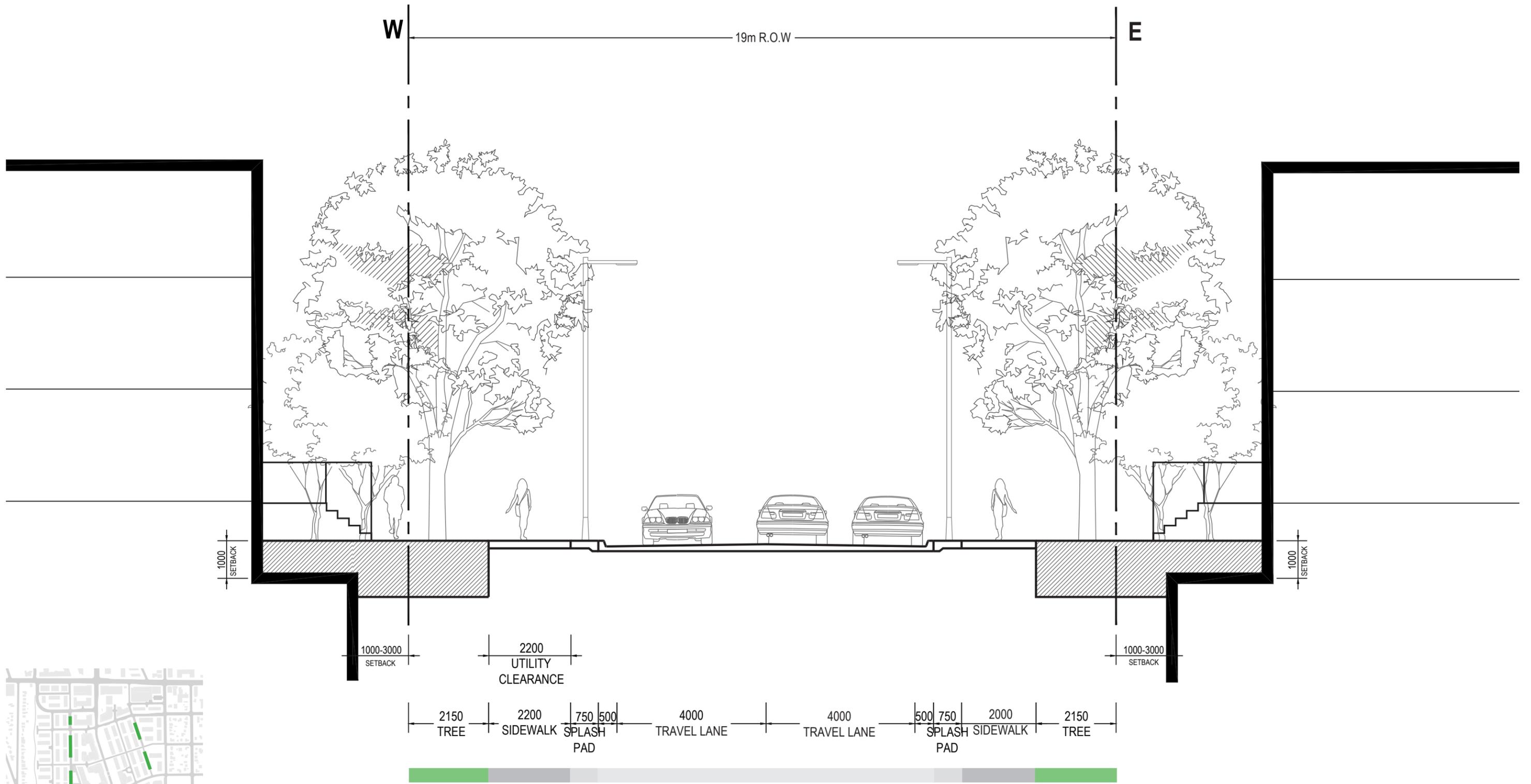


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STREET D&F: City's Proposal



STREET D&F: At Curbside Layby Condition

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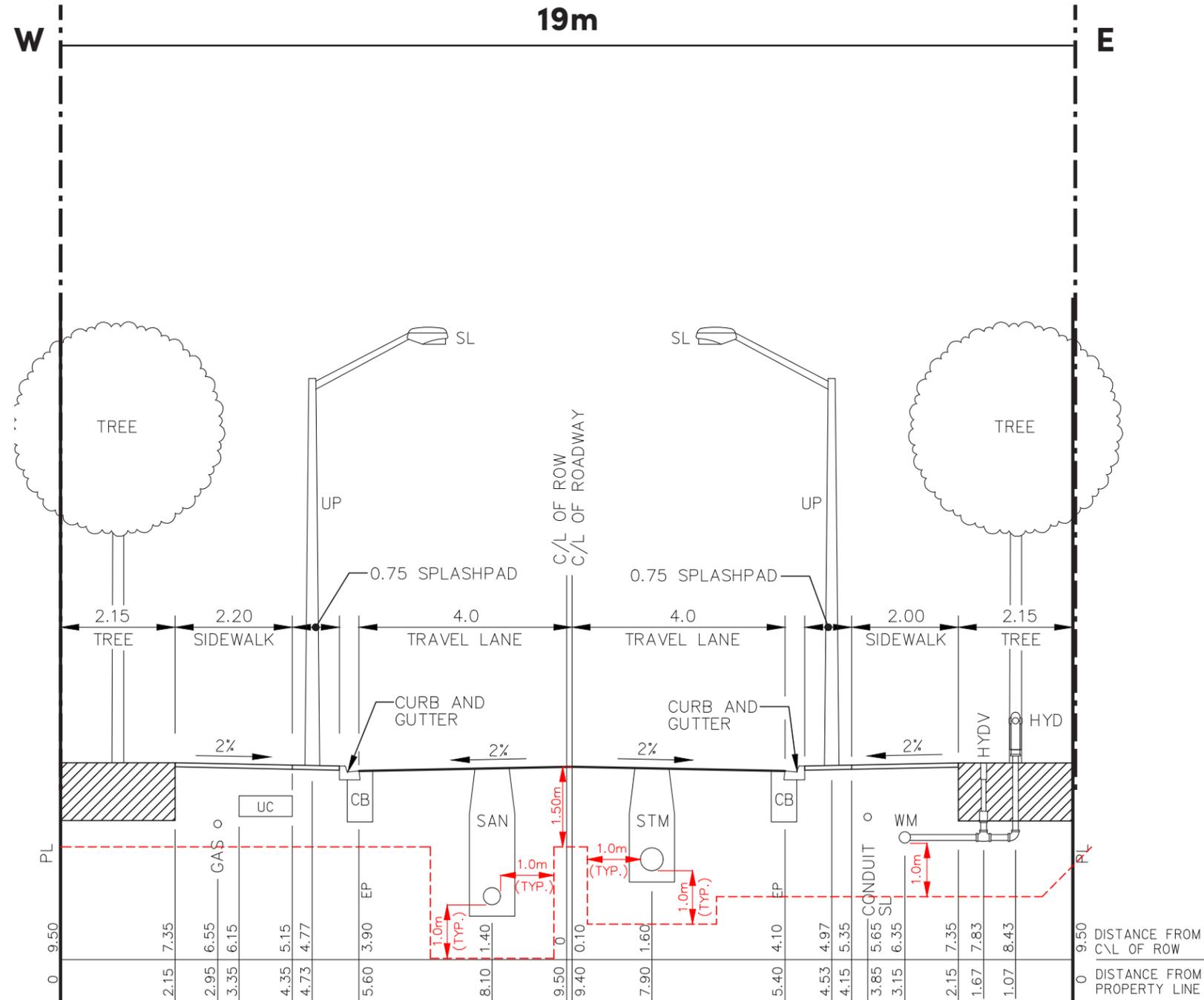
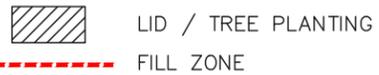
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10. NO TRANSFORMERS TO BE PLACED IN ROW
11. ALL CURBS TO BE CONCRETE BARRIER CURB, 600.110.

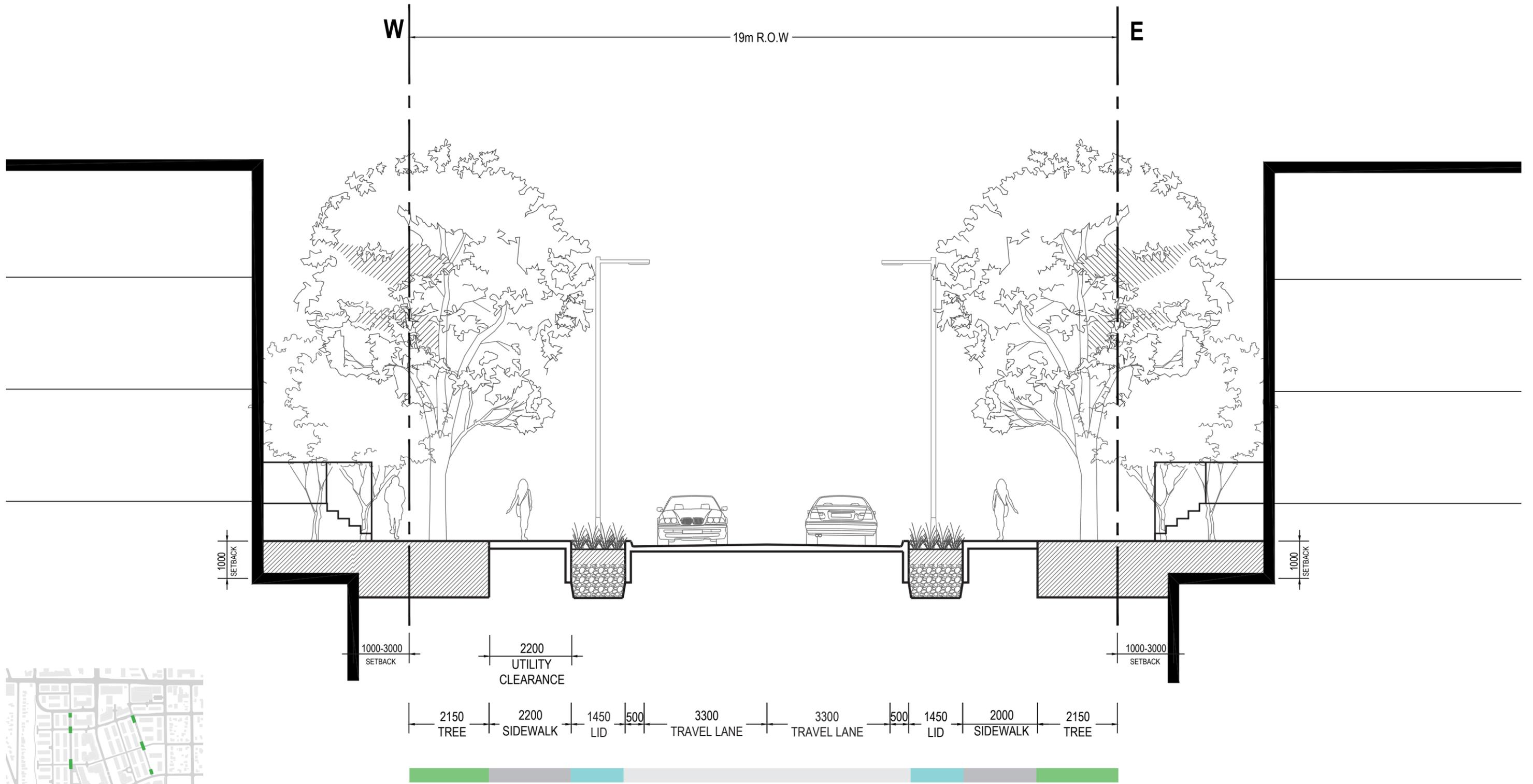
LEGEND

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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.

METRIC

ALL DIMENSIONS IN METRES

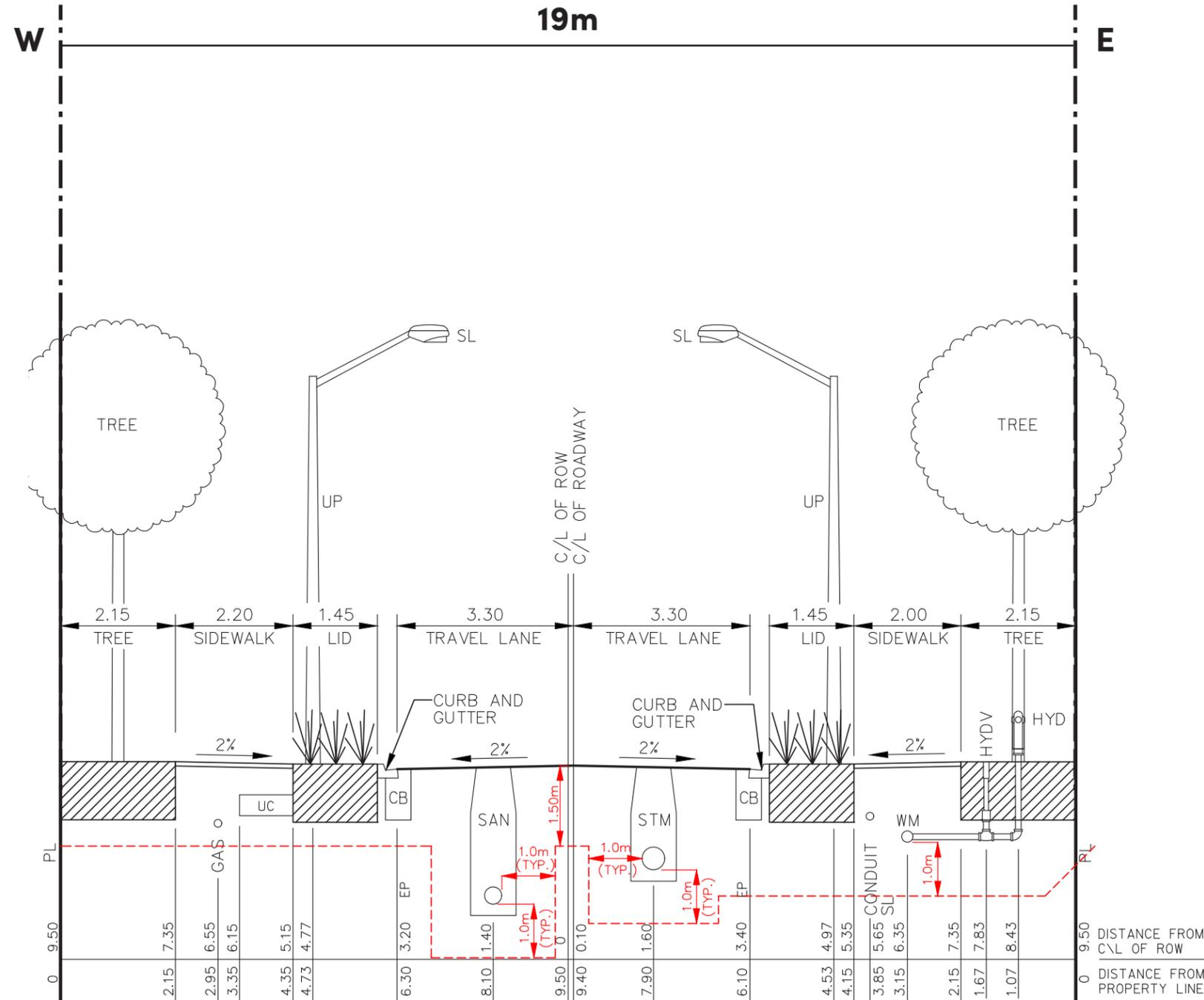
NOTES

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LEGEND

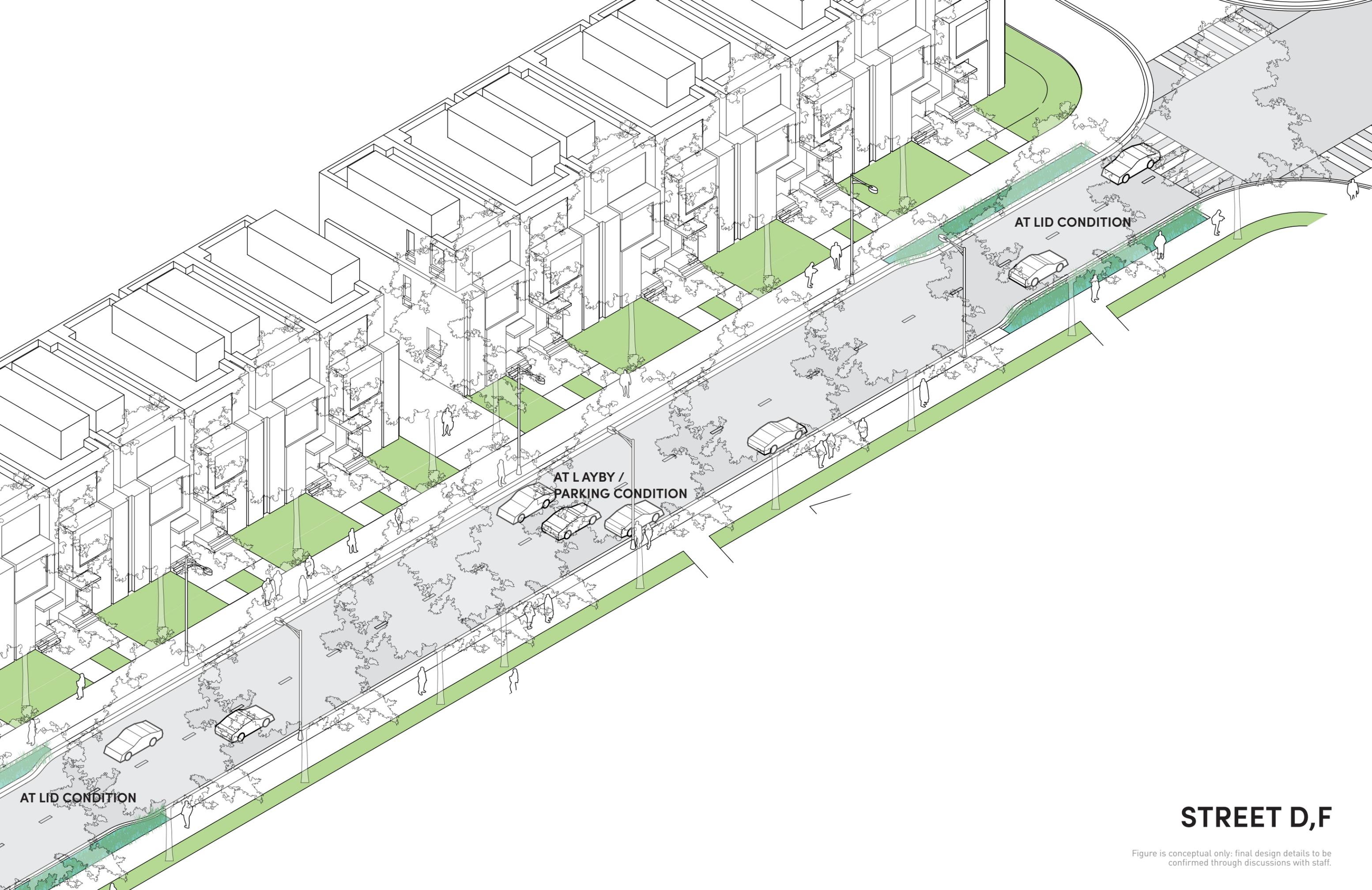
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-  LID / TREE PLANTING
-  FILL ZONE



STREET D&F: At LID Condition

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



AT LID CONDITION

AT LAYBY /
PARKING CONDITION

AT LID CONDITION

STREET D,F

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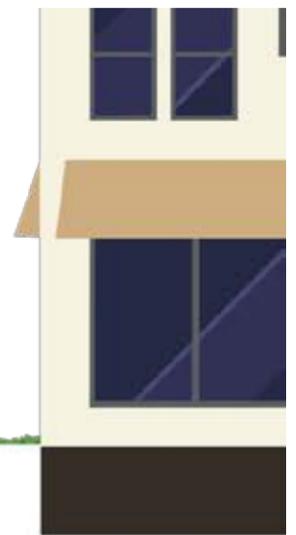
N 20m S



North

Street C & E (20 m)

South



Setback



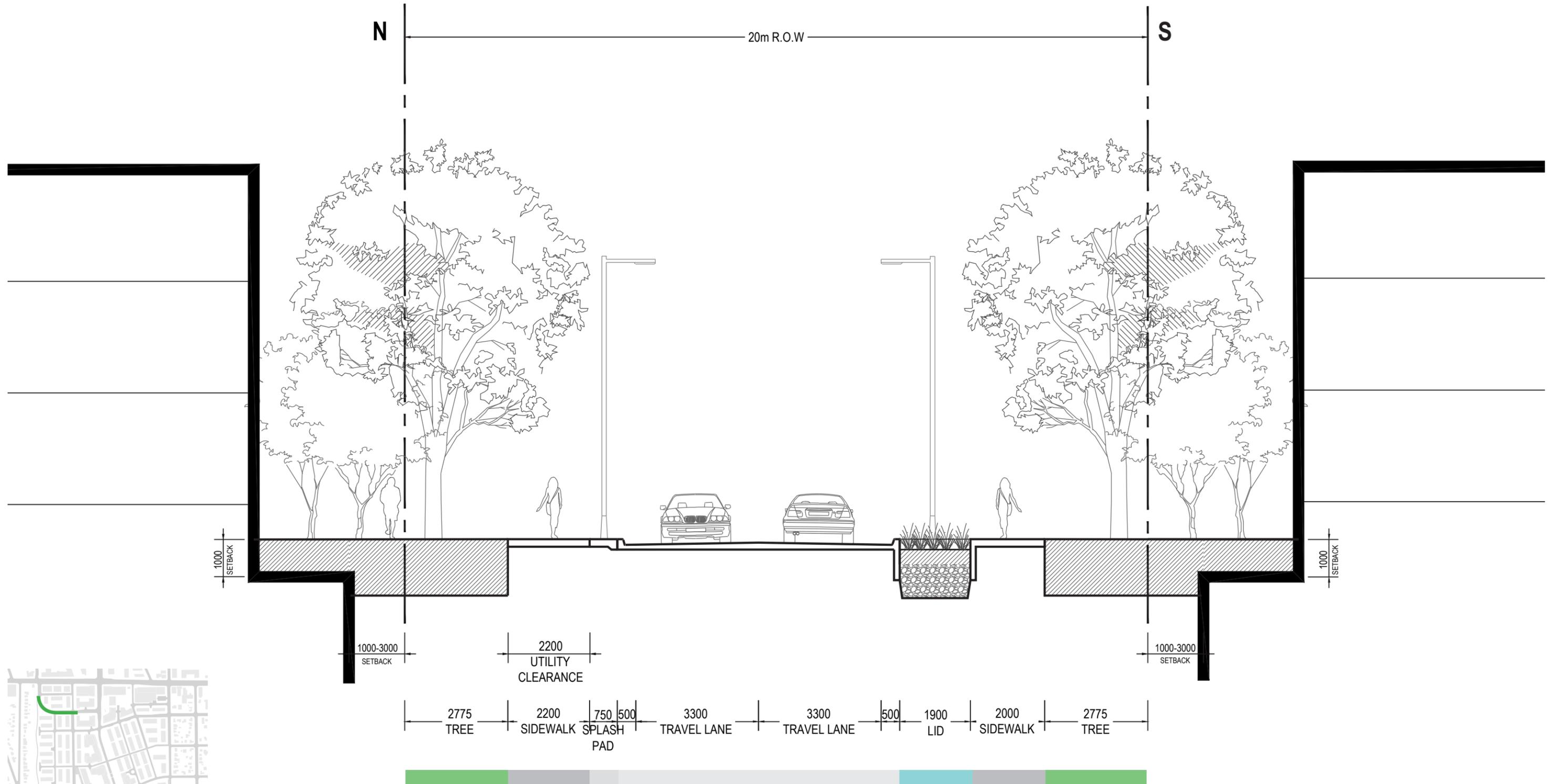
PL

PL

1' Without Prejudice



STREET E: City's Proposal



STREET E

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

METRIC

ALL DIMENSIONS IN METRES

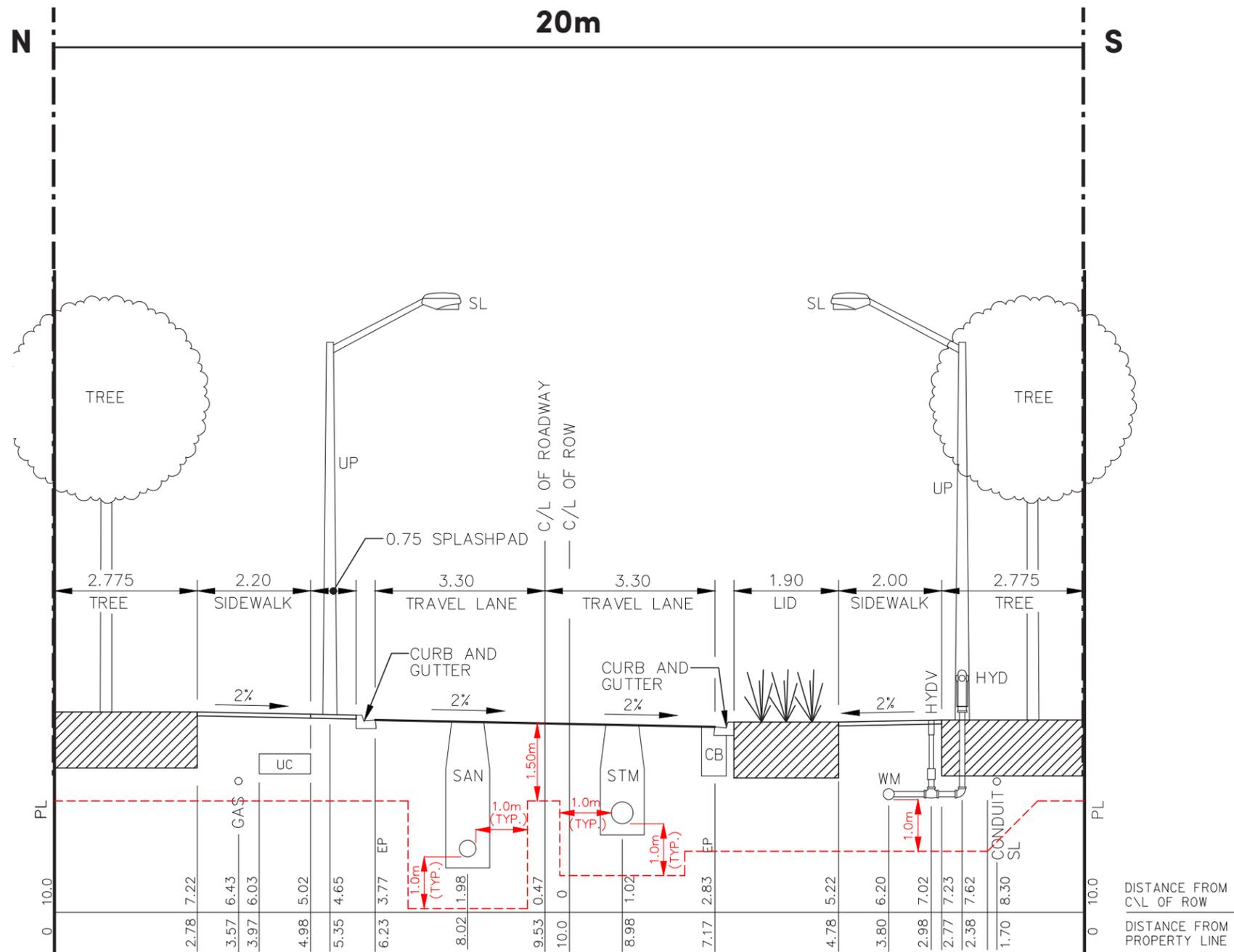
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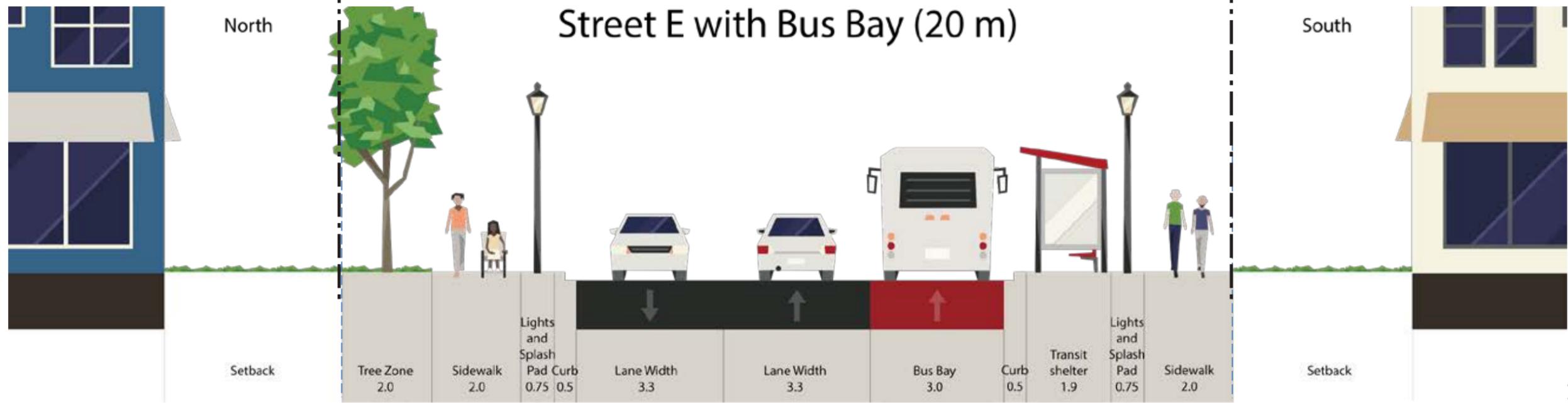
-  LID / TREE PLANTING
-  FILL ZONE



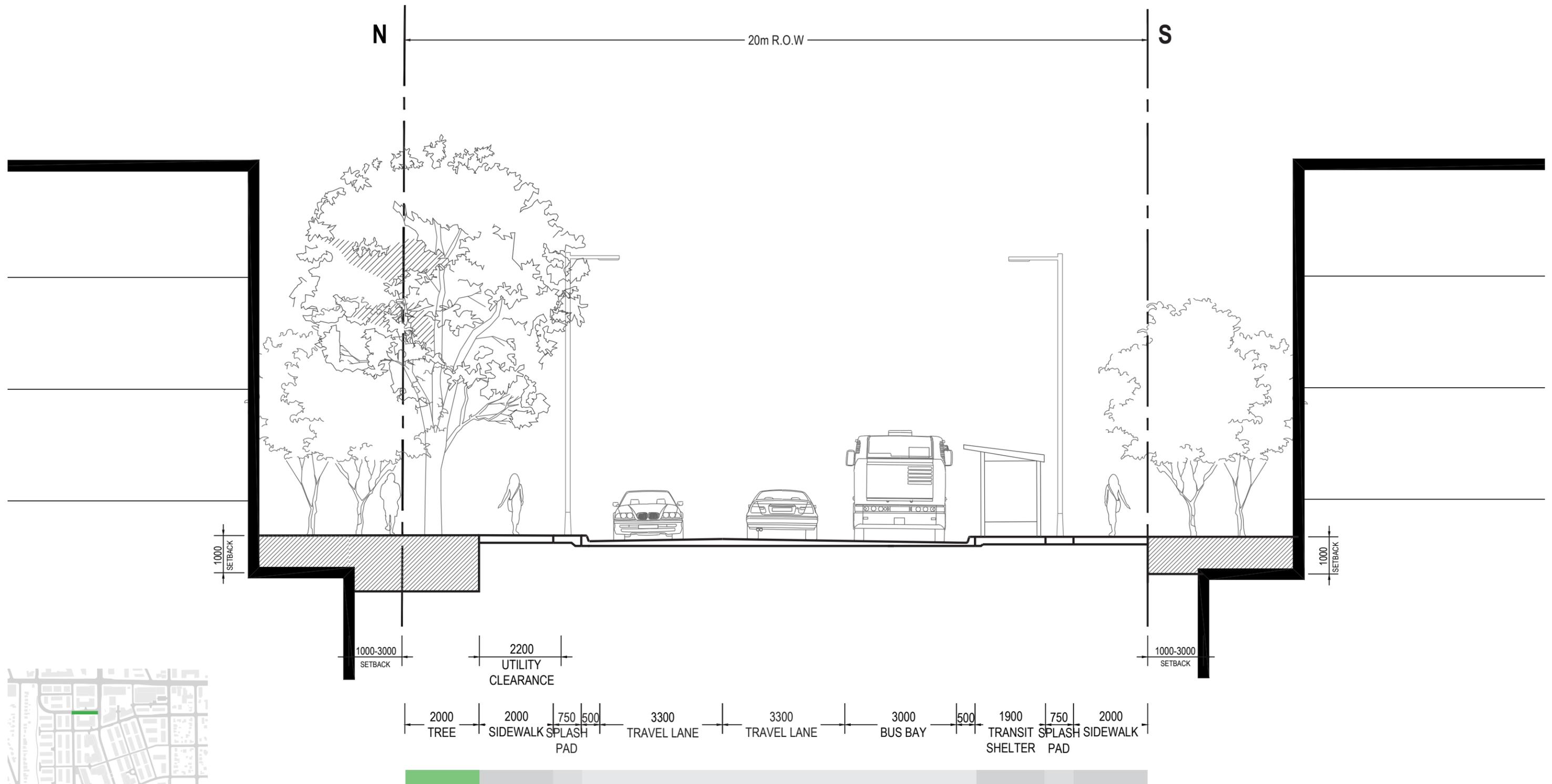
STREET E

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

N 20m S



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.

METRIC

ALL DIMENSIONS IN METRES

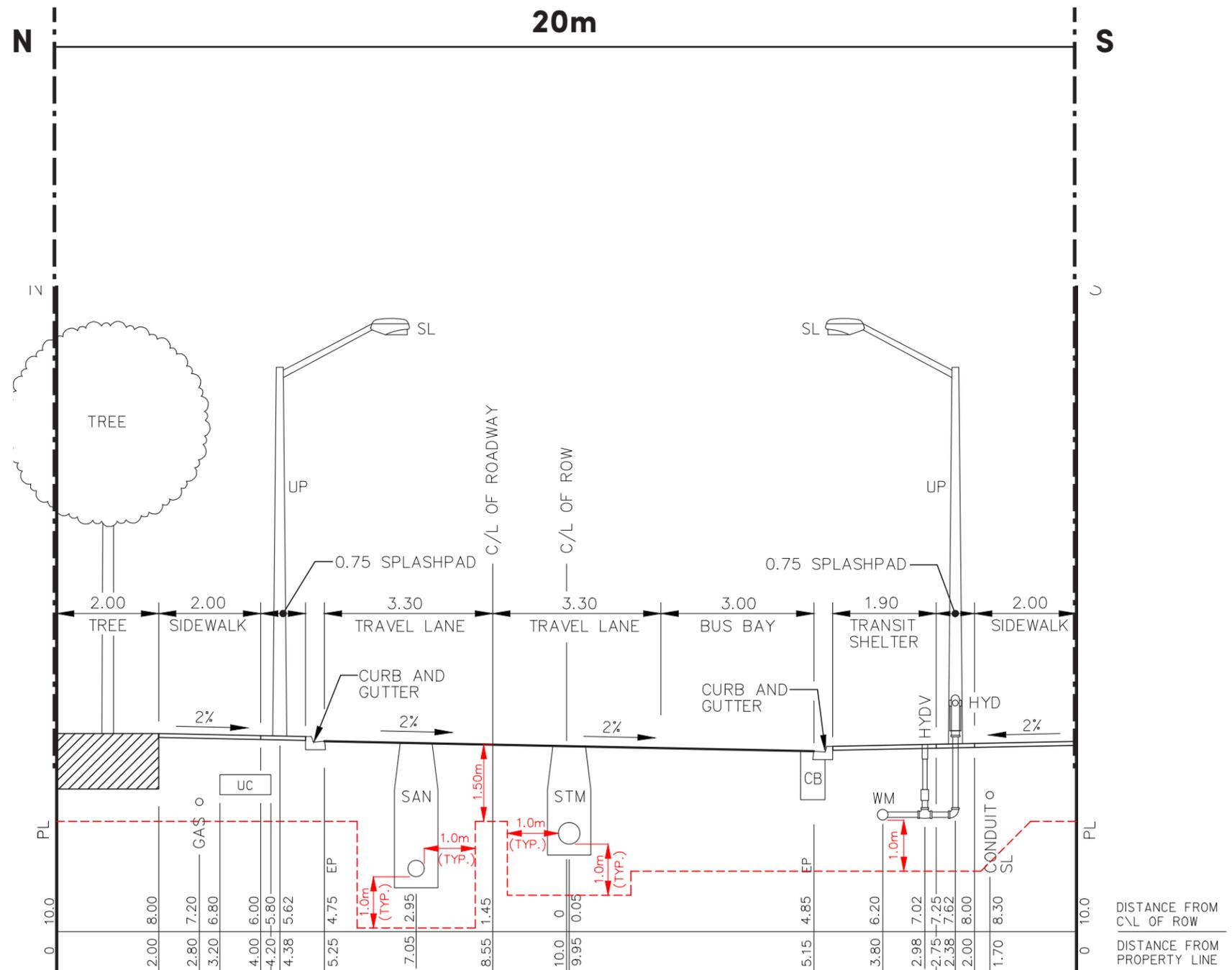
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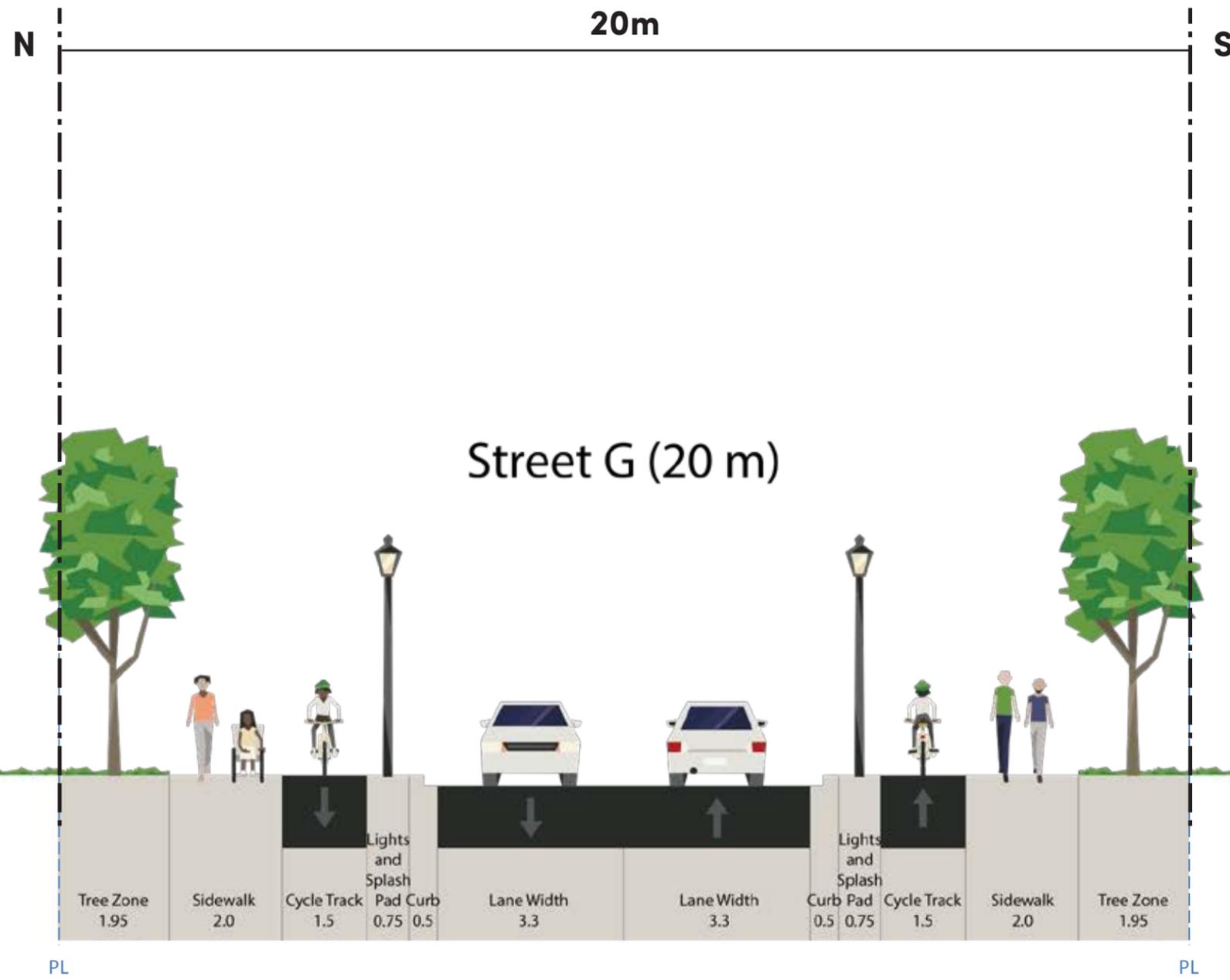
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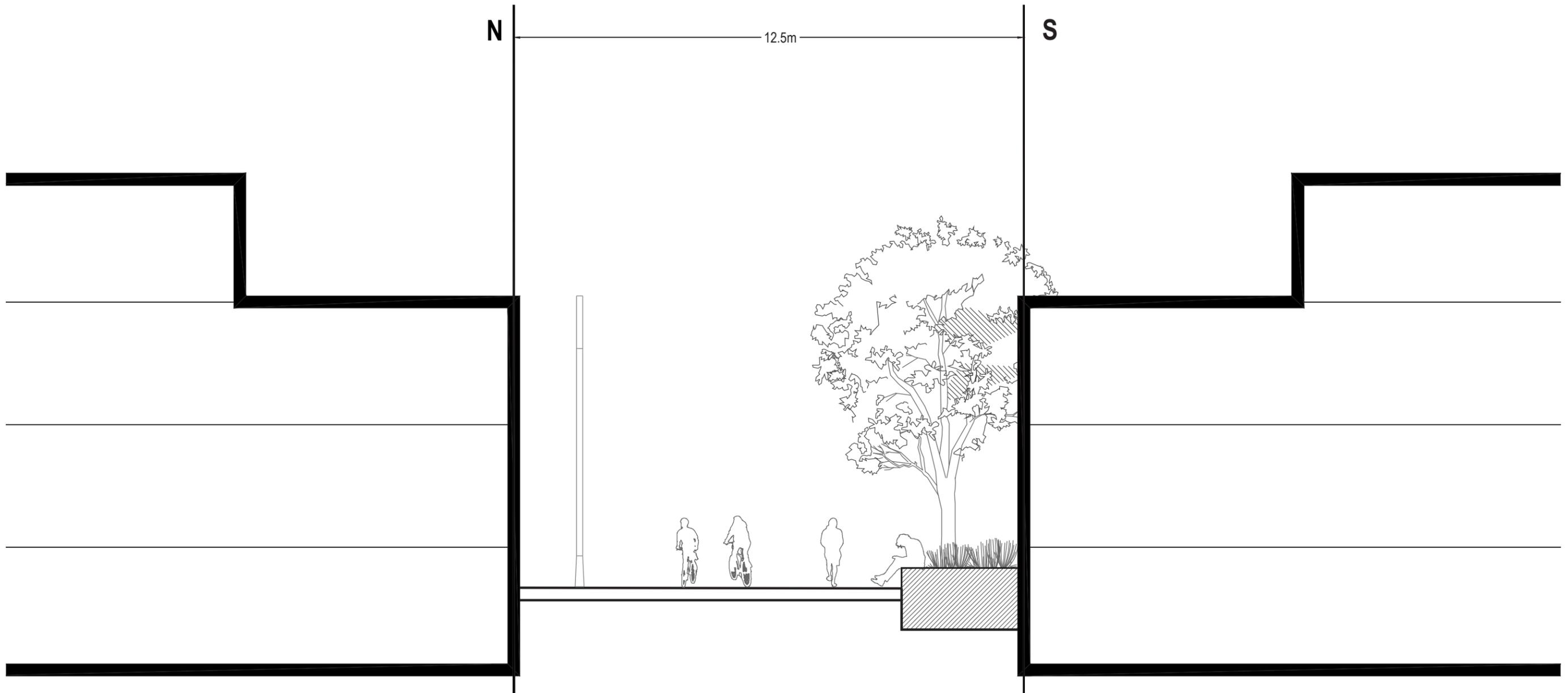
STREET E: At Bus Bay Condition

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



20
Without Prejudice

STREET G: City's Proposal



N

S

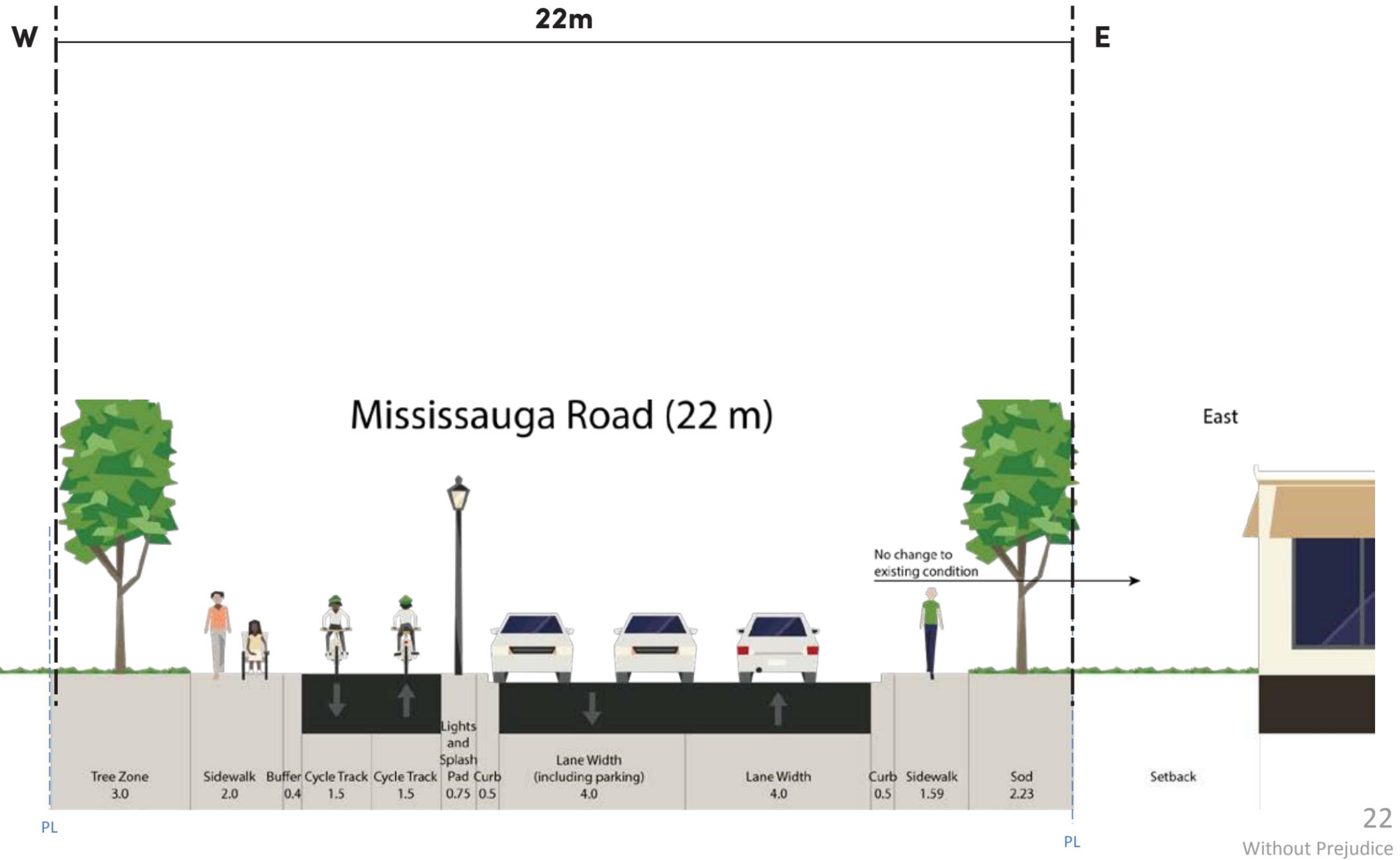
12.5m

12500
 SHARED PEDESTRIAN /
 BIKE MEWS

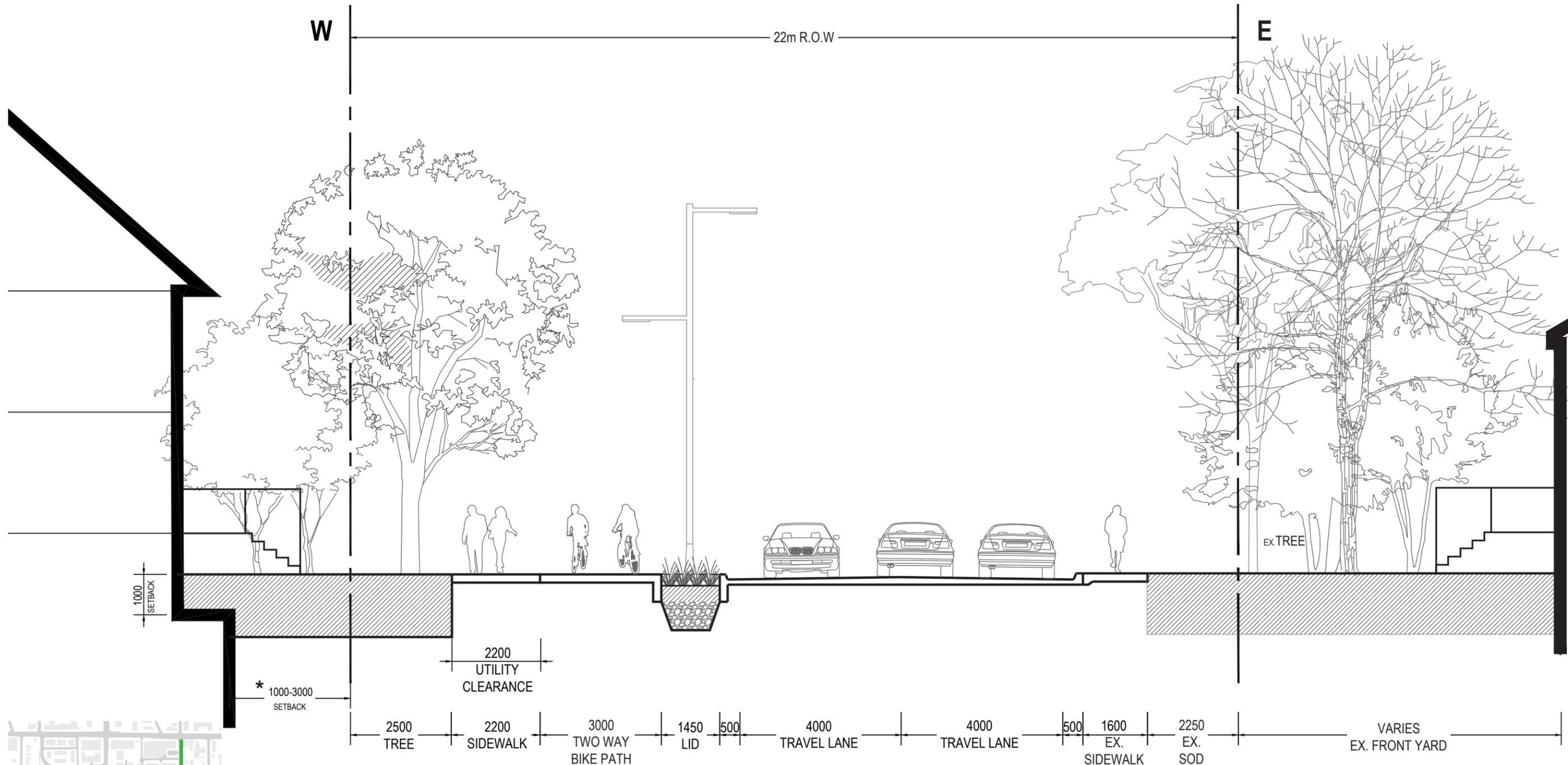


BAY STREET Shared Connection (MEWS)

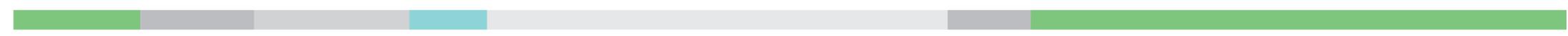
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MISSISSAUGA ROAD: City's Proposal



*** 3m Setback South of Street C**



MISSISSAUGA ROAD

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METRIC
ALL DIMENSIONS IN METRES

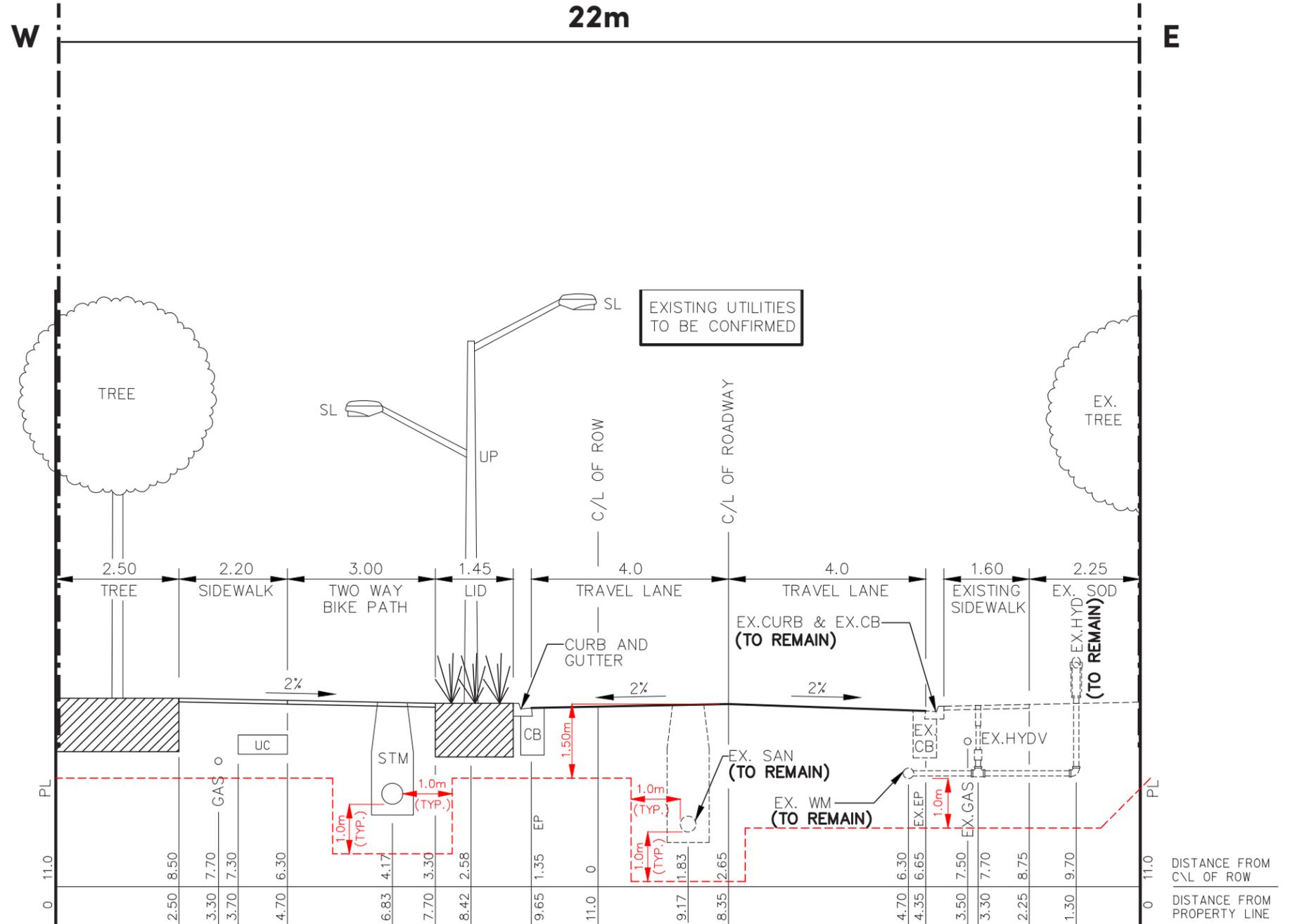
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-  LID / TREE PLANTING
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MISSISSAUGA ROAD

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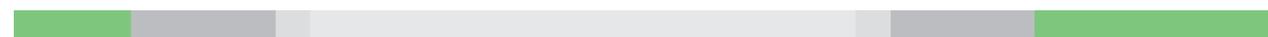
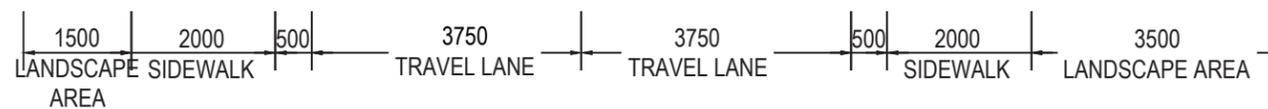
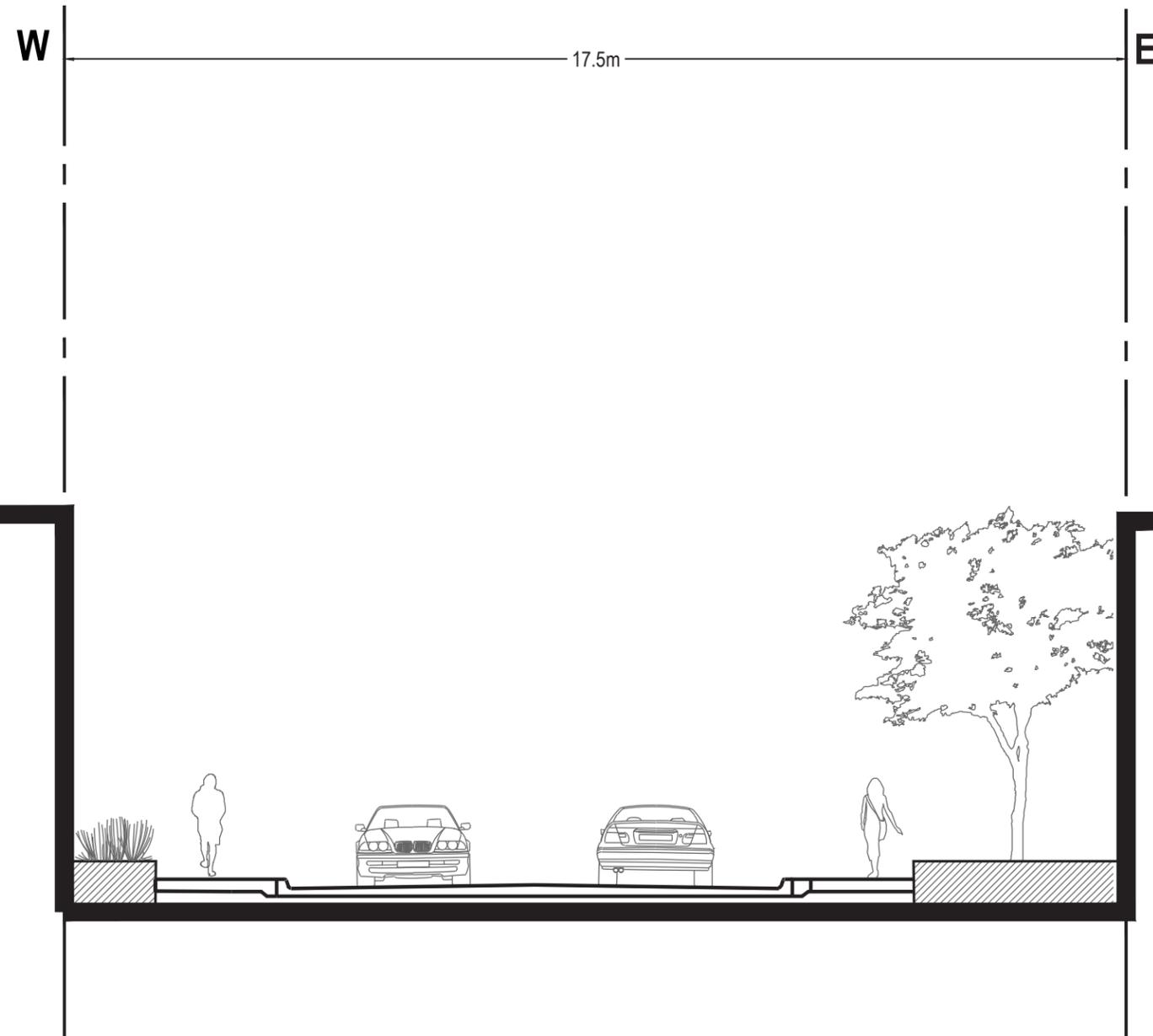


LAKESHORE STREET: Future Condition

Street ROW consistent with the roll plan (Segment 4) Lakeshore Connecting Communities

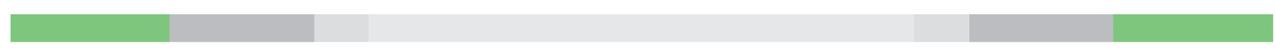
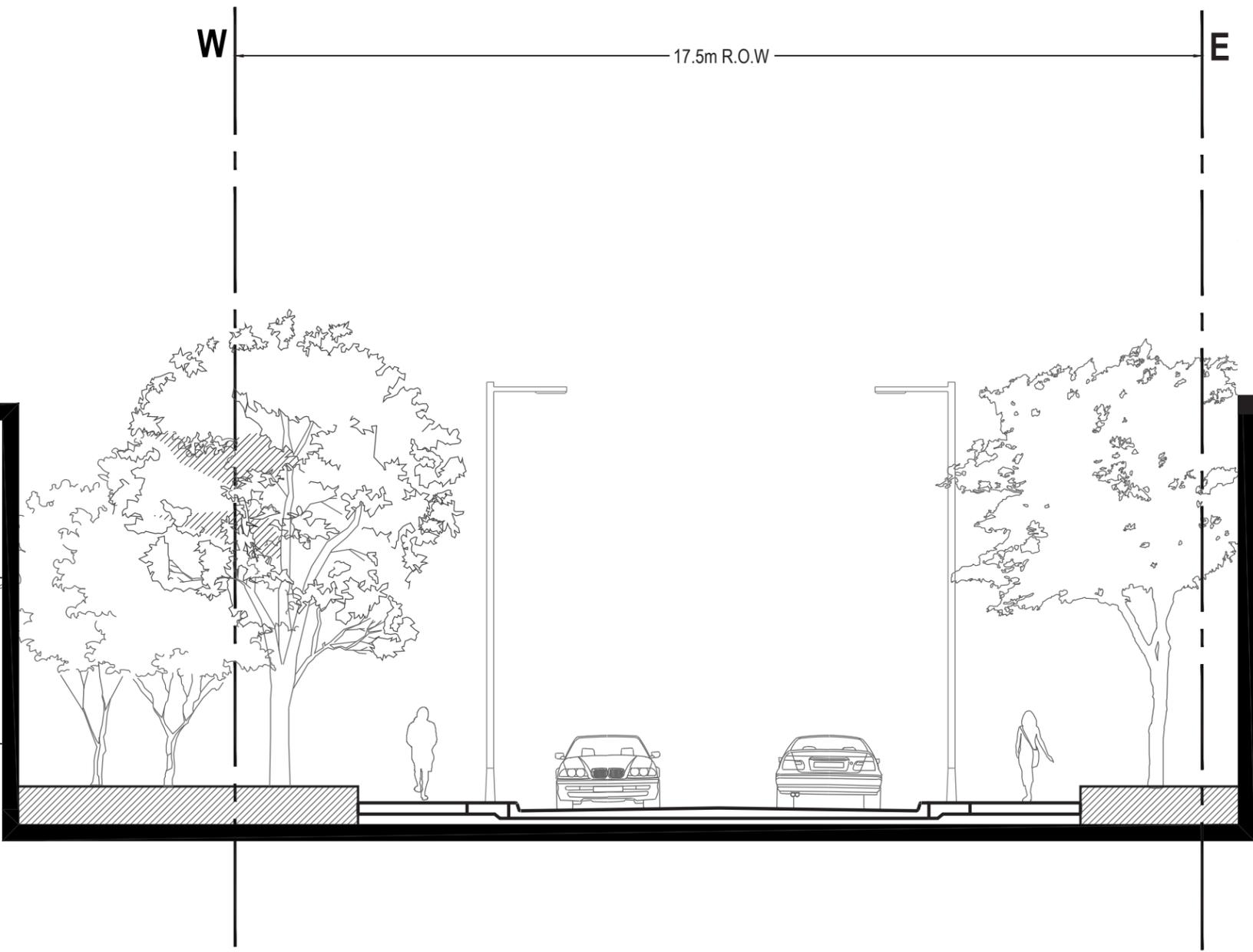
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Private Street Sections



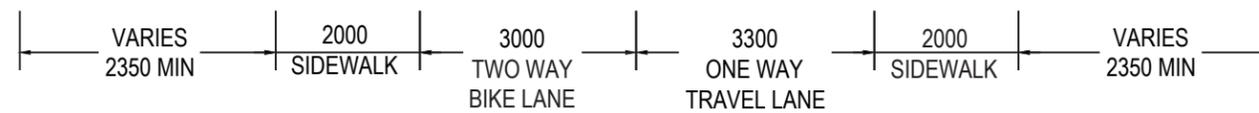
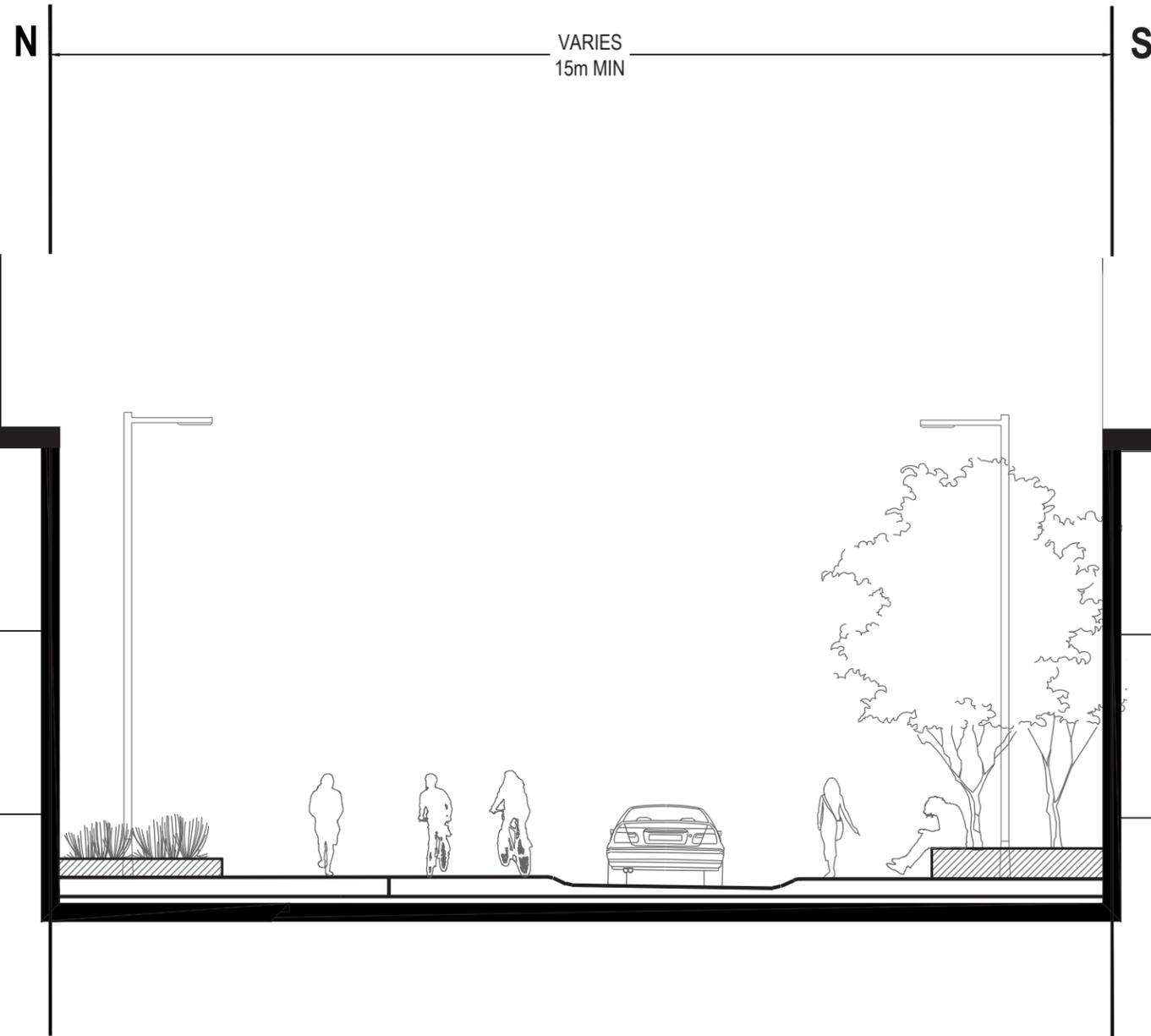
PRIVATE STREET D: Extension

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PRIVATE STREET F: Extension

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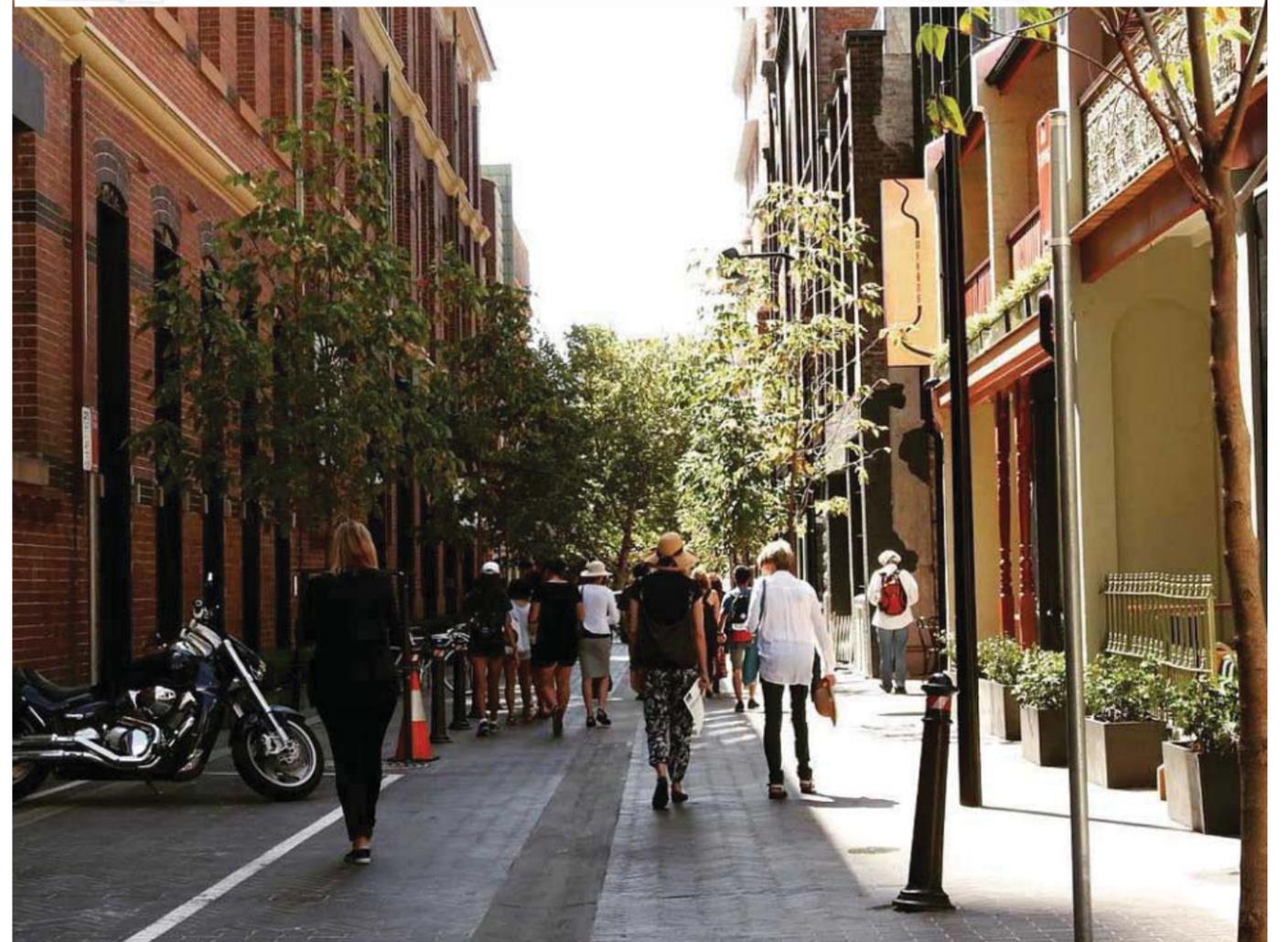
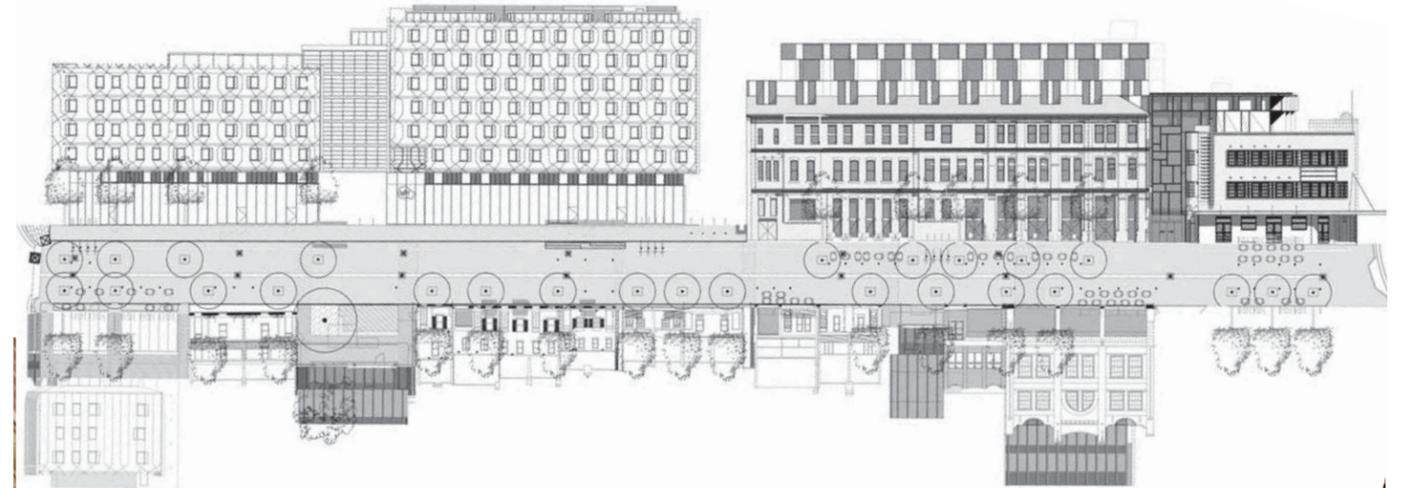
PRIVATE STREET G

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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

