

A.5 STAKEHOLDER CONSULTATION

Meeting Minutes

Meeting Purpose: Living Arts Drive Extension Municipal Class Environmental Assessment

Chairperson: Dana Glofcheskie

Agenda items, minutes and actions taken:

1	Introductions				
2	Project Summary and Objectives				
	<ul style="list-style-type: none"> DG provided an overview of the project, noting that Living Arts Drive is a critical north-south route in Downtown Mississauga and work being planned on parallel routes in the study area, such as the Region of Peel watermain works and LRT on Duke of York Boulevard, expedites the need for an alternate route between Centre View Drive and Burnhamthorpe Road. It was noted that these road modifications are considered interim and ultimate improvements are dependent on the future development of the property. 				
3	Project Schedule				
	<ul style="list-style-type: none"> The City is seeking to complete the EA study in 2017 and proceed with construction activities within the 2018 season. The preliminary proposed design (recommended solution) will be presented to the public in the fall 2017. The EA will be documented within a Project File, and will be available for public review at the end of the study for the mandatory 30-day review period. 				
4	Field Survey Schedule				
	<ul style="list-style-type: none"> DA provided an overview of the field work that has been completed to date as part of the EA. It was noted that the geotechnical drilling program was the only outstanding fieldwork in the schedule. The current schedule indicates that drilling is planned at some time between July 27 and August 17, 2017; however, the definitive drilling schedule will be provided as soon as it has been confirmed. A copy of the proposed borehole location plan and updated field schedule were distributed at the meeting. It was noted that (Oxford Properties Group) has been engaged since commencement of this study and is aware of the field studies and schedule. 				
	Action Items: Field schedule				
	<table border="1" style="width: 100%;"> <tr> <td style="width: 40%;">Action Required: Stantec</td> <td>Action: provide updated field schedule to Oxford. Provide updated drilling dates as soon as available.</td> </tr> <tr> <td>PMR:</td> <td>Due Date: Friday, 2017/07/21</td> </tr> </table>	Action Required: Stantec	Action: provide updated field schedule to Oxford. Provide updated drilling dates as soon as available.	PMR:	Due Date: Friday, 2017/07/21
Action Required: Stantec	Action: provide updated field schedule to Oxford. Provide updated drilling dates as soon as available.				
PMR:	Due Date: Friday, 2017/07/21				
5	Review of Preliminary Design and Property Impacts				
	<p>Preliminary Design</p> <ul style="list-style-type: none"> The preliminary proposed design was presented by BM. It was noted that the design was preliminary in nature and that there is still opportunity for refinements. 				

- The north end of the new extension of Living Arts Drive will consist of a signalized intersection at Centre View Drive.
- It was noted that the existing loading dock serving the theatre building would be maintained, including existing truck movements into and out of the loading area.
- A sidewalk on the east side of the new ROW would be maintained and a new one would be provided on the west side of the new roadway. In addition, street lighting would be provided throughout the new roadway.
- The City recognized that pedestrian volumes are typically high during the evenings due to the operation of the theatre and that providing a safe crossing between the parking lot and theatre was of primary concern.
- The City proposes a roundabout at the new intersection to facilitate pedestrian crossings/movement given that the roundabout: will slow down vehicle traffic; provide a refuge island and shorter crossing distance for pedestrians; and improve pedestrian visibility to drivers.
- A signalized intersection is not feasible due to the limited intersection spacing between the Rathburn Road intersection and Centre View Drive intersection.
- The City is engaging Alectra as part of this study given the utility's plans to locate within west side of Oxford's property. It is expected that the utility will not be ready to construct at the time of the construction of Living Arts Drive extension given that the Site Planning Approval process must be initiated/started. However, the City is planning to provide ducts to accommodate the service in the new road to avoid road re-work in the future. A meeting with Alectra is scheduled for next week.
- VM noted that Oxford is anxious for Alectra to move forward with the substation development and associated activation plan. Any office development north of Rathburn Road is partly dependent on the expansion of this utility.

Property Impacts

- Construction activities were discussed. The parking lots west of the Living Arts Drive extension will not be accessible during construction; however, access to the property on the east will be maintained.
- VM requested a logistics plan for Oxford to review staging and temporary access during construction. BM noted that the City will further explore the potential for temporary access from Rathburn Road as part of the plan.
- The City noted that property will be required from Oxford to accommodate the new roadway. This will impact existing parking spaces serving the theatre operation. The City has prepared a preliminary property acquisition plan showing approximate land area requirements and will send this plan to VM/Oxford for review.
- The City would like to initiate property negotiations as soon as possible. It was noted that the City would commence by preparing an appraisal and determining the market value of the land.
- It was noted that the road expansion would typically be undertaken as part of property redevelopment; however, in this case, the City is planning and undertaking the road works given the immediate need for an alternate route and this would be considered as part of the property negotiations.
- The City would like to receive any comments from Oxford on the preliminary proposed design by the end of August prior to presenting the preferred solution to the public in the fall 2017.
- VM indicated that to effectively review the proposed design, other Oxford departments would require additional information from the City as follows: Traffic (preliminary design plan, truck movement template for loading area); Property (preliminary design plan including proposed ROW and preliminary proposed property requirements); and Civil (preliminary design plan and utility plan). VM will provide DG with appropriate contact information of relevant departments.

Action Item: Preliminary Design Review

Action Required: Oxford

Action: provide Oxford department contact information

PMR:	Due Date: Friday, 2017/07/21
Action Item: Preliminary Design Review	
Action Required: City	Action: compile and email information to Oxford departments
PMR:	Due Date: Friday, 2017/07/21
Action Item: Preliminary Construction Staging Plan	
Action Required: City	Action: prepare and send plan to Oxford
PMR:	Due Date: as soon as possible
11	Other Items, Next Steps
<ul style="list-style-type: none"> The updated field schedule will be sent to Oxford. The City will follow up with VM/Oxford regarding the meeting with Alectra. 	

Meeting Attendees:

City Manager's Department	Community Services Department	Corporate Services Department	Planning & Building Department	Transportation & Works Department	Other
		Sam Primomo	Ibrahim Dia	Dana Glofcheskie Leslie Green Bryan Mulligan	Oxford Properties Group Stantec Consulting Ltd. Diana Addley

Next Meeting Date: TBD

Requested Agenda items for future meetings: TBD

Meeting Minutes

Meeting Purpose: Living Arts Drive Extension Municipal Class Environmental Assessment

Chairperson: Dana Glofcheskie

Agenda items, minutes and actions taken:

1	Introductions
2	Project Summary and Objectives
	<ul style="list-style-type: none">• DG provided an overview of the study, noting that the study is following Schedule B of the Municipal Class EA process.• It was noted the proposed 200 m extension of Living Arts Drive is part of the City's long-term planning; however, the work being planned in the study area, such as the Region of Peel watermain works and LRT on Duke of York Boulevard, expedites the need for an alternate route into and out of the Downtown.
3	Project Schedule
	<ul style="list-style-type: none">• The City is seeking to complete the EA study at the end of 2017 and proceed with construction activities within the 2018 season.• The preliminary proposed design (recommended solution) will be presented to the public in the fall 2017. The EA will be documented within a Project File, and will be available for public review at the end of the study for the mandatory 30-day review period.
4	Field Survey Schedule
	<ul style="list-style-type: none">• It was noted that most of the specialist studies are largely complete.
5	Review of Preliminary Design and Property Impacts
	<ul style="list-style-type: none">• A copy of the preliminary proposed design was presented and discussed. The City is proposing a roundabout at the new intersection given that the roundabout: will slow down vehicle traffic; provide a refuge island and shorter crossing distance for pedestrians; and improve pedestrian visibility to drivers.• Given the need to accommodate the existing operation of the movie theatre, the alignment of the new/proposed roadway was shifted to the northwest within the north end/at Centre View Drive.• A sketch showing the limits of property ownerships in the study area was presented and discussed. The design may impact an approximately 108 m² portion of MTO property within the north end of the study area.• The MTO noted their desire to widen Highway 403 in the future. The lands on the north side of Centre View Drive are also owned by MTO and appear to be set aside for this future widening.• The City indicated that they would like to move forward with the property acquisition process as soon as possible, given the project timeline. The MTO will confirm property title and their land disposal/property acquisition process with their Property Section.

- The City inquired whether a temporary easement is an option should the land transfer process be lengthy/delayed.
- JL and WM confirmed that Domenic Sgro (DS) is the appropriate MTO Property Section representative. The City's representative (Sam Promino (SP)) will contact DS directly to confirm the transfer process, and DG and LG will monitor progress in this regard.

Action Item: Preliminary Design/Land Transfer Process

Action Required: City/MTO

Action: City (SP) to contact MTO (DS) to confirm property acquisition requirements and associated process

PMR:

Due Date: Friday, 2017/07/28

11 Other Items, Next Steps

- The City will provide the preliminary property requirement plan to the MTO.

Meeting Attendees:

City Manager's Department	Community Services Department	Corporate Services Department	Planning & Building Department	Transportation & Works Department	Other
				Dana Glofcheskie (DG) Leslie Green (LG)	Ministry of Transportation Joseph Lai (JL) WanChi Ma (WM) Stantec Consulting Ltd. Diana Addley (DA)

Next Meeting Date: TBD

Requested Agenda items for future meetings: TBD



Invitees
26 July 2017

2:00 pm to 3:00 pm

Alectra Utilities
Room 3-D
2185 Derry Road West, Mississauga, ON
Meeting #: 1

Meeting Minutes

Meeting Purpose: Living Arts Drive Extension Municipal Class Environmental Assessment

Chairperson: Dana Glofcheskie

Agenda items, minutes and actions taken:

1	Introductions
2	Project Summary and Objectives
	<ul style="list-style-type: none"> DG provided an overview of the project, noting that Living Arts Drive is a critical north-south route in Downtown Mississauga and work being planned on parallel routes in the study area, such as the Region of Peel watermain works and LRT on Duke of York Boulevard, expedites the need for an alternate route between Centre View Drive and Burnhamthorpe Road. The City is engaging Alectra as it is understood that the utility plans to locate a substation within west side of Oxford's property and that the utility will not be ready to construct at the time of the construction of roadway however, the City would like to plan for accommodating the service to avoid road re-work in the future.
3	Project Schedule
	<ul style="list-style-type: none"> The City is seeking to complete the EA study at the end of 2017 and proceed with construction activities within the 2018 season. The preliminary proposed design (recommended solution) will be presented to the public in the fall 2017.
4	Review of Preliminary Design and Property Impacts
	<ul style="list-style-type: none"> The City presented the preliminary proposed design. The north end of the new extension of Living Arts Drive will consist of a signalized intersection at Centre View Drive and a new roundabout at the existing driveway intersection. The City is proposing a roundabout to facilitate pedestrian crossings/movement given that the roundabout: will slow down vehicle traffic; provide a refuge island and shorter crossing distance for pedestrians; and improve pedestrian visibility to drivers. A signalized intersection is not feasible due to the limited intersection spacing between the Rathburn Road intersection and Centre View Drive intersection. The City advised that the new roundabout would serve traffic on a future east-west roadway through the intersection; however, the development of this future roadway is dependent on the property owner. The function (i.e., public or private) of the future east-west road is not known at this time; however it will terminate at the west end of the property with no connection to Confederation Parkway. The Living Arts Drive extension will comprise a 2-lane cross-section and include on-street bicycle lanes and a sidewalk on both sides of the ROW. The ROW width will be 26 m. CK indicated that the new transformer substation is being planned on the west side of the Oxford property, adjacent to the new ROW and MTO property line. Preliminary conceptual planning indicates



the new facility would occupy the portion of the property located 26 m west of the new road ROW and 36 m south of the MTO property line. The building would be located approximate 3 m away from the property line. This layout is similar to the proposed substation on Webb Drive.

- BM suggested establishing a further setback given the anticipated grade change required in that area. CK expressed concern regarding the need for Alectra to purchase additional property from Oxford.
- Alectra anticipated construction of the new road to be undertaken in approximately 2020; however, the need to expedite the construction of relevant components of the substation was understood given the works in the area.
- It was noted that a 5.9 m boulevard was being provided on either side of the new roadway. Streetscaping/landscaping will be reviewed as part of the project; however, the ultimate boulevard treatment would be completed as part of the redevelopment of these lands.
- The potential challenges associated with constructing the substation after the road had been implemented was discussed. It was noted that a crane with an outrigger would be required for maintenance of the future substation, and space would not be available in the boulevard to accommodate it. The City advised that a temporary road closure would be appropriate in this case. Alectra noted that the crane would only be on-site every 25-30 years.
- It was noted that the transformers would be situated closest to the roadway since they are heavier components.
- Oxford is anxious for Alectra to move forward with the substation development and associated activation plan. A meeting Alectra and Oxford was recently held to resume talks on the matter.
- The City noted that the existing cinema will remain in place following construction. However, the property is being planned primarily for office use in the future.
- CK advised that Alectra would need to know the size of the future buildings to plan for the substation development. However, it was confirmed that the sizing of manholes, ducts, etc., would not change and could be planned as part of the project without this information.
- CK presented the preliminary concept plan of the substation. It was noted that vehicle access would be required on the south side of the utility property. CK will send a digital copy of the preliminary concept plan to the City. BM will include substation concept and entrance on the preliminary design plan, and send to Alectra and Oxford for their review.
- Alectra's utility needs within the ROW include 2.0 m within the roadway and 1.5 m along the east side of ROW for cables. CK/Alectra will initiate duct work design/confirm utility needs and convey to City to accommodate in the design. The utility needs in the ROW will be sent to the Region for their review and consideration of servicing constraints in the area.
- CK noted that a pad-mounted transformer will be required along the ROW following development of the road extension. Alectra will provide City with accommodation needs for this component of the design.
- Construction contract details were discussed. Alectra noted that the City could include accommodation of the utility within the tender package, provided it is awarded to an Alectra-approved contractor. The City will coordinate the agreement with PS.
- The electrical manholes in the existing parking lot were discussed. It was noted that there were no record drawings for the area however field surveys are being completed in the area. It is inferred that the electrical manholes belong to the property owner/Oxford.

Action Item: Preliminary Design

Action Required: Alectra	Actions: <ul style="list-style-type: none"> • Provide City with existing substation concept drawing • Determine utility needs in road design and convey to City
PMR:	Due Date: as soon as possible
Action Required: City	Actions: <ul style="list-style-type: none"> • Update design drawing to include new entrance and substation

	<ul style="list-style-type: none"> Issue updated drawing to Alectra and Oxford for review Provide Region of Peel with preliminary design drawing/servicing constraints within the ROW
PMR:	Due Date: as soon as possible
11	Other Items, Next Steps
	<ul style="list-style-type: none"> Alectra is planning a second meeting with Oxford within the next 2 weeks. The City will be invited to attend this meeting.

Meeting Attendees:

City Manager's Department	Community Services Department	Corporate Services Department	Planning & Building Department	Transportation & Works Department	Other
				Dana Glofcheskie (DG) Leslie Green (LG) Bryan Mulligan (BM)	Alectra Stantec Consulting Ltd. Diana Addley (DA)

Next Meeting Date: TBD

Requested Agenda items for future meetings: TBD

To: Oxford Properties Group
 From: City of Mississauga
 Stantec Consulting Ltd.
 File: 165011016
 Date: September 11, 2017

**Reference: Living Arts Drive Extension Class EA
 Response to comments from Oxford Properties**

On August 4, 2017, the City of Mississauga (the "City") requested that Oxford Properties Group ("Oxford") review and provide comments on the draft preliminary design for the proposed extension of Living Arts Drive, between Rathburn Road West and Centre View Drive (the "extension"). On September 1, 2017, Oxford provided comments on the extension to the City. The following are the Project Teams responses to Oxford's comments:

OXFORD COMMENT	STANTEC RESPONSE
<p>The inclusion of a roundabout is not favourable for the following reasons:</p>	<p style="text-align: center;">-</p>
<p>Roundabouts create less of an urban experience which is what we are striving to create in the Downtown;</p>	<p>The City of Mississauga believes that the inclusion of roundabouts is additive to the urban experience. While roundabouts have typically been used in more suburban areas of the GTA, the City has successfully implemented a roundabout in downtown Mississauga at the intersection of Duke of York Boulevard & Square One Drive; further, as part of the Preliminary Preferred Design for Square One Drive Extension Class EA (to be completed this Fall), the City has recently identified a roundabout for the future intersection of Rathburn Road West & Square One Drive Extension. Indeed, roundabouts were selected for both locations based on their specific ability to enhance the urban experience by improving overall safety (for motorists, pedestrians, and other roadway users), traffic flow, and aesthetics. For these same reasons, the City believes that a roundabout is an appropriate method of intersection control for the proposed intersection of Living Arts Drive & the Cineplex Access (the "proposed roundabout"). A roundabout also provides an opportunity for additional landscaping and/or public art to potentially create a gateway feature.</p>

**Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties**

OXFORD COMMENT	STANTEC RESPONSE
<p>Roundabouts can be confusing to drivers, pedestrians and cyclists in urban environments;</p>	<p>The City acknowledges that roundabouts can be confusing for first time users (motorists, pedestrians, and other roadway users); however, the City believes that many motorists in Mississauga and the GTA are becoming familiar with roundabouts as a method of intersection control. It should be noted as part of the Square One Drive Extension Class EA, the City surveyed community members residing within Downtown Mississauga regarding their experiences with roundabouts; 84% of residents indicated that they felt comfortable navigating a roundabout.</p> <p>That said, and in recognition of the fact that Downtown Mississauga also draws motorists from outside the study area, the City intends to undertake a City-wide public education campaign to help educate the public on how navigates through a roundabout.</p>
<p>The signal at Rathburn is very close and could easily back up into the roundabout;</p>	<p>The City acknowledges that the proposed roundabout would be located in close proximity to the existing signalized intersection of Rathburn Road West & Living Arts Drive (~80m separation). It should be noted that closely-spaced intersections are located elsewhere in downtown Mississauga (~150m separation between the Square One Drive and Prince of Wales Boulevard intersections on Duke of York Boulevard) and in the downtown cores of other urban areas.</p> <p>Stantec is currently completing the Living Arts Drive Extension Class EA on behalf of the City; accordingly, Stantec will complete a full Transportation & Traffic Analysis report to analyze future traffic conditions and characterize the interaction between the proposed roundabout and the existing Rathburn Road West & Living Arts Drive intersection. The City will consider measures to mitigate any impacts resulting from these closely-spaced intersections as part of this study.</p>

**Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties**

	OXFORD COMMENT	STANTEC RESPONSE
	<p>Large trucks including fire trucks will find small roundabouts hard to navigate;</p>	<p>The City intends to design and construct the proposed roundabout to accommodate an appropriate selection of design vehicles. The current design accommodates a WB-20 for northbound and southbound through movements on the extension and at the proposed roundabout, and a fire truck for all movements at the proposed roundabout. The City acknowledges that large trucks may need to navigate the proposed roundabout by using the truck apron adjacent to the central island and at a low speed; that said, these operational compromises are typically accepted in light of the other benefits that the proposed roundabout would provide.</p>
	<p>Roundabouts take up more land.</p>	<p>Roundabouts may take up more land at the intersection itself; however, an alternative method of intersection control (such as a standard intersection) that has been designed to provide comparable traffic capacity to a roundabout may take up more land both upstream and downstream of the intersection due to the need to provide a wider cross-section with additional lanes (such as turning lanes).</p> <p>That said, the City intends to employ context-sensitive design principles during design to ensure that the proposed roundabout minimizes the impact to Oxford Properties' lands, and the operations of its tenants (i.e. Cineplex).</p>
<p>2</p>	<p>Traffic projections and assumptions need to be reviewed to ensure all future development plans and surrounding area growth is considered in plans, including the location of future intersection.</p>	<p>As noted in the response to comment 1 (above), Stantec is currently completing a Transportation & Traffic Analysis as part of the study. This analysis will consider traffic operations in the study area under both existing and future conditions, in order to assess the impact of the Living Arts Drive extension. This analysis will be based on the "steady growth" forecasts outlined in the <i>Growth Forecasts City of Mississauga 2011-2051</i>, as prepared by Hemson and adopted by City council (available here: http://www.mississauga.ca/portal/residents/mississaugadata?paf_gear_id=9700018&itemId=2200126).</p> <p>With regard to the future intersection, the City intends to select its location in order to minimize the impact to Oxford Properties' lands and the operations of its tenants (i.e. Cineplex).</p>

**Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties**

OXFORD COMMENT		STANTEC RESPONSE
3	The design needs to accommodate large vehicles such as WB20 trucks (traveling N-S), large fire vehicles and moving vans (both traveling N-S and E-W)?	As noted above, the current design accommodates a WB-20 for northbound and southbound through movements on the extension and at the proposed roundabout, and a fire truck for all movements at the proposed roundabout, See attached turning templates for reference.
4	Please provide a design comparison between a standard intersection and a roundabout.	The following table provides a brief design comparison of key performance measures inherent to roundabouts, and standard intersections operating under various methods of traffic control.

Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties

Table 1: Intersection Design Comparison

DESIGN CONSIDERATION	ROUNDAABOUT	STANDARD INTERSECTION		
		TWO-WAY STOP CONTROL <i>(approaches to Cineplex parking lot only – east and west legs)</i>	FOUR-WAY STOP CONTROL	SIGNALIZED INTERSECTION
Overall safety of pedestrians, cyclists and other modes of non-motorized transportation (particularly those crossing Living Arts Drive)	<p>Travel speeds for non-yielding, motorized traffic using the roundabout are low (ideally on the order of 30 km/h), as compared to standard intersection configurations.</p> <p>Overall decrease in conflict points, angles and travel speed as compared to standard intersection configurations.</p> <p>Northbound and southbound splitter islands for roundabout would function as a median refuge for those crossing Living Arts Drive.</p> <p>In the interim condition, with Cineplex operating, a roundabout provides a staged crossing for pedestrians to cross from the cinema parking lot to the theatre.</p>	<p>Uncontrolled pedestrian crossings of Living Arts Drive results in decreased safety for the most significant pedestrian movement.</p> <p>Maximum and average travel speeds for motorized traffic would be higher at pedestrian crossings of Living Arts Drive, due to the presence of free-flowing northbound and southbound traffic and the lack of physical speed impediments (e.g. curvature approaching and through a roundabout).</p> <p>Overall increase in conflict points, angles and travel speed as compared to a roundabout.</p> <p>In the interim condition, with Cineplex operating, a two-way stop control does not provide a protected or staged crossing for pedestrians to cross from the cinema parking lot to the theatre.</p>	<p>Maximum and average operating speeds would be higher than those at a roundabout.</p> <p>Overall increase in conflict points, angles and travel speed as compared to a roundabout.</p> <p>In the interim condition, with Cineplex operating, a signalized intersection provides a protected crossing for pedestrians to cross from the cinema parking lot to the theatre.</p>	

**Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties**

DESIGN CONSIDERATION	ROUNDBABOUT	STANDARD INTERSECTION		
		TWO-WAY STOP CONTROL <i>(approaches to Cineplex parking lot only – east and west legs)</i>	FOUR-WAY STOP CONTROL	SIGNALIZED INTERSECTION
Vehicular safety	<p>Overall decrease in conflict points, angles and travel speed as compared to standard intersection configurations.</p> <p>Severity of potential collisions is significantly decreased due to reduced impact angles (i.e. “sideswipes”) and reduced speeds.</p>	<p>Overall increase in conflict points, angles and travel speed as compared to a roundabout.</p> <p>Increased severity of potential collisions due to higher speeds and to greater impact angles (i.e. “head-on” and right-angle collisions, etc.)</p> <p>Increased northbound and southbound maximum and average travel speeds on Living Arts Drive (due to uncontrolled movements).</p>	<p>Overall increase in conflict points, angles and travel speed as compared to a roundabout.</p> <p>Increased severity of potential collisions due to greater impact angles (i.e. head-on and right-angle collisions, etc.) and higher speeds.</p>	
Ability to accommodate large or heavy vehicles	Can accommodate large or heavy vehicles travelling at reduced speeds and/or encroaching on the truck apron.	Can accommodate large or heavy vehicles by providing appropriate curb radii for turning movements.		
Flexibility to accommodate both existing and future traffic volumes	Greater ability to accommodate both existing and future (i.e. increased) traffic volumes, both localized (i.e. resulting for redevelopment of adjacent lands) and area-wide (i.e. within Downtown Mississauga), due to more efficient movement of traffic as compared to standard intersection configurations.	Able to accommodate existing traffic volumes. Limited ability to accommodate future increases in traffic volumes, both localized (i.e. resulting for redevelopment of adjacent lands) and area-wide (i.e. within Downtown Mississauga), without potential changes in traffic control (i.e. signalization) or intersection reconfiguration (i.e. additional lanes and therefore property requirements).	Able to accommodate existing traffic volumes. Ability to accommodate future increases in traffic volumes, both localized (i.e. resulting for redevelopment of adjacent lands) and area-wide (i.e. within Downtown Mississauga), through revisions to signal timing plans; however, changes to the intersection configuration (i.e. additional lanes, etc.) may also be required.	

**Reference: Living Arts Drive Extension Class EA
Response to comments from Oxford Properties**

DESIGN CONSIDERATION	ROUNDAABOUT	STANDARD INTERSECTION		
		TWO-WAY STOP CONTROL <i>(approaches to Cineplex parking lot only – east and west legs)</i>	FOUR-WAY STOP CONTROL	SIGNALIZED INTERSECTION
Impact on nearby major intersections	Potential for traffic from adjacent closely-spaced intersections to impact traffic operations along Living Arts Drive Extension during peak periods.	Limited potential for traffic from adjacent closely-spaced intersections to impact traffic operations on Living Arts Drive Extension due to free-flowing northbound and southbound traffic on Living Arts Drive. However, traffic delay will be experienced by users of the two-way stop given the free flow conditions for the northbound and southbound traffic.	Potential for traffic from adjacent closely-spaced intersections to impact traffic operations along Living Arts Drive Extension during peak periods.	Potential for traffic from adjacent closely-spaced intersections to impact operation along Living Arts Drive Extension during peak periods. Signal optimization / synchronization may be challenging due to the close spacing.

Therefore based on the design considerations noted in Table 1, a roundabout is the preferred intersection design as it can safely accommodate all roadway users, and accommodates existing and future traffic volumes. As noted above, a copy of the traffic analysis will be provided once it is finalized.

From: [Dana Glofcheskie](#)
To:
Cc:
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment
Date: Tuesday, September 12, 2017 7:38:54 AM
Attachments: [jimage001.png](#)
[jimage003.png](#)
[Living Arts Dr EA - Final Oxford Responses.pdf](#)
[Living Arts Dr - AutoTurn Review.pdf](#)

Good Morning ,

Thank you for providing comments on the Living Arts Drive Extension. Please find attached responses to Oxford's comments as well as the truck turning template.

The City is planning on holding the public meeting for this project the first week of October. Please advise on your availability over the next couple of weeks to discuss the project further.

Thank you,



Dana Glofcheskie, P.Eng.
Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:
Sent: September 1, 2017 3:52 PM
To: Dana Glofcheskie
Cc: 'Addley, Diana'; Leslie Green; '

Subject: RE: Living Arts Drive Municipal Class Environmental Assessment

Hi Dana, Leslie,

As requested, we have reviewed the design provided for the extension of Living Arts Drive and we have compiled comments from our team below.

The initial feedback is that the inclusion of a roundabout is not favourable for a number of reasons. It would be useful to regroup with your team to review the comments and share with you some of our thoughts on our development plans for this area.

In the meantime, if you have any questions on the below, please don't hesitate to give me a call.

Preliminary comments on Living Arts Drive Extension:

1. The inclusion of a roundabout is not favourable for the following reasons:
 - Roundabouts create less of an urban experience which is what we are striving to create in the Downtown;
 - Roundabouts can be confusing to drivers, pedestrians and cyclists in urban environments;
 - The signal at Rathburn is very close and could easily back up into the roundabout;
 - Large trucks including fire trucks will find small roundabouts hard to navigate;
 - Roundabouts take up more land.
2. Traffic projections and assumptions need to be reviewed to ensure all future development plans and surrounding area growth is considered in plans, including the location of future intersection.
3. The design needs to accommodate large vehicles such as WB20 trucks (traveling N-S), large fire vehicles and moving vans (both traveling N-S and E-W)?
4. Please provide a design comparison between a standard intersection and a roundabout

Oxford Properties Group

R

From: Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]
Sent: Friday, August 04, 2017 7:59 AM
To:
Cc: '

Subject: RE: Living Arts Drive Municipal Class Environmental Assessment

Hi

Please find attached the microstation (Living Arts Dr Design.dgn, topo1.dgn and topo2.dgn) and PDF files of the preferred plan:

Preliminary design plan - Living Arts Dr prelim design.pdf
Preliminary proposed property requirements - living arts drive property requirementsDRAFT.pdf
Truck movement template for loading area - Living Arts Dr loading dock.pdf

Please let me know if any additional information is required. Please review and provide comments by **August 31, 2017**.

Thank you,



Dana Glofcheskie, P.Eng.
Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From:
Sent: July 18, 2017 2:15 PM
To: Dana Glofcheskie
Cc: 'Addley, Diana'; Leslie Green;
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment

Hi Dana,

Thanks – I have cc'd all the parties that should be included on the distribution of all information below.

Oxford Properties Group

From: Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]
Sent: Tuesday, July 18, 2017 7:42 AM
To:
Cc: 'Addley, Diana'; Leslie Green
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment

Good Morning ,

Thank you for taking the time to meet with us yesterday. Based on our discussion, it is understood that selected Oxford Properties Group (Oxford) departments will require the following additional information in order for Oxford to effectively review and provide comment on the preliminary proposed design for the extension of Living Arts Drive:

- Traffic
 - Preliminary design plan
 - Truck movement template for loading area
- Property
 - Preliminary design plan (including proposed right-of-way)
 - Preliminary proposed property requirements
- Civil
 - Preliminary design plan

Could you please review and confirm the above list and advise of any omissions and/or additional information you may require. In addition, could you please provide the appropriate contact information for each relevant department?

A copy of the draft minutes of today's meeting will be issued for your review shortly. The City will also be preparing a preliminary plan outlining the proposed construction staging and property access during construction activities for your consideration. Please do not hesitate to let me know should you require any additional information.

Thank you,



Dana Glofcheskie, P.Eng.
Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,

Transportation & Infrastructure Planning Division

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-----Original Appointment-----

From: Addley, Diana [<mailto:Diana.Addley@stantec.com>]

Sent: July 7, 2017 1:38 PM

To:

Cc:

Subject: Living Arts Drive Municipal Class Environmental Assessment

When: July 17, 2017 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 201 City Centre Drive, Mississauga

Good afternoon,

Please accept this invitation to meet with members of the project team to share information regarding the Living Arts Drive Municipal Class EA study.

The meeting details are as follows:

City of Mississauga
Transportation and Works Department
201 City Centre Drive, 8th Floor
Brenda Sakauye Room

We look forward to meeting with you.

Kind regards,

Diana Addley

Senior Environmental Planner

Stantec

300W-675 Cochrane Drive, Markham ON L3R 0B8

Phone: (905) 415-6401

Diana.Addley@stantec.com



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Invitees
 19 September 2017
 4:30 pm to 3:00 pm
 10 Peel Centre Drive
 Suite B, 4th Floor
 Room 4-641
 Meeting #: 1

Meeting Minutes

Meeting Purpose: Living Arts Drive Extension Municipal Class Environmental Assessment

Chairperson: Dana Glofcheskie

Agenda items, minutes and actions taken:

1	Introductions
2	Project Summary and Objectives
	<ul style="list-style-type: none"> • DG provided an overview of the project, noting that Living Arts Drive is a critical north-south route in Downtown Mississauga and work being planned on other routes in the study area expedites the need for an alternate route. • The City is seeking to complete the EA study at the end of 2017 and proceed with construction activities within the 2018 season. Given the size of the project, construction is anticipated to be limited to 2-3 months. • The preliminary proposed design (recommended solution) will be presented to the public at an upcoming PIC (October 5). The City is engaging Region to determine future servicing plans in the area.
4	Review of Preliminary Design
	<ul style="list-style-type: none"> • The City presented the preliminary proposed design. The Living Arts Drive extension will comprise a 2-lane cross-section and include on-street bicycle lanes and a sidewalk on both sides of the ROW. BM advised that the road alignment shifts slightly to the west to avoid impacts to the existing Cineplex/theatre operation, and noted the opportunity to connect to the Region's infrastructure to the south. • The north end of the new extension of Living Arts Drive will consist of a signalized intersection at Centre View Drive and a new roundabout at the existing driveway intersection to allow pedestrians/patrons to continue to access the existing theatre and parking lots. • The City advised that further development of the future east-west roadway through the intersection is dependent on the property owner. • The new transformer substation being planned on the west side of the Oxford property, adjacent to the new ROW and MTO property line was noted. This facility is required to accommodate future land uses within the 'Rathburn District' of the Downtown and the City is planning to accommodate for the station and future connections within the ROW at the time of construction. • It was noted that future land uses surrounding the proposed extension are not known at this time; however, the area is designated for employment/office use. Some residential land uses may also be considered (towards Confederation Drive). • The Region indicated that there were no sanitary services within their jurisdiction north of Rathburn Road West. The Region suggested that the City request Oxford to review their future servicing needs with a consultant and subsequently bring their requirements to the Region for consideration. It was further noted that Oxford would be responsible for any costs associated with planning and implementing the



services, and that the Region would be involved in the design review process to ensure it complies with Region standards.

- The challenges associated with the potential expansion (looping) of servicing was discussed. There was no servicing planned north of Rathburn Road West within the existing 5 year plan. However, the Region noted the deep sewer being planned along Rathburn Road West to Duke of York Boulevard.
- The Region advised that they were not aware of this project advancing so quickly and advised that Region Councillors have expressed concern with the amount of construction being undertaken within the Downtown. The City advised that the other Downtown projects are expediting the need for this new connection to the Downtown.
- LL suggested the City contact the Region's records department to gather any other available as-built information, noting that private services would not be reflected.
- The Region advised that Heather Jefferson be contacted regarding Region Water and Wastewater services.

Action Item: Preliminary Design

Action Required: City	Actions: <ul style="list-style-type: none"> • Contact Heather Jefferson regarding Region water and wastewater services • Advise Oxford of steps required to plan for servicing • Contact Region's records department regarding as-built drawings
PMR:	Due Date: as soon as possible
Action Required: Region	Actions: <ul style="list-style-type: none"> • Review preliminary design drawings and provide any comments/information regarding connection opportunities
PMR:	Due Date: as soon as possible

11 Other Items, Next Steps

- The City is meeting with Oxford in the next couple week to discuss the preliminary design and will discuss the Region's suggestions at that time.

Meeting Attendees:

City Transportation & Works Department	Other	
Dana Glofcheskie (DG) Bryan Mulligan (BM)	Peel Region Aleksander Masley (AM) Lyle LeDrew (LL) Jimmy Chong (JC) Bernadette Sniatenchuk (BS) Miriam Polga (MP)	Stantec Consulting Ltd. Diana Addley (DA)

Next Meeting Date: TBD

Requested Agenda items for future meetings: TBD

Meeting Minutes

Meeting Purpose: Living Arts Drive Extension Municipal Class Environmental Assessment

Chairperson: Dana Glofcheskie

Agenda items, minutes and actions taken:

1	Introductions
2	Project Summary and Objectives
	<ul style="list-style-type: none">• DG provided an overview of the project, noting that Living Arts Drive is a critical north-south route in downtown Mississauga and that work proposed for parallel routes in the area, such as the Region of Peel (Region) watermain works and the Hurontario LRT on Duke of York Boulevard, expedites the need for an alternate route between Centre View Drive and Burnhamthorpe Road.• The City of Mississauga (City) is following Schedule B of the Municipal Class Environmental Assessment (EA) process. One public information centre (PIC) is being planned as part of this study and is scheduled for October 5, 2017 at the Great Hall, Mississauga Civic Centre.• It was confirmed that, per the Schedule B EA process, the preferred solution (i.e., extension of Living Arts Drive) is subject to EA approval. The precise intersection treatment at the new mid-block intersection will be confirmed during detailed design. LG noted that the future east-west roadway at the mid-block intersection would likely remain a private roadway subject to a public easement.• It was noted that the City discussed the appraisal and purchase of the property located at 309 Rathburn Road West with (Oxford) on the morning of September 28, 2017.• VM requested a summary of the steps to complete the design and construction of the extension in spring 2018. The City noted the following:<ul style="list-style-type: none">– Complete and obtain approval for this EA at the end of 2017;– Conduct the property appraisal process in Fall 2017;– Obtain approval on the design of the extension from Oxford in December 2017;– Complete property negotiations and purchase and sale in early 2018;– Obtain City Council approval for the project in January/February 2018;– Commence construction as soon as possible in 2018, weather permitting and pending receipt of necessary permits; and– The duration of construction is anticipated to be approximately 3 months.• The City noted that detailed design is being completed concurrently with this EA given the need to implement the project as soon as possible.
3	Review of Preliminary Design
	<ul style="list-style-type: none">• The City confirmed that the proposed roundabout intersection design would accommodate emergency vehicles and WB20 trucks. JH will gather contact information for Cineplex Cinemas Mississauga to confirm the design vehicle for the loading dock at Cineplex. It is currently designed to accommodate the vehicles required for current operations.

- The City noted that based on discussions with the Region of Peel, water and sanitary sewers will remain as is. The City requested for Oxford to review their future servicing needs and subsequently advise of their requirements to the Region and City for consideration.
- RB expressed concerns with the roundabout being proposed at the mid-block intersection, including: the proximity of the roundabout to the existing Living Arts Drive and Rathburn Road intersection, the suitability of this type of intersection treatment within the downtown; the safety of pedestrians crossing at the roundabout; and, the impacts to future land uses on adjacent property owned by Oxford.
- The City discussed the successful operation of the existing roundabout at the Duke of York Boulevard and Square One Drive intersection. The City also noted that roundabouts would be constructed elsewhere in the City in the future, including three along Creditview Road and one planned at the intersection of Square One Drive with Rathburn Road West as part of the extension of Square One Drive within the downtown.
- The City encourages the construction of single-lane roundabouts, given that they are proven to be a safe method of intersection control for both pedestrians and motorists. LG indicated that vehicle speeds through a roundabout are slowed, which has been proven to reduce the severity of vehicle accidents, if any.
- The City noted that a number of pedestrians currently cross at the existing roundabout at the Square One Drive and Duke of York Boulevard intersection to access Square One Shopping Centre, the City Centre Transit Terminal, Sheridan College and the surrounding residential condos. In addition, there have been no reported incidents at this roundabout to date.
- With regards to the proximity of the roundabout to Rathburn Road West, MB indicated that the Transportation & Traffic Analysis Report completed for this study confirms that queue interaction is anticipated between the roundabout at the proposed mid-block intersection and the existing Living Arts Drive and Rathburn Road West intersection; however, MB also noted that queue interaction with the mid-block intersection is inevitable and will occur regardless of intersection type.
- Oxford asked that the Transportation & Traffic Analysis Report be provided for their review. The City advised that the report is currently being finalized by Stantec and will be provided to Oxford as soon as possible.
- VM indicated that the roundabout would create smaller, more narrow blocks and limit future development opportunities. It was further noted that Oxford is looking at parking strategies for all new developments that could incorporate structure or below grade parking.
- The City advised that a traditional intersection treatment does not impose a significant difference in property taking, particularly in consideration of the required sight triangles.
- VM indicated that in general, Oxford is planning two land uses within the Rathburn District: residential on the west side of the Drive extension and office within the balance of the area.
- The City advised that the proposed design of the extension is a solution intended to facilitate continued operation of Cineplex Cinemas Mississauga and accommodate future land uses. Oxford indicated that they would prefer that the extension be constructed in its ultimate configuration, to avoid the potentially significant reconstruction costs required to reconfigure or relocate the roundabout at the proposed mid-block intersection prior to the redevelopment of adjacent properties in the future.
- VM suggested that the design for the extension be simplified to provide more flexibility for Oxford's future land use planning. Oxford recognized the need for the extension of the roadway; however, it requested that a traditional intersection be studied at the proposed mid-block intersection, and consideration be given to the fact that the mid-block intersection may be located to the north of the currently-proposed location in the future.

- Oxford will provide the City with a drawing showing their vision for the design of road extension and associated mid-block intersection control. The City indicated that the future Alectra Utilities (Alectra) substation should be considered in the design vision.

*Post-meeting notes:

- SH issued the SWM servicing design plans to the City during the meeting.
- Oxford provided the City with the design vision drawing October 4, 2017.

Action Items: Transportation & Traffic Analysis Report

Action Required: City	Action: City to provide the draft Transportation & Traffic Analysis Report to Oxford once finalized.
---------------------------------	---

PMR:	Due Date: ASAP
-------------	-----------------------

Action Item: Preliminary Design Review

Action Required: Oxford	Action: Prepare and send design vision drawing to City.
-----------------------------------	--

PMR:	Due Date: Wednesday, October 4, 2017
-------------	---

Action Item: Design Vehicle

Action Required: Oxford (JH)	Action: Facilitate contact with Cineplex Cinemas Mississauga to discuss design vehicles
--	--

PMR:	Due Date: ASAP
-------------	-----------------------

Action Items: Servicing Requirements

Action Required: Oxford	Action: Review future servicing needs and advise Region and City of requirements for consideration.
-----------------------------------	--

PMR:	Due Date: ASAP
-------------	-----------------------

4 Other Items, Next Steps

- The City will review the need to coordinate a meeting between Oxford, Alectra, the Region and the City regarding the recommended design.

Meeting Attendees:

City of Mississauga	Oxford Properties	R.J. Burnside	BA Group	Stantec
Dana Glofcheskie (DG) Leslie Green (LG) Jeremy Blair (JB)	Via teleconference:			Michael Bradley (MB) Diana Addley (DA)

Next Meeting Date: TBD

Requested Agenda items for future meetings: TBD

From: [Dana Glofcheskie](#)
To:
Cc: [A](#)
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment
Date: Friday, August 04, 2017 7:59:28 AM
Attachments: [image002.png](#)
[image003.jpg](#)
[image005.png](#)
[Living Arts Dr Design.dgn](#)
[Living Arts Dr prelim design.pdf](#)
[Living Arts Dr topo 1.dgn](#)
[living arts drive property requirementsDRAFT.pdf](#)
[Living Arts Dr topo 2.dgn](#)
[Living Arts Dr loading dock.pdf](#)

Hi ,
Please find attached the microstation (Living Arts Dr Design.dgn, topo1.dgn and topo2.dgn) and PDF files of the preferred plan:
Preliminary design plan - Living Arts Dr prelim design.pdf
Preliminary proposed property requirements - living arts drive property requirementsDRAFT.pdf
Truck movement template for loading area - Living Arts Dr loading dock.pdf
Please let me know if any additional information is required. Please review and provide comments by **August 31, 2017**.
Thank you,



Dana Glofcheskie, P.Eng.
Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca
[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division
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From: V
Sent: July 18, 2017 2:15 PM
To: Dana Glofcheskie
Cc:
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment
Hi Dana,
Thanks – I have cc'd all the parties that should be included on the distribution of all information below.

From: Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]
Sent: Tuesday, July 18, 2017 7:42 AM
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Cc: 'Addley, Diana'; Leslie Green
Subject: RE: Living Arts Drive Municipal Class Environmental Assessment
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[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division
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-----Original Appointment-----

From: Addley, Diana [<mailto:Diana.Addley@stantec.com>]
Sent: July 7, 2017 1:38 PM
To: 'Addley, Diana'; Dana Glofcheskie; Leslie Green; Jonathan Famme; Bryan Mulligan; Sam Primomo Cc:
Subject: Living Arts Drive Municipal Class Environmental Assessment
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Brenda Sakaue Room

We look forward to meeting with you.

Kind regards,
Diana Addley
Senior Environmental Planner
Stantec
300W-675 Cochrane Drive, Markham ON L3R 0B8
Phone: (905) 415-6401
Diana.Addley@stantec.com



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