



Port Credit West Village

Streetscape Feasibility Study



March 1st, 2018



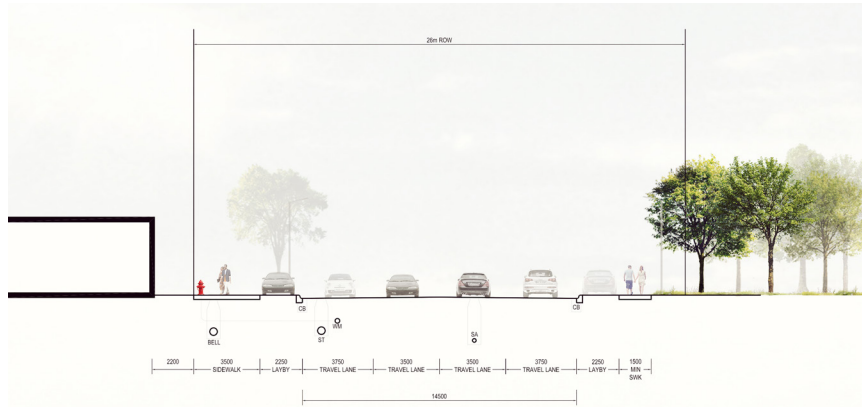
Lakeshore Road

The portion of Lakeshore Road adjacent to the site is between Pine Ave. and Mississauga Road, with low-density urban development on the north side, and the subject site on the south side.

In the existing condition, Lakeshore Road has two travel lanes on either side, with left-turn lanes at intersections. Along the curb there is layby parking on both sides with light poles, fire hydrants, and utility boxes.

On the north side of the road, there are small trees beyond the right-of-way in front of the buildings. On the south side of the road, there are mature trees beyond the right-of-way, within the subject site.





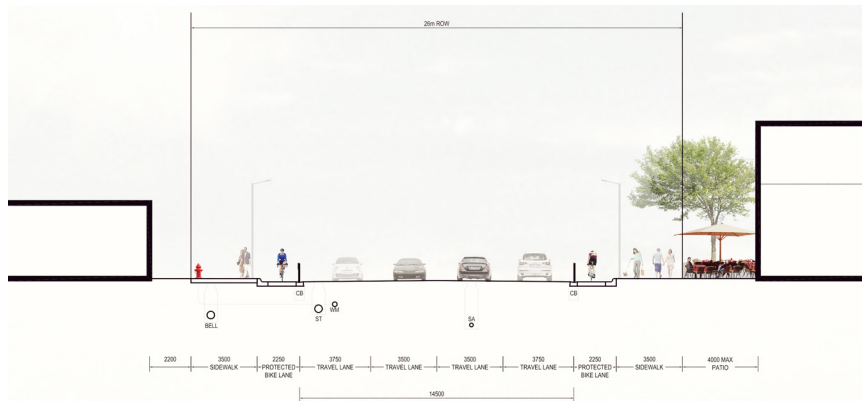
Lakeshore Road Section - Existing

In the existing condition, Lakeshore Rd has an aprox. 14.5m road surface, with 4 travel lanes, 2 for either direction. along the travel lanes are layby parking on both sides, seperated from the travel lanes with concrete curb with catch basins. Next to the layby parking is sidewalk on both sides. Adjacent to the south sidewalk, it is the existing planting in the site.



Lakeshore Road Section - Proposed

In the proposed condition, the travel lanes stay the same. We will adopt the similar design language of the Lakeshore Road to the east side of Credit River, where there are tree planting bump-outs in between layby parking. On the south side of Lakeshore Road, adjacent to the subject side, opportunities for commercial frontage/ restaurant patio are provided.



Lakeshore Road Section - Future Condition

In the future condition, it would be possible to transform the bump-out / layby parking to one-way protected bike lanes on both sides.

Figures are conceptual only. Final design details to be confirmed through discussions with staff



Lakeshore Road West

Lakeshore Road is an east-west major arterial roadway that extends through the entirety of the City of Mississauga, providing connections (in the vicinity of the West Village site) to the Queen Elizabeth Way at Southdown Road, Mississauga Road and Hurontario Street. Lakeshore Road turns into Lake Shore Boulevard at the east limits of Mississauga, where it continues east through the City of Toronto. In the vicinity of the West Village property, Lakeshore Road West forms the northern boundary of the site and operates with four travel lanes with a posted speed limit of 50 km/h, and with lay-by parking on both sides of the street.

The City of Mississauga is currently undertaking a Transportation Master Plan study along the Lakeshore Road / Royal Windsor Drive corridor named Lakeshore Connecting Communities. The intention of the study is to guide the planning and implementation of the transportation network along the Lakeshore corridor over the next 25 years, including decisions about optimizing roadways, improving transit, and enhancing cycling and walking connections.

The City's Official Plan does not call for widening Lakeshore Road West in the vicinity of the site. However, as a result of the site development, the south side of Lakeshore Road West along the frontage of the site will be improved from a pedestrian standpoint with an increased boulevard width (3.0 metres) and 2.0- to 3.0-metre-wide sidewalks.

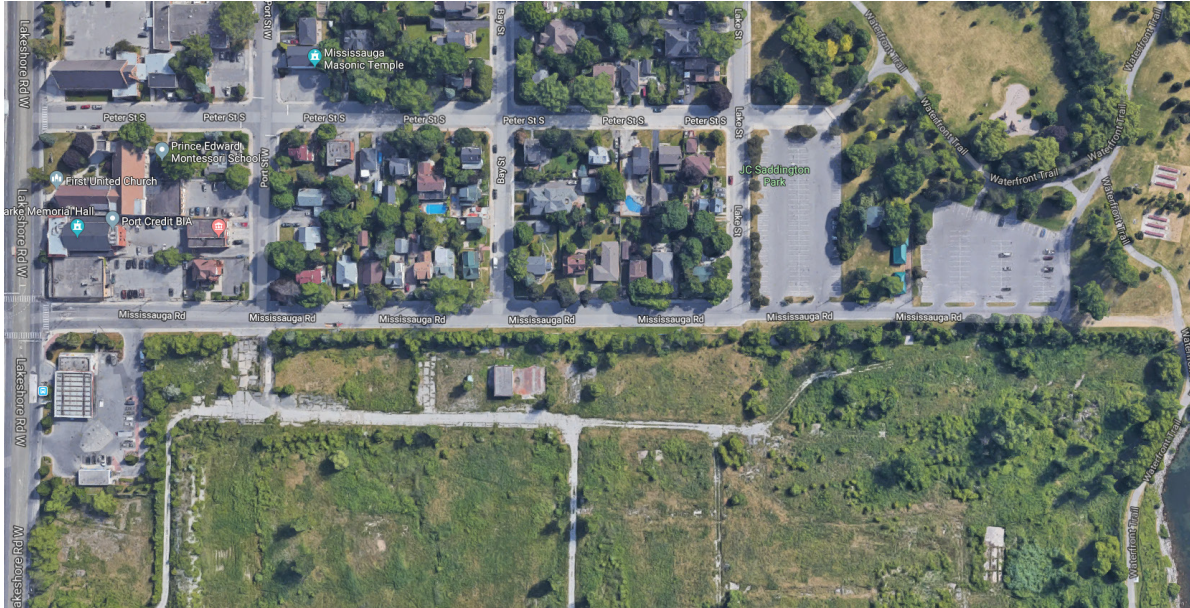
Enhanced surface treatments are proposed throughout the proposed subdivision and on the boundary road frontages. This results in ROW cross sections that are not City of Mississauga Standard. Internal to the subdivision we have provided proposed cross sections including underground services and utilities. On Lakeshore and Mississauga Road we have provided cross sections that describe the proposed surface treatments. All of these cross sections require further discussion and approval with the City of Mississauga, Region of Peel and the relevant utility companies to ensure that all stakeholder requirements are met.





Lakeshore Road Market Entrance View

All renderings are artistic concepts. They do not reflect final proposed architecture or landscape design.

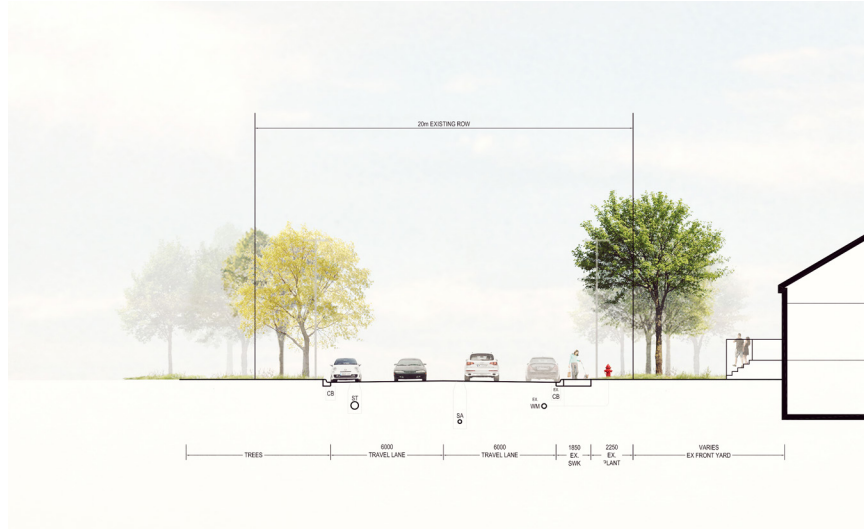


Mississauga Road

The portion of Mississauga Road South fronting the Subject Site differs in character from the remainder of the roadway north of Lakeshore Road West, namely in the absence of large lots with generous setbacks, a winding road alignment, varied topography and substantial vegetation adjacent to the roadway.

As such, the value of Mississauga Road South is found primarily in the association with the Old Port Credit Village HCD.





Mississauga Road Section - Existing

In the existing condition, Mississauga Rd has a 20m Right-of-Way. The east side of Mississauga Road is the Old Port Credit Village HCD, with 1-2 Floor detached family housing facing Mississauga Rd. There is rich soil volume and well-growing trees. The west side of Mississauga Rd adjacent to the site has only curb and continuous planting area. There is no sidewalk on that side.

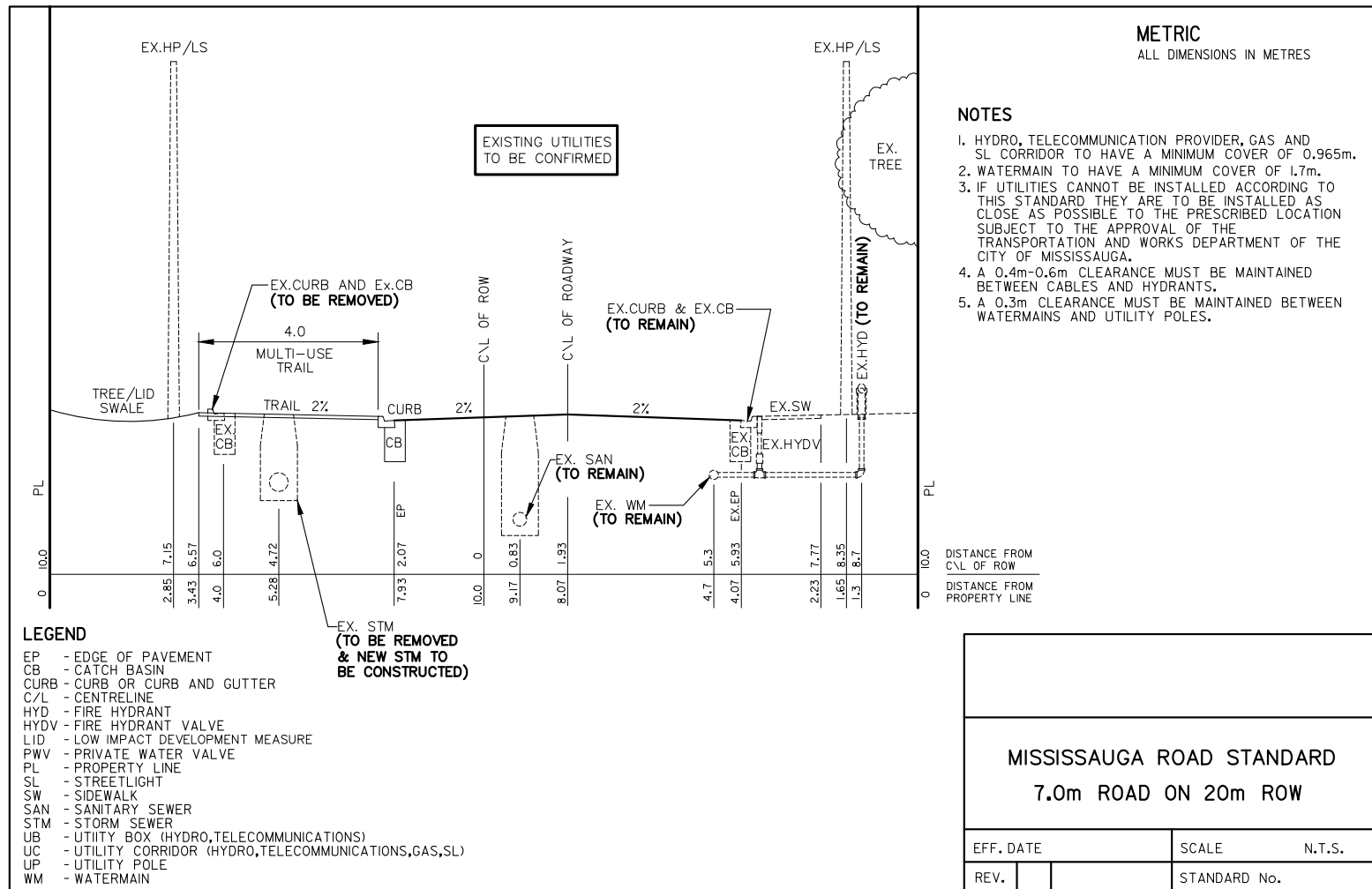


Mississauga Road Section - Proposed

In the proposal, we keep the east side as is. The road surface is reduced from apprx. 12m to 8m. We add a 4m multi-use trail (pedestrian/cyclist) on the west side. And between the multi-use trail and the property line, we proposed an apprx. 3.45m LID rain garden with trees planted in large volumes of soil so that they reach a large mature size.

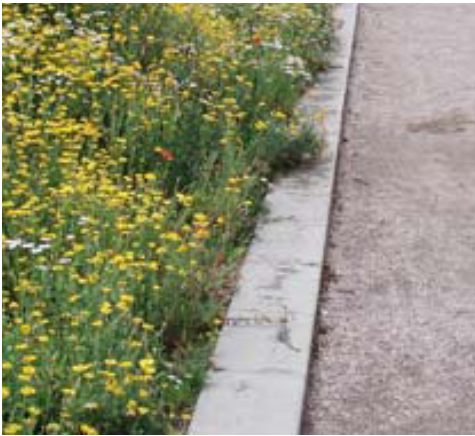


MISSISSAUGA ROAD



Source: Urbantech

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



Mississauga Road South

Mississauga Road South provides a connection between Lakeshore Road West and J.C. Saddington Park, and is designated as a minor collector road from Lakeshore Road West to Port Street West, and a local road south of Port Street West. Improvements to Mississauga Road South along the site's frontage, between Lakeshore Road West and the Waterfront, are proposed as part of the Master Plan.

Mississauga Road will be reconstructed as a more pedestrian and cyclist-focused route connecting the Lakeshore Road corridor to the Waterfront and J.C. Saddington Park. Vehicle travel lanes (4 metres in width) will be provided in each direction and temporary on-street parking is possible on the east side of the street. Existing sidewalk will be reserved on the east side, while a 4.0-metre-wide multi-use trail for cyclists and pedestrians will be provided on the west side of road.

Enhanced surface treatments are proposed throughout the proposed subdivision and on the boundary road frontages. This results in ROW cross sections that are not City of Mississauga Standard. Internal to the subdivision we have provided proposed cross sections including underground services and utilities. On Lakeshore and Mississauga Road we have provided cross sections that describe the proposed surface treatments. All of these cross sections require further discussion and approval with the City of Mississauga, Region of Peel and the relevant utility companies to ensure that all stakeholder requirements are met.



Mississauga Road Street View

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