
General Committee

Date

2019/10/02

Time

9:30 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9 (Chair)
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca

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and archived at Mississauga.ca/videos

General Committee Index - October 2, 2019

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST**
4. **PRESENTATIONS** - Nil
5. **DEPUTATIONS** - Nil
6. **PUBLIC QUESTION PERIOD** - 15 Minute Limit (5 minutes per speaker)

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:
General Committee may grant permission to a member of the public to ask a question of
General Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. **CONSENT AGENDA**

8. **MATTERS TO BE CONSIDERED**

- 8.1. 40 km/h When Flashing Speed Zone - Trelawny Circle (Ward 10)
- 8.2. 40 km/h Neighbourhood Area Speed Limit Implementation (All Wards)
- 8.3. 2019 Traffic Calming Program - Credit Valley Road and Metcalfe Avenue Neighbourhood (Ward 8)
- 8.4. Confirmation of Traffic By-law Amendments (Wards 2, 3, 5, 6, 8, 9, 10 and 11)
- 8.5. Flood Protection on Private Property
- 8.6. Sole Source Recommendation for Secure Document Destruction with Iron Mountain Secure Shredding Canada Incorporated

9. **ADVISORY COMMITTEE REPORTS**

- 9.1. Towing Industry Advisory Committee Report 3 - 2019 - September 16, 2019
- 9.2. Public Vehicle Advisory Committee Report 4 - 2019 - September 17, 2019

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- 9.3. Accessibility Advisory Committee Report 4-2019 - September 23, 2019
 - 9.4. Road Safety Committee Report 6 - 2019 - September 24, 2019
 - 9.5. Traffic Safety Council Report 5 - 2019 - September 25, 2019
 - 10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**
 - 11. **COUNCILLORS' ENQUIRIES**
 - 12. **OTHER BUSINESS/ANNOUNCEMENTS**
 - 13. **CLOSED SESSION**
(Pursuant to Subsection 239 (3.1) of the Municipal Act, 2001)
 - 13.1. Education Session: BILL 108 Managing The Pressures Of Bill 108 And The Increasing Growth In The City (Verbal presentation)
 - 14. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2019/09/10

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP

Meeting date:
2019/10/02

Subject

40 km/h When Flashing Speed Zone - Trelawny Circle (Ward 10)

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a 40 km/h when flashing speed zone on Trelawny Circle between Forest Park Drive and Doug Leavens Boulevard from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30, as outlined in the report from the Commissioner of Transportation and Works, dated September 10, 2019 and entitled “40 km/h When Flashing Speed Zone – Trelawny Circle (Ward 10).”

Background

The Transportation and Works Department is in receipt of a request from the Peel Regional Police to lower the speed limit to 40 km/h in front of Our Lady of Mount Carmel Secondary School located on Trelawny Circle.

Comments

The ‘Traffic Safety in School Zones’ Policy 10-03-01 limits the use of 40 km/h to school zones on local and minor collector roadways abutting the frontage of a junior school or on roadways with less than acceptable geometrics, based on engineering standards. In addition, 40 km/h when flashing speed zones are used on major collector roadways abutting school frontage.

Historically, high schools were not included in the above-cited policy; however, there are a number of roadways with a reduced speed limit due to the presence of a high school.

As part of the City’s Vision Zero framework and recognizing the need to standardize the application of speed limits in school zones throughout the City, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Trelawny Circle. The 40 km/h speed zone would be in effect from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30. For the remaining times, the statutory speed limit of 50 km/h on Trelawny Circle would be maintained.

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Considering that there is currently a 40 km/h when flashing speed limit zone in front of Trelawny Public School located at 3420 Trelawny Circle (Osprey Boulevard to Doug Leavens Boulevard), implementation of the proposed 40 km/h when flashing speed limit will extend the existing 40 km/h when flashing speed limit zone along Trelawny Circle from Osprey Boulevard to Forest Park Drive. This would provide for greater consistency with the speed limit on Trelawny Circle.

Observations have revealed that the use of 40 km/h when flashing speed zones on major collector roadways has resulted in improvements with speed limit compliance within the signed zone.

The affected Ward Councillor supports the proposed speed limit change.

Financial Impact

The estimated cost for the implementation of the 40 km/h when flashing speed zones is \$50,000 and can be accommodated in the 2019 Supply Installation and Modernization of Traffic Control Signal Program (Capital Project PN-19198).

Conclusion

Based on the roadway characteristics and the presence of Our Lady of Mount Carmel Secondary School located on Trelawny Circle, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Trelawny Circle between Forest Park Drive and Doug Leavens Boulevard from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

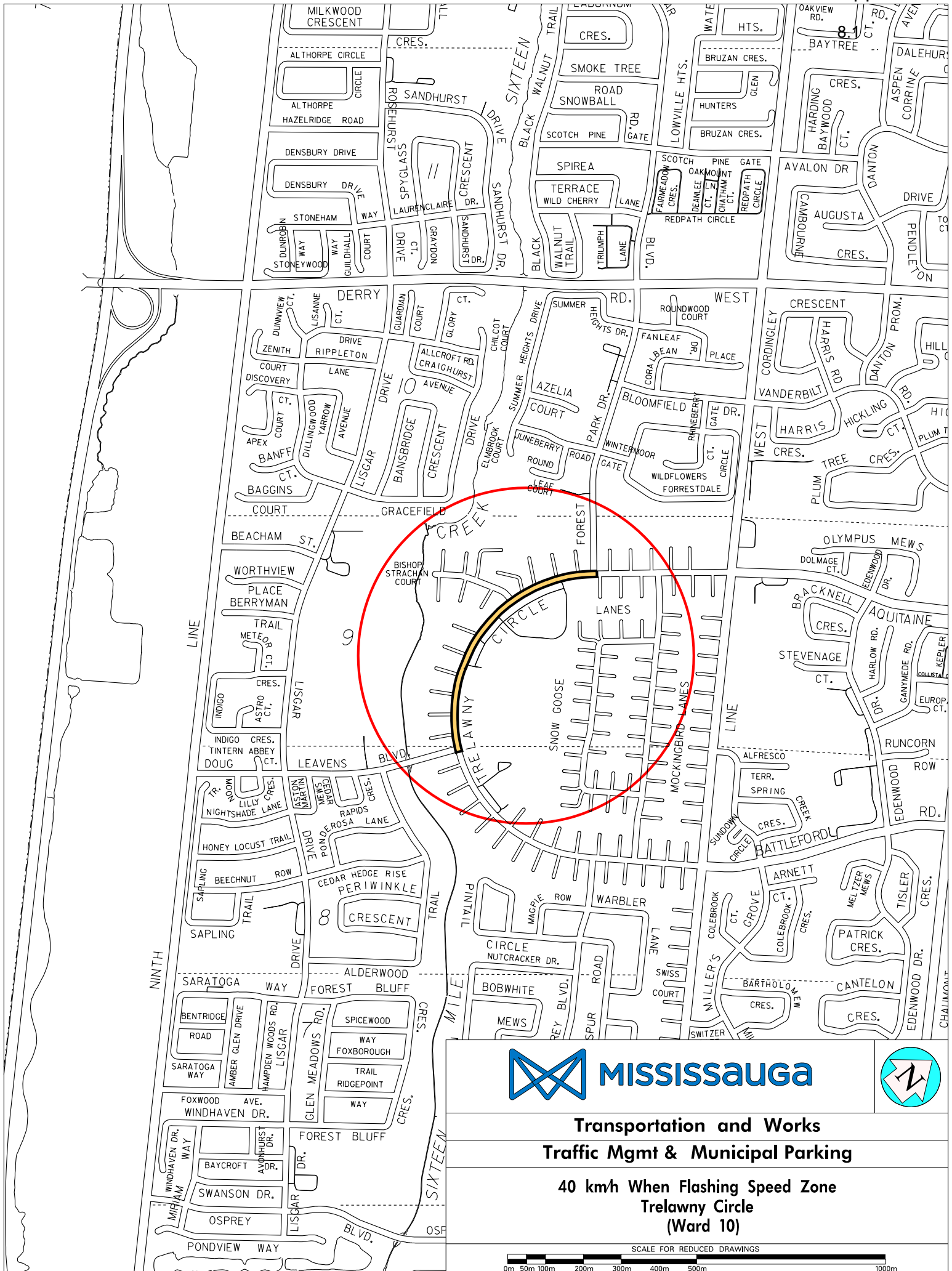
Attachments

Appendix 1: 40 km/h When Flashing speed Zone – Trelawny Circle (Ward 10)



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Darek Pest, Road Safety Technologist



Transportation and Works Traffic Mgmt & Municipal Parking

**40 km/h When Flashing Speed Zone
Trelawny Circle
(Ward 10)**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m

City of Mississauga

Corporate Report



Date: 2019/09/13

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2019/10/02

Subject

40 km/h Neighbourhood Area Speed Limit Implementation (All Wards)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-200 to establish 40 km/h neighbourhood area speed limits within the neighbourhoods identified in the report dated September 13, 2019, from the Commissioner of Transportation and Works, entitled, "40 km/h Neighbourhood Area Speed Limit Implementation (All Wards)".

Background

New legislation has amended the Highway Traffic Act to allow municipalities to designate areas where by-lawed speed limits can be imposed lower than 50 km/h. According to the new regulations, specialized area speed limit signs are required at all entry and exit points of a neighbourhood to designate all streets within the respective borders at the specified lower speed limit.

On June 19, 2019 City Council adopted the recommendations within the report titled '40 km/h Neighbourhood Area Speed Limits' permitting the implementation of 40 km/h Neighbourhood Area Speed Limits.

Comments

Road Safety staff completed a preliminary review of the city's existing roadway network to determine roadways within each neighbourhood that are eligible for a 40 km/h speed based on roadway classifications. Eligible roadways generally include single lane local and minor collector roadways as defined in the City of Mississauga Official Plan. There are approximately 133 typical neighbourhoods in the City.

Staff have consulted with local Ward Councillors to determine the neighbourhood priorities for speed limit reduction within each of their Wards. The intent is to implement 40 km/h speed limits in appropriate neighbourhoods in the city based on the criteria described above while

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maintaining more traditional speed limit signing practices on major roadways throughout the City.

Financial Impact

Funds are available in the 2019 Operating Budget to accommodate the proposed 40 km/h neighbourhood area speed limits.

Conclusion

Transportation and Works Department staff consulted with local Ward Councillors to prioritize the first neighbourhoods for new 40 km/h neighbourhood area speed limits. The neighbourhoods identified for speed limit changes are identified in Appendix 12. Funds and staff resources are available in the 2019 Transportation and Works Department Operating Budget.

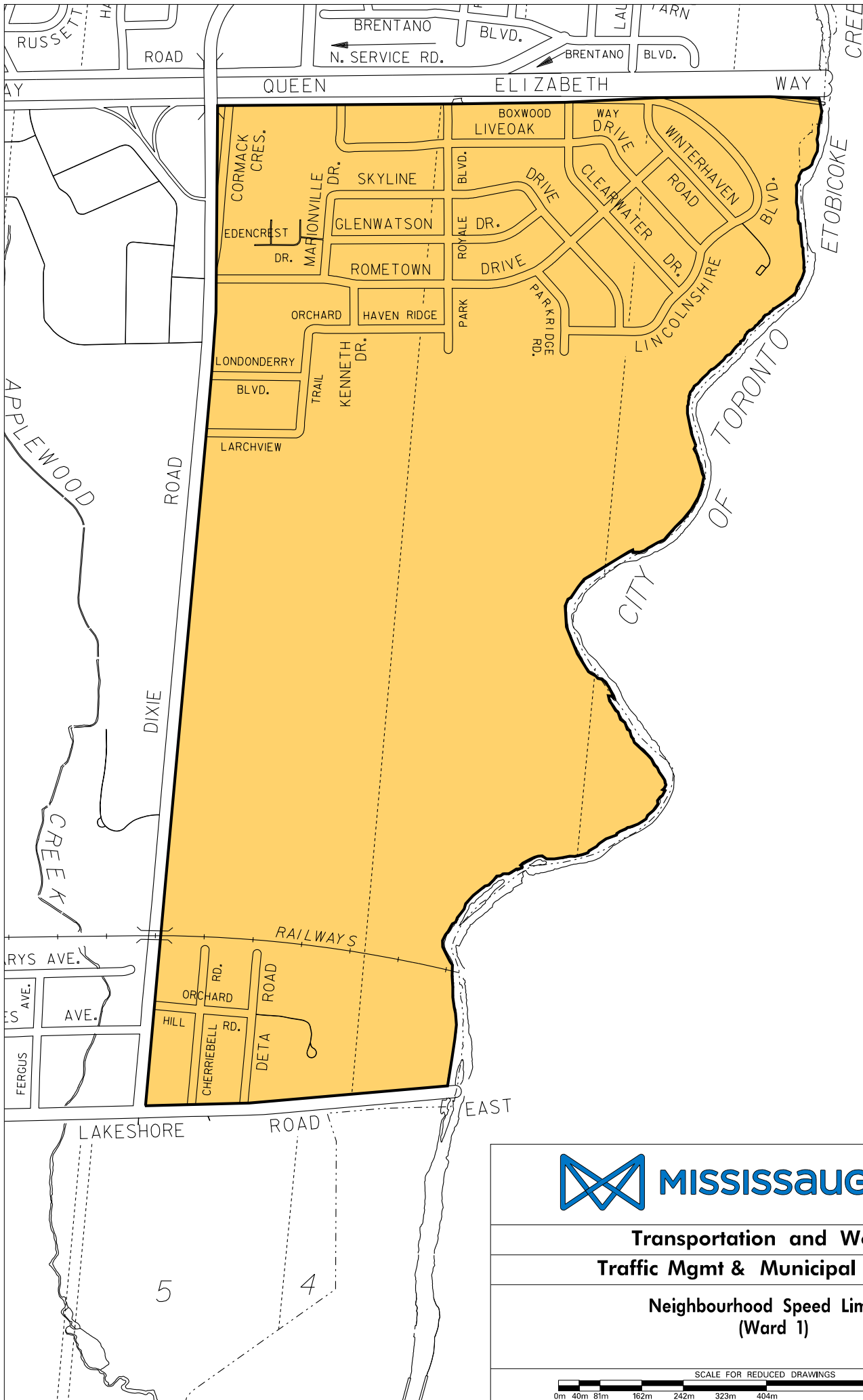
Attachments

- Appendix 1: Neighbourhood Area Speed Limit – Ward 1
- Appendix 2: Neighbourhood Area Speed Limit – Ward 2
- Appendix 3: Neighbourhood Area Speed Limit – Ward 3
- Appendix 4: Neighbourhood Area Speed Limit – Ward 4
- Appendix 5: Neighbourhood Area Speed Limit – Ward 5
- Appendix 6: Neighbourhood Area Speed Limit – Ward 6
- Appendix 7: Neighbourhood Area Speed Limit – Ward 7
- Appendix 8: Neighbourhood Area Speed Limit – Ward 8
- Appendix 9: Neighbourhood Area Speed Limit – Ward 9
- Appendix 10: Neighbourhood Area Speed Limit – Ward 10
- Appendix 11: Neighbourhood Area Speed Limit – Ward 11
- Appendix 12: Neighbourhood Area Speed Limits

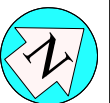


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Colin Patterson, C.E.T., RSP, Road Safety Supervisor

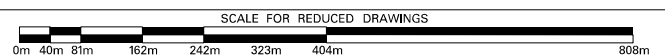


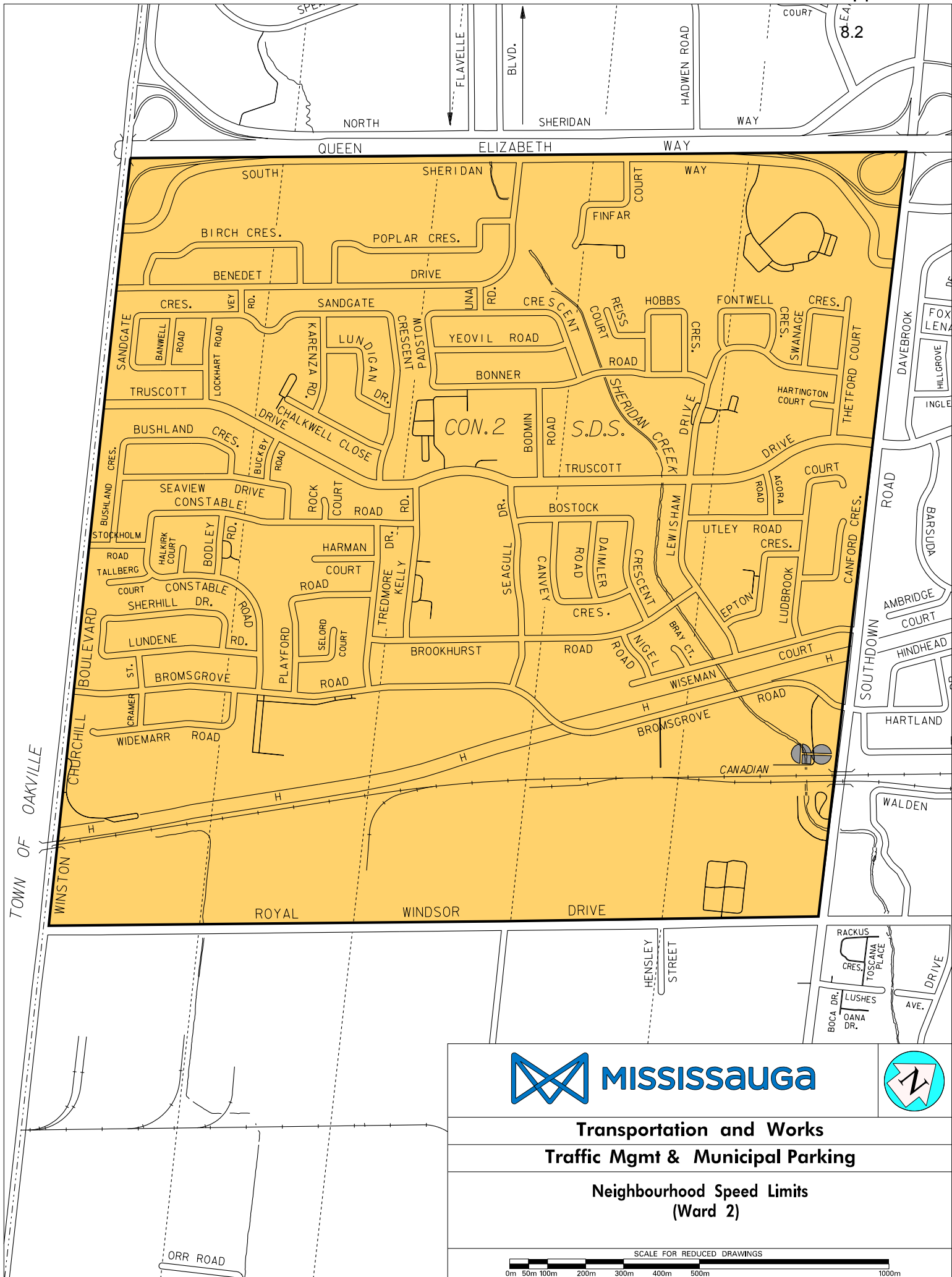
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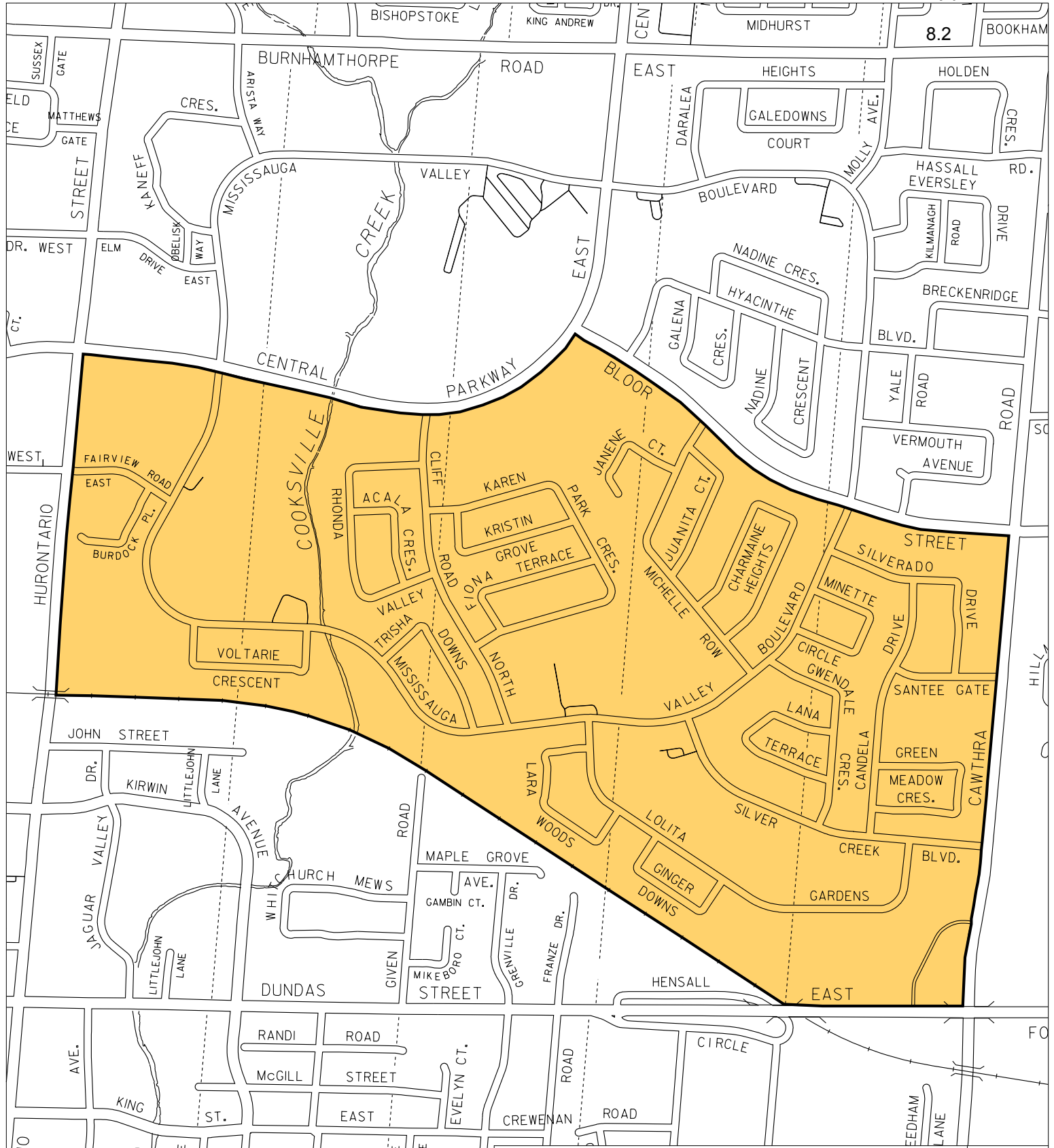
**Transportation and Works
Traffic Mgmt & Municipal Parking**

**Neighbourhood Speed Limits
(Ward 1)**



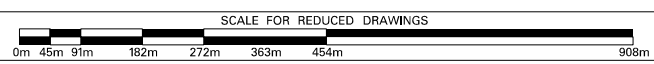


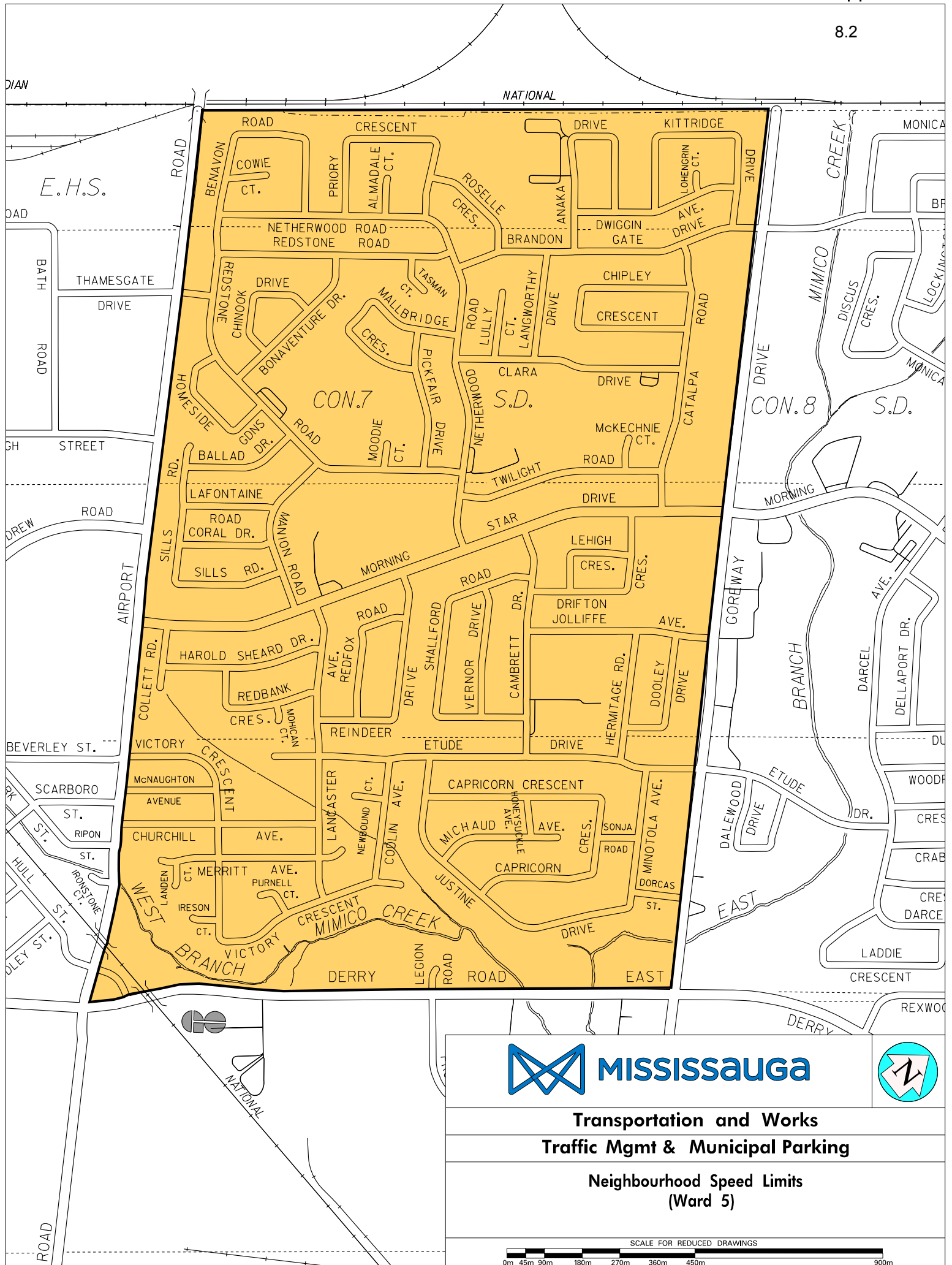


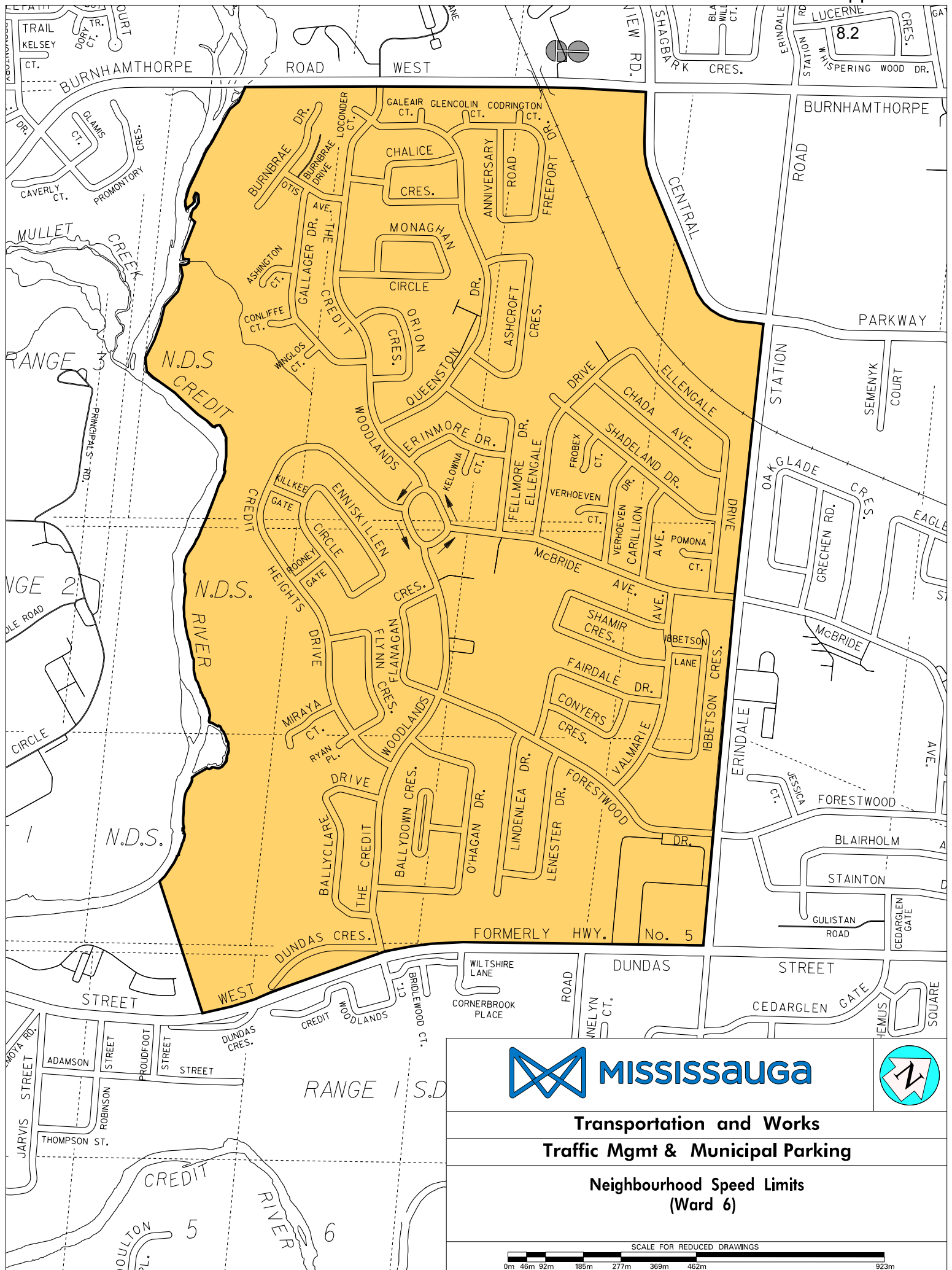


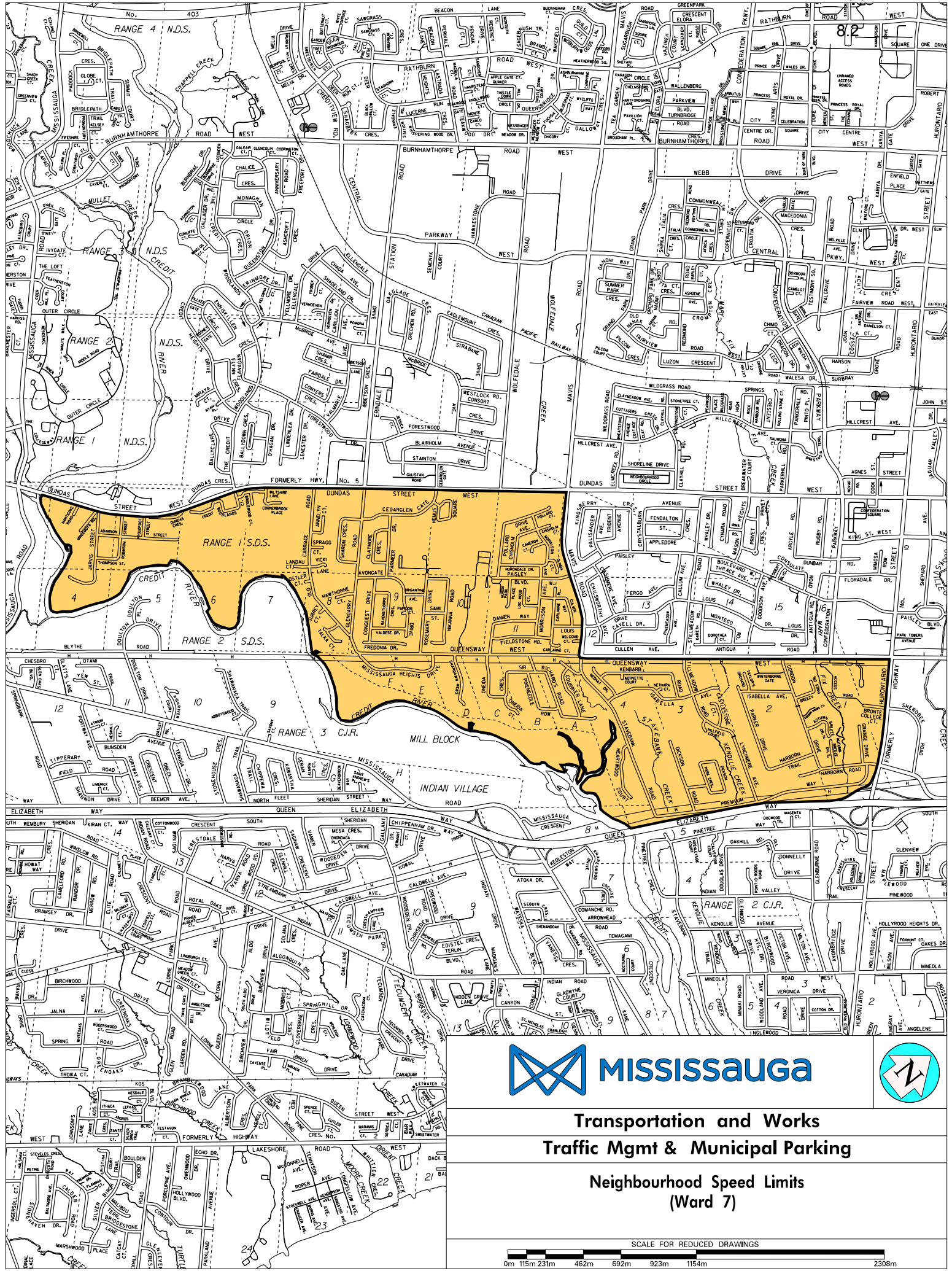
**Transportation and Works
Traffic Mgmt & Municipal Parking**

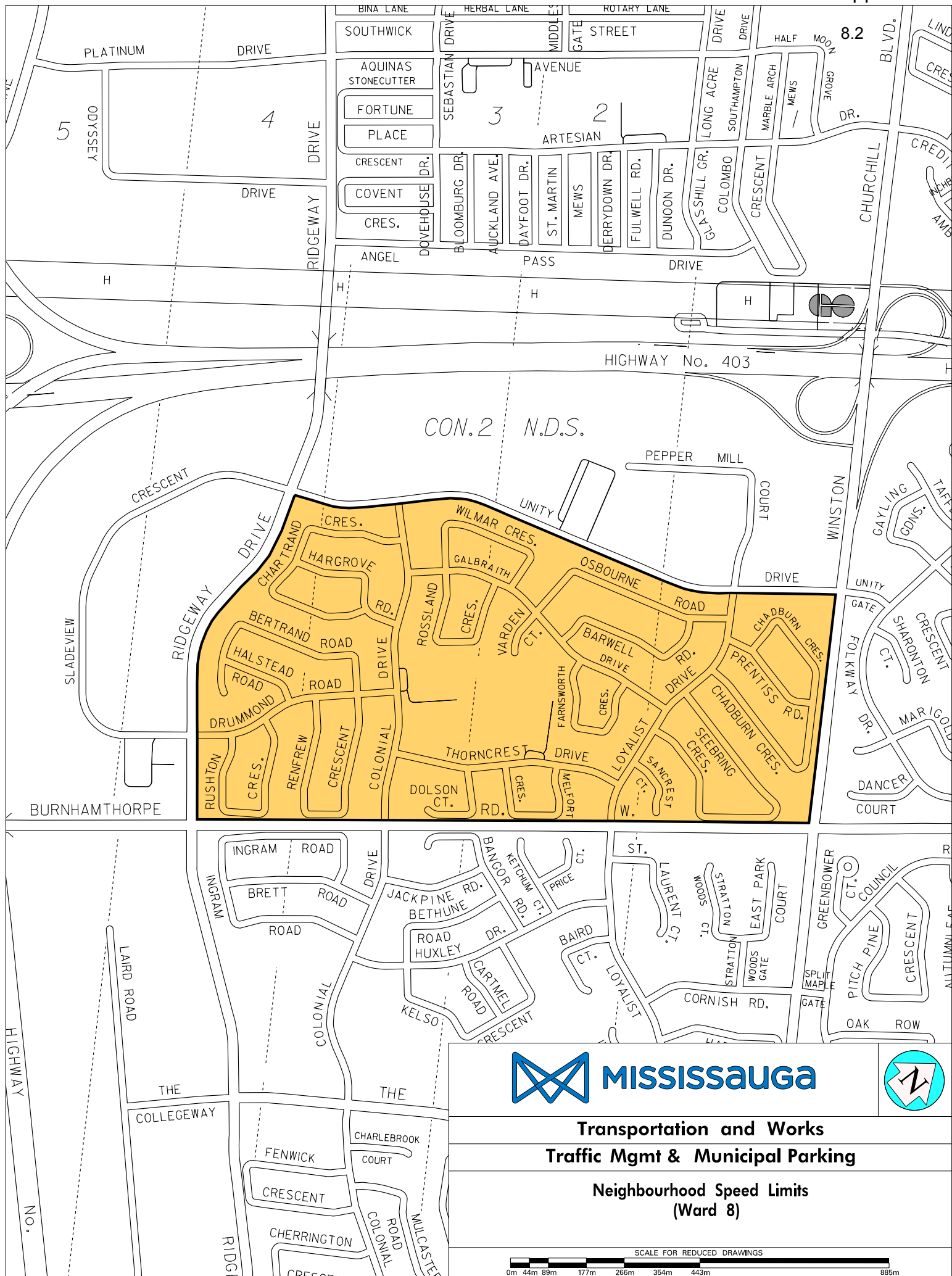
**Neighbourhood Speed Limits
(Ward 4)**

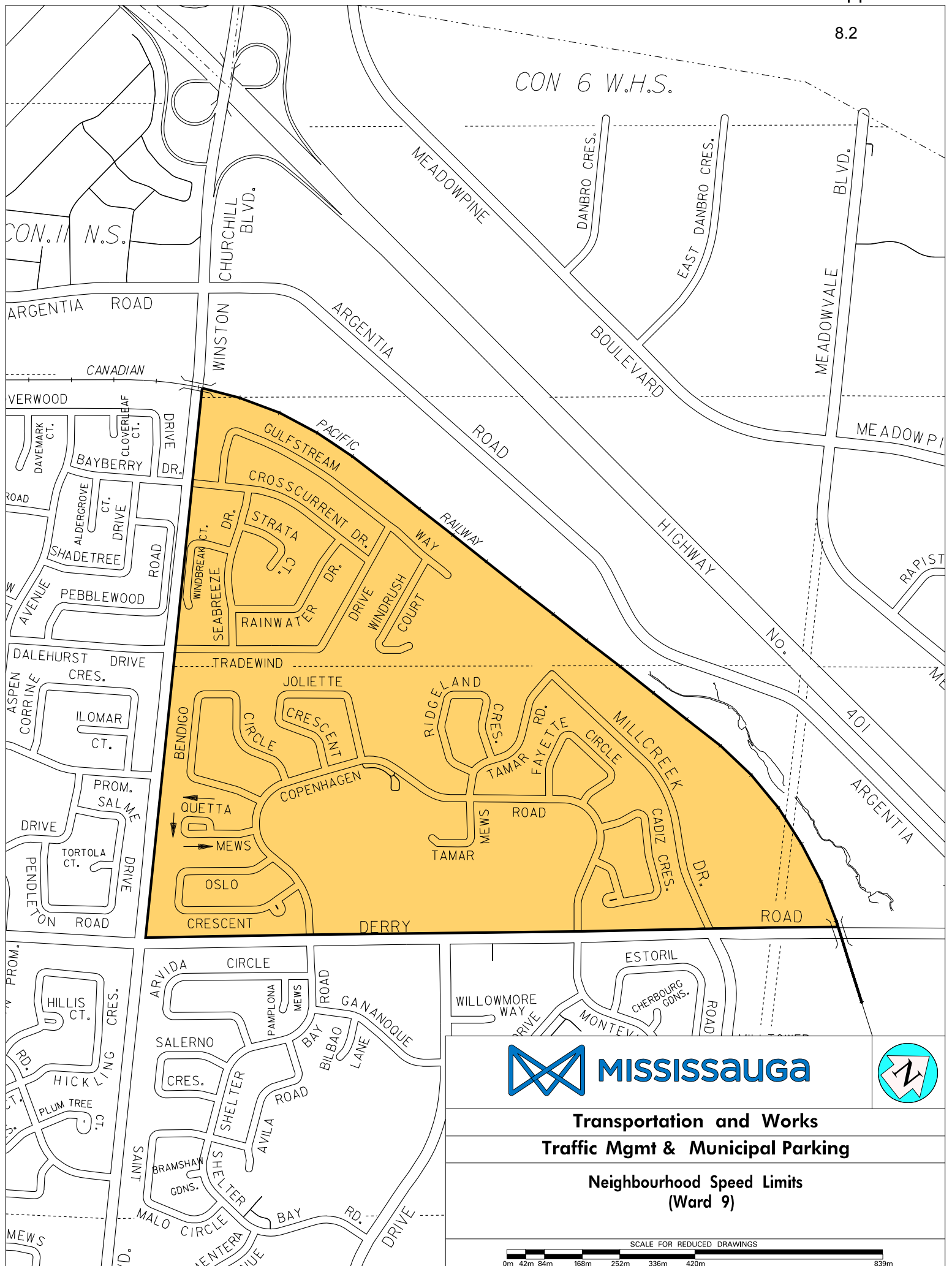


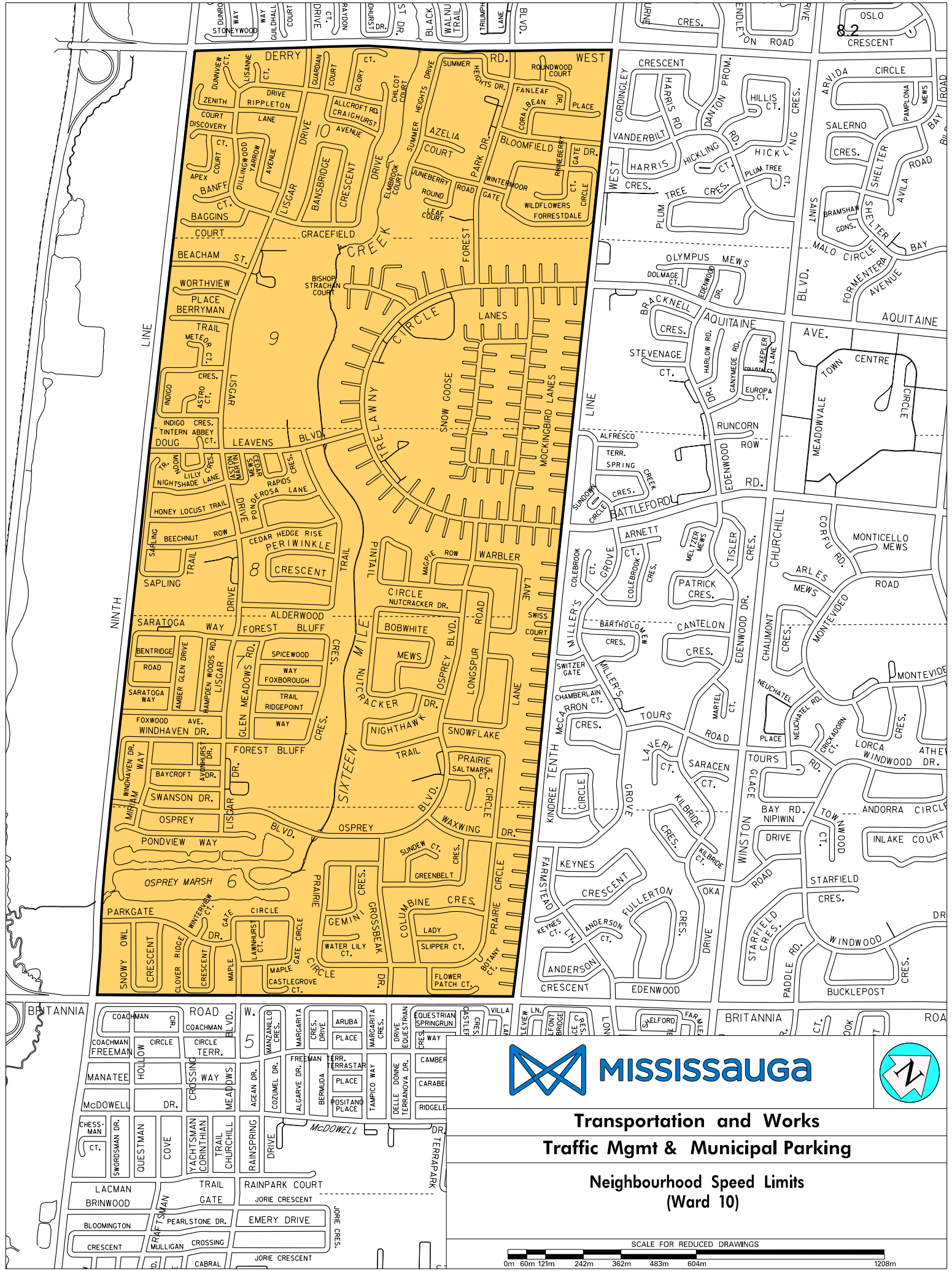






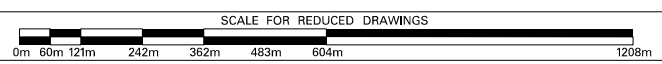


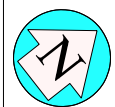
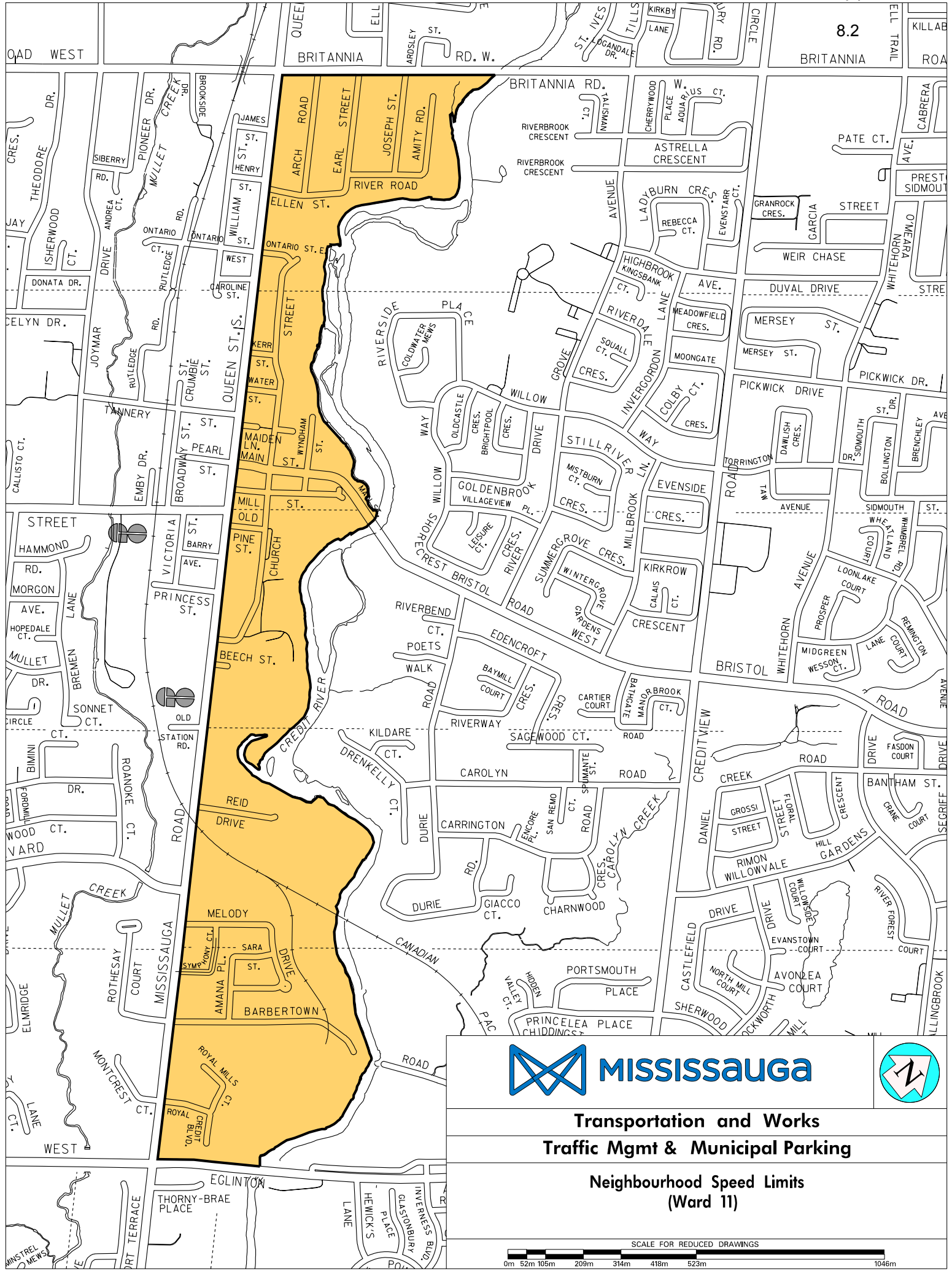




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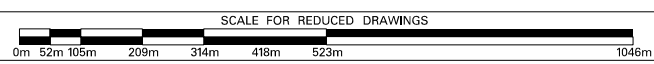
**Neighbourhood Speed Limits
(Ward 10)**





**Transportation and Works
Traffic Mgmt & Municipal Parking**

**Neighbourhood Speed Limits
(Ward 11)**



<u>Ward #</u>	<u>Appendix #</u>	<u>Rate of Speed</u>	<u>Neighbourhood Boundaries</u>
Ward 1	Appendix 1	40 km/h	South Service Road Etobicoke Creek Lakeshore Road East Dixie Road
Ward 2	Appendix 2	40 km/h	South Sheridan Way Southdown Road Royal Windsor Drive Winston Churchill Boulevard
Ward 3	Appendix 3	40 km/h	Bloor Street Dixie Road Dundas Street East Tomken Road
Ward 4	Appendix 4	40 km/h	Bloor Street Cawthra Road Dundas Street East Canadian Pacific Railway Hurontario Street Central Parkway East
Ward 5	Appendix 5	40 km/h	Canadian National Railway Goreway Drive Derry Road East Airport Road
Ward 6	Appendix 6	40 km/h	Burnhamthorpe Road West Central Parkway West Erindale Station Road Dundas Street West Credit River

<u>Ward #</u>	<u>Appendix #</u>	<u>Rate of Speed</u>	<u>Neighbourhood Boundaries</u>
Ward 7	Appendix 7	40 km/h	Queensway Hurontario Street Queen Elizabeth Way Credit River Dundas Street West Mavis Road
Ward 8	Appendix 8	40 km/h	Unity Drive Winston Churchill Boulevard Burnhamthorpe Road West Ridgeway Drive
Ward 9	Appendix 9	40 km/h	Canadian Pacific Railway Derry Road Winston Churchill Boulevard
Ward 10	Appendix 10	40 km/h	Derry Road West Tenth Line West Britannia Road West Ninth Line
Ward 11	Appendix 11	40 km/h	Britannia Road West Credit River Eglinton Avenue West Mississauga Road/Queen Street South

City of Mississauga

Corporate Report



Date: 2019/09/06

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2019/10/02

Subject

2019 Traffic Calming Program - Credit Valley Road and Metcalfe Avenue Neighbourhood (Ward 8)

Recommendation

1. That the 2019 Traffic Calming Program as outlined in the report from the Commissioner of Transportation and Works, dated September 6, 2019 and entitled "2019 Traffic Calming Program – Credit Valley Road and Metcalfe Avenue Neighbourhood (Ward 8)", be approved.
2. That the report from the Commissioner of Transportation and Works, dated September 6, 2019 and entitled "2019 Traffic Calming Program – Credit Valley Road and Metcalfe Avenue Neighbourhood (Ward 8)" be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

Report Highlights

- As part of the ongoing Traffic Calming Program, Credit Valley Road and Metcalfe Avenue were selected as candidates for implementation of physical traffic calming measures.
- To determine the level of support and to refine the traffic calming plan for the neighbourhoods, a public consultation with Road Safety staff, the local Ward Councillor and area residents were held to discuss the preliminary plans for the neighbourhood.
- No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming measures.
- The estimated cost for the installation of the physical traffic calming measures within the neighbourhood is \$60,000 and can be accommodated within the 2019 Traffic Calming Program capital budget (Capital Project PN-19199).

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Background

Following the Traffic Calming Pilot Program, an annual Traffic Calming Program was approved by City Council in 2016.

Traffic calming has been initiated to address operational issues related to speeding and aggressive driving and as a part of the ongoing prioritization of the Traffic Calming Program.

Whenever the Road Safety Unit is in receipt of a concern regarding speeding, aggressive driving and/or traffic infiltration on City roadways, the first step undertaken by staff is to identify the area of concern and arrange for the collection of speed and volume data.

Once a speeding concern is identified, Road Safety staff can utilize a number of passive traffic calming techniques to reduce vehicle operating speeds. These passive traffic calming measures can include the implementation of painted edge/centre lines, the use of a speed awareness device and enforcement.

If an ongoing identified concern cannot be resolved through other more passive traffic calming measures, Road Safety staff will evaluate the location against the criteria outlined in the Traffic Calming Policy 10-09-03. If a location does qualify based on the criteria outlined in the policy, it will be prioritized on a list of traffic calming locations.

At the close of 2018 staff reviewed the list of the traffic calming locations that qualified for the implementation of physical traffic calming. Eligible traffic calming locations were prioritized based on the severity of the speeding concern taking into account other factors such as overall traffic volumes, the presence of sidewalks or cycling facilities, and neighbourhood pedestrian generators such as schools and parks.

The first five roadways which were part of the 2019 Traffic Calming program were approved by Council in June 2019. The following two additional roadways have proceeded through the traffic calming process:

- Credit Valley Road between Winston Churchill Boulevard and Erin Mills Parkway (refer to location map in Appendix 1)
- Metcalfe Avenue between Credit Valley Road and Eglinton Avenue West (refer to location map in Appendix 1).

Credit Valley Road

Staff collected traffic data at multiple locations along Credit Valley Road prior to engaging the Ward Councillor and the public. Results of these studies are as follows:

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Credit Valley Road	Posted Speed (km/h)	Spring/Fall 2018
		85th Percentile Speed (km/h)
Between Idlewilde Crescent and Glen Erin Drive	40	57
Between Donegal Drive/Romfield Crescent and Tavistock Court	40	57

The results indicated a speeding concern on Credit Valley Road between Winston Churchill Boulevard and Erin Mills Parkway. Therefore, it was determined that additional corrective measures in the form of physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

Metcalfe Avenue

Staff collected traffic data along Metcalfe Avenue and the results of the study are as follows:

Metcalfe Avenue	Posted Speed (km/h)	Spring 2018
		85th Percentile Speed (km/h)
Between Credit Valley Road and Bay Villa Avenue	50	63

The results indicated a speeding concern on Metcalfe Avenue between Credit Valley Road and Eglinton Avenue West. Therefore, it was determined that additional corrective measures in the form of physical traffic calming were required to address the ongoing concerns with speeding and aggressive driving.

Comments

Once Road Safety staff identified candidates for the installation of physical traffic calming measures preliminary plans for the neighbourhood to address the identified issues were developed. Staff considered different types of traffic calming devices and overall roadway characteristics to achieve operating speeds, which are consistent with the posted speed limit. These factors include traffic calming type, spacing, layout and impacts the installation of physical traffic calming devices may have on local residents and City services.

Public Consultation

To determine the level of support and to refine the traffic calming plan for the neighbourhood, a public consultation with Road Safety staff, the local Ward Councillor and area residents was held to discuss the preliminary plan for the neighbourhood. Arrangements were made to meet directly with the affected residents in a public information centre where staff presented

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preliminary plans and provided residents with the opportunity to discuss issues directly with staff and/or leave written comments and feedback. The results of the public meeting consultations are as follows:

- Credit Valley Road - 77% of respondents were supportive of the proposed measures along Credit Valley Road. These measures include a series of speed cushions that will be installed between Winston Churchill Boulevard and Erin Mills Parkway.
- Metcalfe Avenue – a number of respondents who were in favour of the proposed traffic calming on Credit Valley Road also requested the inclusion of Metcalfe Avenue. Following the public meeting, staff reviewed the traffic data along Metcalfe Avenue and determined that the criteria was met for physical traffic calming measures. These measures will also include a series of speed cushions that will be installed between Credit Valley Road and Eglinton Avenue West.

In consultation with the local Ward Councillor, the decision was made to pursue the installation of these physical traffic calming measures on Credit Valley Road and Metcalfe Avenue.

Staff provided the revised concept plans to all emergency services and MiWay and no concerns have been raised regarding the proposed traffic calming.

Financial Impact

The estimated cost for the installation of physical traffic calming measures on Credit Valley Road and Metcalfe Avenue is \$60,000 and can be accommodated within the 2019 Traffic Calming Program capital budget (Capital Project PN-19199).

Conclusion

There is sufficient interest from local area residents, as well as support from the affected Ward Councillor, for the implementation of physical traffic calming measures on Credit Valley Road and Metcalfe Avenue.

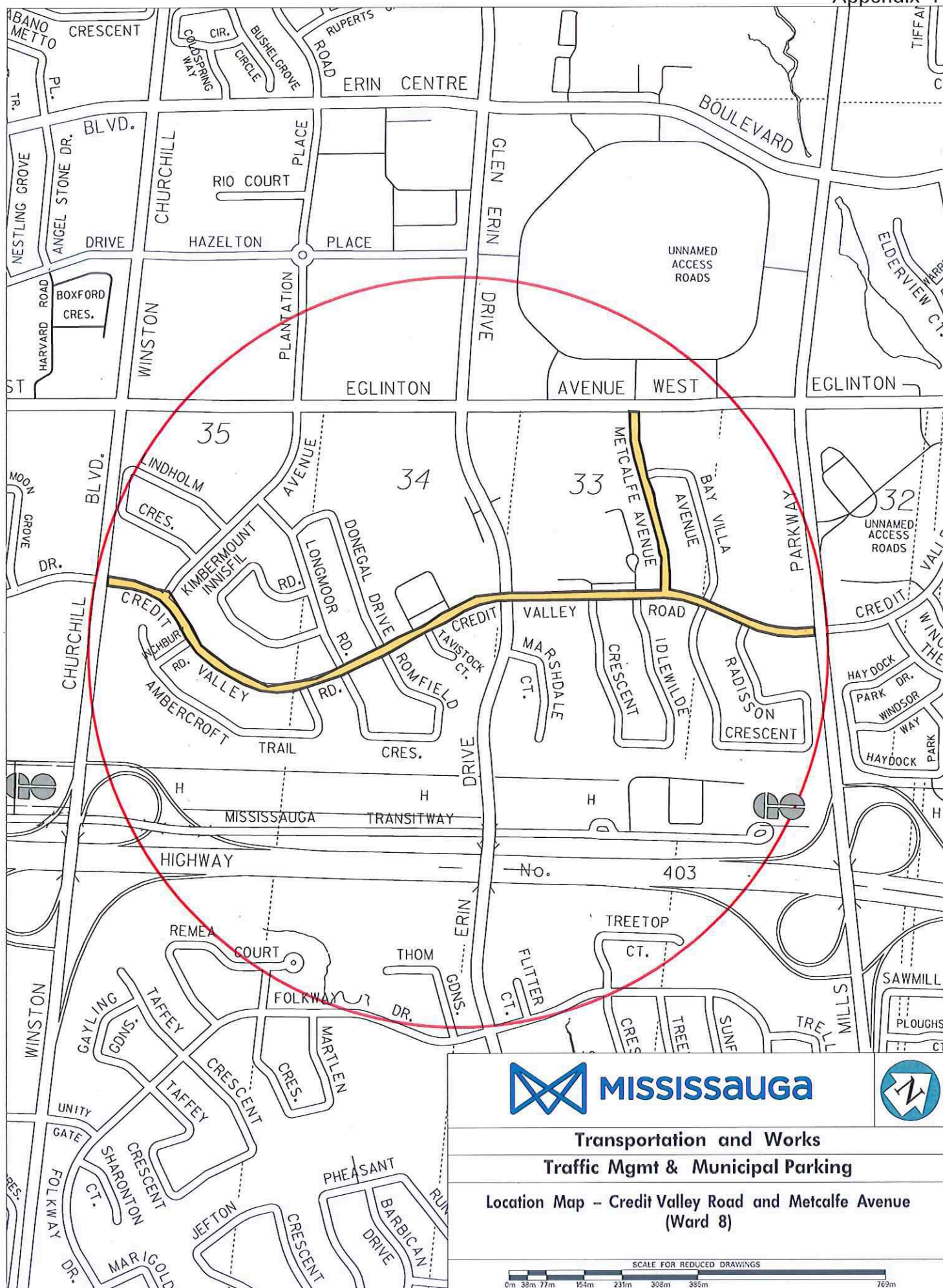
Attachments

Appendix 1: Location Map – Credit Valley Road and Metcalfe Avenue (Ward 8)



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: William Wright, C.E.T., Road Safety Technologist



City of Mississauga

Corporate Report



Date: 2019/09/17

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2019/10/02

Subject

Confirmation of Traffic By-law Amendments

Recommendation

That a by-law be enacted to amend the By-law 555-00, as amended, to implement the changes as outlined in the report from the Commissioner of Transportation and Works, dated September 17, 2019 and entitled "Confirmation of Traffic By-law Amendments".

Background

In accordance with the Council Procedure By-law, under the delegation to staff during summer recess, Council delegated to the Commissioner of Transportation and Works (or designate) the authority to approve traffic amendments. Any applicable amendments required to the Traffic By-law are to be confirmed by Council at the next available Council meeting.

Comments

All traffic amendments approved by the Commissioner of Transportation and Works, were done so following consultation and approval from the relevant Ward Councillor. The following amendments were approved during the summer election recess:

Five Hour Parking Limit Exemption (Schedule 1):

1. Covent Crescent – west side – 15 hours – entire roadway (Ward 8)
2. Bala Drive – layby on south side – 15 hours – between Freshwater Drive and Festival Drive (Ward 10)
3. Sunlight Street – layby on north side – 15 hours – between Freshwater Drive and Festival Drive (Ward 10)

No Parking (Schedule 3):

1. Barchester Court – both sides – anytime on entire roadway (Ward 8)

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2. Festival Drive – west side – anytime between Bala Drive and a point 55 metres southerly thereof (Ward 10)
3. Festival Drive – west side – anytime between Sunlight Street and a point 55 metres northerly thereof (Ward 10)
4. REMOVE RESTRICTION - Festival Drive – east side – from a point 55 metres south of Bala Drive and a point 55 metres north of Sunlight Street (Ward 10)

No Stopping (Schedule 4):

1. Havenwood Drive – east side – 8am-4pm / Mon-Fri / Sep 1-Jun 30 between a point 120 metres north of Fieldgate Drive and a point 55 metres northerly thereof (Ward 3)
2. Havenwood Drive – west side – 8am-4pm / Mon-Fri / Sep 1-Jun 30 between a point 105 metres south of Tyneburn Crescent (south intersection) and a point 65 metres southerly thereof (Ward 3)

Stops Signs (Schedule 11):

1. Duval Drive at Whitehorn Avenue (Ward 6)
2. Speakman Drive at Flavelle Boulevard North (east intersection) – temporary (Ward 2)

Prohibited Turns (Schedule 14):

1. Perennial Drive & Tenth Line – revision to exempt buses (Ward 10)

Speed Limits (Schedule 18):

1. Argentia Road – 60 km/h – between Winston Churchill Boulevard and Ninth Line (Ward 9)

Designated On-Street Parking for the Disabled (Schedule 29):

1. Bloomington Crescent – north side anytime from a point 170 metres west of Raftsman Cove and a point 8 metres westerly thereof (Ward 10)

Driveway Boulevard Parking – Curb to Sidewalk (Schedule 31):

1. Guildwood Way – both sides between Bristol Road West and Ceremonial Drive (Ward 5)
2. Mariner Court – east side (Ward 5)
3. Innisdale Road – both sides between Tenth Line West and Aspen Avenue (Ward 9)
4. Baggins Court – east/south side (Ward 10)
5. Osbourne Road – both sides (Ward 8)
6. Saint Barbara Boulevard – both sides between Meadowridge Court and Panhellenic Drive (Ward 11)

General Committee

2019/09/17

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Financial Impact

Not Applicable.

Conclusion

That the above changes to the Traffic By-law, approved by the Commissioner of Transportation and Works under the delegation to staff during summer election recess, be confirmed by Council.



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Maxwell Gill, C.E.T., Supervisor of Traffic Operations

City of Mississauga Corporate Report



Date: 2019/09/17

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2019/10/02

Subject

Flood Protection on Private Property

Recommendation

1. That General Committee receive the report from the Commissioner of Transportation and Works, dated September 17, 2019 and entitled *"Flood Protection on Private Property"*.
2. That General Committee direct staff to prepare a Corporate Policy and Procedure for Council's approval outlining the City's role for the protection of private properties in Mississauga from flooding caused by high water levels in lakes and other water courses and that, immediately before or during such flooding, the City will make sand bags available for residents and businesses, as resources permit, as outlined in the report from the Commissioner of Transportation and Works, dated September 17, 2019 and entitled *"Flood Protection on Private Property"*.

Report Highlights

- On May 28, 2019 staff from the Works Operations and Maintenance Division constructed a sand bag wall in Ward 1 on six adjacent private properties fronting Lake Ontario, given the high water levels and strong easterly winds forcing water and debris onto these properties.
- The City of Mississauga does not have a Corporate Policy and Procedure regarding the City's role for the protection of private property from flooding from high water levels on lakes and other water courses.
- Except for the incident in Ward 1 on May 28, 2019, the City has not provided protection to private properties during flooding incidents emanating from lakes and other water courses. Private property owners have been responsible for protecting their own properties against flooding.
- The purpose of this report is to seek direction from Council to prepare a Corporate Policy and Procedure for Council's approval outlining the City's role for the protection of private properties in Mississauga from flooding caused by high water levels in lakes and other water courses.

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Background

During a rain and easterly wind event on May 28, 2019, staff from the Works Operations and Maintenance (WOM) Division received reports of flooding on private property for six adjacent properties fronting on Lake Ontario in Ward 1. Given the high water levels in Lake Ontario, coupled with the easterly winds of approximately 69 kilometres per hour (43 miles per hour), water from the lake and debris were being forced onto these properties beyond the shoreline, with the potential to damage homes or other structures on these properties.

In consultation with the Ward 1 Councillor and the affected residents, a decision was made by WOM staff, in the moment, to construct a sand bag wall to protect the private properties.

The City of Mississauga does not have a Corporate Policy and Procedure regarding the City's role for the protection of private property from flooding from high water levels on lakes and other water courses. Further, Policy 03-02-04 entitled "*Corporate Policy and Procedures Program*" indicates that Council approval of policies is necessary when Council's position on the issue should be part of the public record, in keeping with open and accountable government, including policies that establish standards for delivery of services to the public.

As a result, the purpose of this report is to seek direction from Council to prepare a Corporate Policy and Procedure for Council's approval outlining the City's role for the protection of private properties in Mississauga from flooding caused by high water levels in lakes and other water courses.

Comments

City of Mississauga's Flood Response:

As part of the City's Emergency Response and Preparedness Program, responsibility for flooding related incidents rests with the WOM. Flood incident objectives are based on the following priorities (in order):

1. Life Safety
2. Incident Stabilization
3. Property Preservation

Except for the incident in Ward 1 on May 28, 2019, the City has not provided protection to private properties during flooding incidents emanating from lakes and other water courses. Private property owners have been responsible for protecting their own properties against flooding. To achieve the City's flood incident objectives, the City's flood response has typically been focused on evacuating residents, when required, and providing appropriate sheltering; and, protecting City-owned property, assets and infrastructure.

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In the event of high water levels in Lake Ontario or other water courses at risk of flooding, as well as during an actual flood incident, the City through the WOM Incident Management Team, issues safety messaging on the City's website, social media and other media channels as required. The City's website also provides educational information for residents and businesses about how to prepare and protect their property from flooding.

Flood Mitigation and Protection Benchmarking Study:

A review of the flood mitigation practices regarding private property has been conducted, focusing on those municipalities which surround Lake Ontario. The following municipalities have been included in the benchmarking study: Ajax, Burlington, Clarington, Cobourg, Hamilton, Kingston, Niagara-on-the-Lake, Oakville, Oshawa, St. Catharines, Toronto and Whitby. The Regional Municipality of Durham and the Regional Municipality of Halton were also contacted. Regional policy is to leave the decision to protect private property in the case of flooding to the lower tier municipalities.

The majority of municipalities included in this benchmarking study only protect municipal infrastructure and leave the responsibility to protect private property to property owners. This is largely due to the reluctance of governments to take on liability should the municipal interventions fail to adequately protect private property, or should steps taken to protect one property divert flood waters and have an unintended, adverse effect on neighbouring properties.

Municipalities that have assisted in protecting private property: The Municipality of Clarington has had unprecedented flooding events in 2017 and 2019 where they have taken action to protect private property by helping to supply and install sandbag walls to protect private property. The City of Hamilton has been actively assisting private properties along the lakefront to control overland flooding by use of pumps.

Municipalities that make sandbags available to protect private property: The City of Kingston, the Town of Niagara-on-the-Lake, the City of Oshawa and the City of St. Catharines generally do not help protect private property in the case of flooding; however, they do supply sandbags in certain cases of extreme flooding. These municipalities do not help to install the sandbags.

Appendix 1 attached to this report summarizes the results of the Flood Mitigation and Protection Benchmarking Study.

Risk of Flood Protection for Private Property:

If the City of Mississauga were to adopt a practice of protecting private property from flooding, the municipality would be at risk if the protection measures implemented failed. Decisions to prioritize certain properties over others could expose the City to liability, particularly if diverted flood waters caused property damage downstream. Further, securing the resources and implementing remediation measures to protect private property, particularly for larger flooding

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events, would be challenging and costly, and the City may not be able to provide protection to all affected properties.

Typically for flooding events, municipalities do their best to acquire resources and protect municipal assets and infrastructure. For larger flooding events, resources for flood protection, like sandbags, become harder to acquire as the demand can exceed the supply. For the City of Mississauga, our restricted yard capacity limits the amount of sand and sandbags we can store. However, in the event of larger flooding event, the City would source sand from a list of prequalified suppliers and manufacture sandbags onsite where they would be installed.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

Except for the incident in Ward 1 on May 28, 2019, the City of Mississauga has not provided protection to private properties during flooding incidents emanating from lakes and other water courses. The majority of municipalities included in this benchmarking study only protect municipal infrastructure and leave the responsibility to protect private property to property owners.

The City of Mississauga does not have a Corporate Policy and Procedure regarding the City's role for the protection of private property from flooding from high water levels on lakes and other water courses. It would expose the City to the risk of litigation as well as be costly if the City were to protect private property from flooding events from lakes and other water courses by providing remedial measures, like sandbagging and/or pumping out water.

As a result, it is recommended that General Committee direct staff to prepare a Corporate Policy and Procedure for Council's approval indicating that the City would only make sand bags available for residents and businesses, as resources permit, in the event of a flooding incident

Attachments

Appendix 1: Flood Mitigation and Protection Benchmarking Study – Municipalities Surrounding Lake Ontario



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Mickey Frost, HBA; CPA; CGA; MPA, Director, Works Operations and Maintenance

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
AJAX, ON	The Town of Ajax only protects municipal infrastructure, such as roads, parks and trails. Bank erosion is a significant problem for the town and the town erects fencing to restrict access in dangerous zones.	Environmental Services coordinates with Planning and Development	No	No	No	The Manager of Environmental Services noted that flooding from Lake Ontario has not yet been a large enough problem to warrant interventions to protect private property. The town has had issues with water damaging privately-owned breakwalls that residents erect to protect their private property. The Planning and Development department enters a formal agreement with the resident applying for permission to erect the breakwall. Environmental Services grants residents access to the municipal-owned land along the banks so they can erect breakwalls.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
BURLINGTON, ON	The City of Burlington only protects municipal infrastructure.	The Development and Stormwater Engineering department coordinates with operations divisions within Roads Parks and Forestry, as well as Parks and Open Spaces.	No	No	No. The city declines to direct or instruct residents on actions they can take to protect their property because it opens the city up to liability issues.	<p>The city has held its position against protecting private property for some time. It is the expectation in the city that the property owner is wholly responsible for any flooding damage.</p> <p>There have recently been residents going to the Mayor to ask for more city involvement in helping them protect their private property. These requests have been largely for sandbags to be provided to residents experiencing flooding. The city has declined to do so.</p>

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
CLARINGTON, ON	There has been significant flooding on marinas and roads, which the municipality has had to respond to. On a west beach marsh route, a road had to be raised 10 inches above the water level with gravel to ensure residents could access their homes.	Clarington Operations works in conjunction with the Fire Department. The Fire Chief is responsible for responding to flooding emergencies; he also holds the title of Community Emergency Management Coordinator.	Yes, in case of flooding of unprecedented levels in 2017 and 2019.	Yes, in flooding emergencies. Clarington acquired, provided and helped install 44,000 sandbags in 2017. The municipality helped build sandbag walls on private homes affected by high water levels. In 2019 Clarington supplied the sandbags again and more residents, community groups and volunteers installed the sandbags. The municipality still assisted those who could not install the sandbags themselves. Sandbags are delivered by the municipality.	Yes, Clarington directs residents to resources for waterfront and flood emergency planning on its website.	In 2017 and 2019 there was significant flooding of 39 private homes along Lake Ontario, which Clarington responded to. Many of the affected homes have separate wells and septic tanks. When flooding occurred in 2017 and 2019, these wells and septic tanks became contaminated.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
COBOURG, ON	The Town of Cobourg only protects municipal infrastructure.	Parks Division within Public Works	No	No	No	The town is currently considering providing sandbags to residents to protect private property; however, no actions or final decisions have been made as of yet.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
HAMILTON, ON	The City of Hamilton generally protects municipal infrastructure in the case of flooding. There was significant flooding in 2017 and 2019 from Lake Ontario.	Public Works Department	Yes. The City of Hamilton has been actively assisting private properties along the lakefront to control overland flooding by use of pumps.	No	Yes. One of the resources Hamilton Water offers is a grant program called the Protective Plumbing Program, which provides financial assistance to homeowners who want to proactively protect their home from sewer backups caused by heavy rain storm events by installing a backwater valve. If the applicant chooses one of the pre-qualified contractors, the entire cost of the installation of the backwater valve and disconnection of downspouts is covered.	The city currently has four pumps located off of side streets near Beach Blvd., that are pumping (24 hrs a day) overland water away from properties to a drainage ditch about 100 metres (approximately 109 yards) away. There is a fifth pump on location as well, that activates when it is raining. In response to the 2017 flooding, an inline check valve was installed at an outfall located at Lakegate Dr. and Grays Rd. as part of a pilot project to help mitigate the backflow of water into the storm sewer system and prevent the water from backing up onto nearby private properties.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
KINGSTON, ON	The City of Kingston only protects municipal infrastructure. There has been no significant flooding damage. However, in 2017 and 2019 the city issued flood warnings of high water levels.	Public Works oversees the flood protection and mitigation, coordinating with the Fire Department's Emergency Preparedness Team as needed during times of flooding.	Generally, no.	Yes, however, only in years where there are flood warnings issued does the city supply sandbags. Residents have to bring their proof of residence with them and make an appointment to collect the available sandbags. There were only 40 requests in 2019 as of yet for sandbags. The city does not deliver sandbags nor does it provide clean up services.	Yes. When there are no flood warnings, the city provides a list of resources and information about sandbag suppliers.	There have been discussions to consider protecting private property; however, there has been no concrete actions or decisions made as of yet. There have been requests from the public for the city to clean debris from flooding; however, the city has declined to do so on private property.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
NIAGARA-ON-THE-LAKE, ON	The Town of Niagara on the Lake only protects municipal infrastructure in the case of flooding. There has been significant flooding recently that caused the town to take unprecedented measures in protecting municipal infrastructure.	Environmental Services, in coordination with the Fire Department in emergency situations.	Generally, no.	Yes, the town delivers sandbags to pick up locations for residents to access.	Yes, The town may suggest the residents take appropriate action to protect their properties.	The town experienced significant flooding from Lake Ontario in 2017 and 2019. There have been discussions to consider protecting private property; however, the town maintains that it will only protect municipal infrastructure for the foreseeable future.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
OAKVILLE, ON	The Town of Oakville only protects municipal infrastructure in the case of flooding. Most of the mitigation practices revolve around placing sandbags on harbours and parks to prevent erosion.	Flood mitigation and protection is a coordinated effort between Development Engineering, Parks and Open Spaces, as well as Roads and Works. The Fire Chief leads the emergency responses should flooding occur.	No	No	Yes, to some extent. If there are requests by residents for information on how to protect their own property, the town may refer them to a list of coastal engineers, and may provide advice on how to choose a contractor (although the town declines to refer or recommend particular contractors to residents).	Although the town has considered taking actions to protect private property, the town has not taken any actions or made any decisions in this regard. There have been requests from the public for the city to clean debris from flooding; however, the city has declined to do so on private property.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
OSHAWA, ON	The City of Oshawa protects public infrastructure, with some roads occasionally affected by flooding (these have been closed in the past), as well as the pier.	The Road Operations division generally handles flood protection and mitigation. The Parks department may also intervene if a pier or a public shoreline is affected.	Generally, no.	Yes, in some cases where it has been proven that flooding from Lake Ontario has affected private homes and businesses. The city supplies and delivers sandbags to the residents; the city does not install the sandbags.	No	The city has received complaints from residents about bank erosion on their lakeside properties. The city does not provide sandbags for bank erosion; it only provides sandbags in the case of flooding.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
ST CATHARINES, ON	The City of St Catharines only protects municipal infrastructure in the case of flooding.	Municipal Public Works	Generally, no.	Yes, if the city has sandbags to spare, sandbags will be distributed to residents via two community groups.	No	

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

City	Protection of Municipal Infrastructure	Department responsible for Flood Protection and Mitigation	Does the Municipality protect Private Property?	Does the Municipality provide sandbags to Residents?	Does the City direct Residents to Resources on protecting their property?	Additional Notes
TORONTO, ON	The City of Toronto only protects municipal infrastructure in the case of flooding.	Parks, Forestry and Recreation	No	No	Yes, the city may direct residents to access a website online that has information on mitigating flooding.	The Toronto Region Conservation Authority may in some cases drop a pile of sand on a park, which residents can access to fill their own sandbags. However, Toronto does not provide sandbags to residents.

Flood Mitigation and Protection Benchmarking Study - Municipalities Surrounding Lake Ontario

[illegible]

City of Mississauga Corporate Report



Date: 2019/05/17

To: Chair and Members of General Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2019/10/02

Subject

**Sole Source Recommendation for Secure Document Destruction with Iron Mountain
Secure Shredding Canada Incorporated**

Recommendation

1. That the report dated August 14, 2019 from the Commissioner of Community Services entitled Sole Source Recommendation for Secure Document Destruction with Iron Mountain Secure Shredding Canada Incorporated, be received.
2. That the Purchasing Agent be authorized to execute a contract for secure document destruction services with Iron Mountain Secure Shredding Canada Incorporated on a sole source basis for a four (4) year period beginning November 1, 2019 with the option to extend for up to two (2) additional one year terms, at an estimated amount of \$35,000 per year.

Background

In 2015, the City of Mississauga implemented a corporate-wide secure document destruction program. This program manages the destruction of documents requiring secure destruction.

The program has two major facets.

1. The secure destruction of "records" and content through the City's Records Management Program which operates in accordance with the City's Records Retention By-law 0097/17. This process is managed by Records Management staff using a third-party service. This service provides mobile, locked, 65 gallon bins for the disposal of "records" and content which is transported for secure destruction.
2. Disposal of "non-record" confidential material by staff throughout the City. "Non-record" is defined as material that has no documentary value. All staff are responsible for disposing of "non-record" documents by following the document destruction program. The secure document destruction program ensures that shredding consoles are available for staff

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throughout City offices and facilities. Consoles are locked with controlled access and have regular scheduled service. The service requires a third party vendor to visit each console, unlock and remove the material, re-lock the console and transport the material for secure destruction.

The City currently has 183 consoles and 15 mobile 65 gallon bins. The program has diverted 339 metric tonnes (339,000 kilograms) of material from landfill since it began in 2015.

Comments

In January 2019, the Province of Ontario signed a procurement arrangement, through a Request for Proposal process that authorized one qualified Vendor of Record (VOR) to provide document destruction services. These services are open to the broader public sector for a defined period with terms and conditions, including pricing. The VOR selected by the province is Iron Mountain Secure Shredding Canada Incorporated.

It is recommended that the City of Mississauga use the Province of Ontario's VOR for secure document destruction services, Iron Mountain Secure Shredding Canada Incorporated, for a four (4) year period beginning November 1, 2019 with the option to extend for up to two (2) additional one year terms, at an estimated amount of \$35,000 per year.

The City of Mississauga currently uses the Province of Ontario's VOR for secure document destruction services with a contract ending on October 31, 2019.

Strategic Plan

The City's Strategic Plan identifies Living Green as one of the Strategic Pillars for Change. The document destruction program supports the strategic goals set under Living Green to "Lead and Encourage Environmentally Responsible Approaches" and "Promote a Green Culture".

Financial Impact

The cost to the City of Mississauga for the sole source contract is approximately \$35,000 per year over the 4 years to be paid for by the Environment Section's existing operating budget.

Purchasing Bylaw Authorization

- The recommendation in this report is being made in accordance with Schedule A of the Purchasing By-law #374-06 items 1(b)(vii) which states "It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the procurement process conducted by another Public Body;"
- Environment, Materiel Management and Legal Services staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements (see Appendix 1).

Conclusion

By using the Province of Ontario's Vendor of Record, Iron Mountain Secure Shredding Canada Incorporated, for secure document destruction services, the City of Mississauga is provided with a cost-effective, easy to use, and secure program for the handling of document destruction, and the potential to divert an additional 100 tonnes (100,000 kilograms) of paper from landfill per year.

Attachments

Appendix 1: Scope of Work for Secure Document Shredding



Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Christopher Pyke, Supervisor, Waste Management

Appendix 1: Scope of Work for Secure Document Destruction

Iron Mountain Secure Shredding Canada Incorporated is recommended for contract award on a sole source basis in accordance with the Purchasing By-law # 374-06 item (b) (vii) □ It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the procurement process conducted by another Public Body □

Iron Mountain was selected by the Province of Ontario and is their Vendor of Record pursuant to a competitive procurement process.

The Services shall be provided in accordance with the following seven (7) types of services:

- 1) Regularly scheduled on-site removal, off-site destruction, and off-site final disposition: The supplier will pick-up the container from the City facility which holds the documents to be destroyed and estimate the weight of the individual containers via fill level measurements. Supplier will then take them to a specially equipped vehicle that will transport them to the supplier's destruction facility. The Service includes the initial assessment of services for a specific location and the establishment of a regular pick-up schedule.
- 2) Regularly scheduled on-site removal, on-site destruction, and off-site final disposition: The supplier will pick-up the container which will hold the documents to be destroyed and estimate the weight of the individual containers via fill level measurements. Supplier will then take them to a specially equipped vehicle that will destroy the documents (i.e. document destruction) at the applicable City location. Destruction remains are then transported to a recycling facility.
- 3) The service includes the initial assessment of services for a specific location and the establishment of a regular pick-up schedule.
- 4) As-required on-site removal, off-site destruction, and off-site final disposition: This service is the same as 1) above; Regularly scheduled on-site removal, off-site destruction, and off-site final disposition, except that the service is requested and scheduled as needed.
- 5) As-required on-site removal, on-site destruction, and off-site final disposition: This service is the same as 2) above; Regularly scheduled on-site removal, on-site Destruction, and off-site final disposition, except that the service is requested and scheduled as needed.
- 6) Emergency/critical document retrieval (as-required): The supplier shall, upon request, unlock containers at the applicable City location so that the City can retrieve documents discarded in error. The provision of this service will be a balance between the urgency to have the document retrieved and a reasonable timeframe in which the supplier can perform the retrieval, provided that, unless otherwise agreed to between the City and the supplier, the document retrieval service must not exceed a maximum of forty-eight (48) hours from the time that the retrieval request is made by the City.
- 7) City container access protocol (as required): The supplier shall, upon written request by the City Contract Manager, provide a combination lock with key to the City. For audit purposes, the supplier shall maintain a log of this transaction which contains, at a minimum, the following original information:

- name of the party requesting the combination lock with key (including applicable City, division, and branch information);
- location where the combination lock with key will be used (i.e. the site address);
- date of request;
- date of installation (i.e. when the party was provided with the combination lock with key);
- serial number (or other specific identification) of the combination lock with key that makes it distinguishable from other combination lock with key;
- when (if) the combination lock with key is returned and/or replaced (with appropriate cross references for tracking purposes); and
- a copy of the written request for a combination lock with key by the City and approved by the City representative;
- The supplier shall make this information readily available to the City Contract Manager. The City hold the right to refuse a combination lock with key to be distributed and may request that the supplier collect any or all combination lock with key at any location at no additional charge should this occur. The supplier must replace the combination lock with key with the standard lock (i.e. no container shall be left unsecure) at no additional charge.

REPORT 3 - 2019

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The General Committee presents its third report for 2019 and recommends:

TIAC-0003-2019

That the deputation by Guy Battaglini, Resident regarding provisions of the City of Mississauga towing by-law and concerns with business practices within the towing industry be received.
(TIAC-0003-2019)

TIAC-0004-2019

That the report "Virtual Pound Initiative Cancellation" be received by the Towing Industry Advisory Committee for information.
(TIAC-0004-2019)

TIAC-0005-2019

That the report from the Commissioner of Transportation and Works dated September 8, 2016, entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requiring Tow Truck Drivers and Owners to have and maintain Workers' Compensation Insurance" be received.
(TIAC-0005-2019)

TIAC-0006-2019

That the Towing Industry Advisory Committee Work Plan 2019 be received.
(TIAC-0006-2019)

REPORT 4 - 2019

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its fourth report for 2019 and recommends:

PVAC-0020-2019

That the deputation from Michael Foley, Manager, Mobile Licensing Enforcement regarding Phase 3 of the On Demand Accessible Vehicle for Hire Project, be received for information.
(PVAC-0020-2019)

PVAC-0021-2019

1. That the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended, be received;
2. That staff incorporate comments from PVAC regarding the Line-By-Line Review into a report to General Committee, with the current status of the amendments.
3. That the Public Vehicle Advisory Committee (PVAC) finishes the Line-by-Line Review at their next meeting.

(PVAC-0021-2019)

PVAC-0022-2019

That the 2018-2022 Public Vehicle Advisory Committee Work Plan be approved.
(PVAC-0022-2019)

PVAC-0023-2019

That the Draft Public Vehicle Advisory Committee Terms of Reference be approved.
(PVAC-0023-2019)

REPORT 4 - 2019

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Accessibility Advisory Committee presents its fourth report for 2019 and recommends:

AAC-0033-2019

That the deputation and associated presentation by Rachel Young, Library Assistant – Child Youth, Library Child youth Popular Collection presented on the Accessibility Services and CELA at the Library be received.

(AAC-0033-2019)

AAC-0034-2019

1. That the Accessibility Advisory Committee recommends that an enforcement telephone number be added to all accessible parking signs on all City property.
2. That the staff investigate and report back on how to further implement adding an enforcement telephone number to all accessible parking signage on private property within the City of Mississauga.

(AAC-0034-2019)

AAC-0035-2019

That subject to the comments discussed regarding Accessible Parking Signage be received.

(AAC-0035-2019)

AAC-0036-2019

That the verbal update provided by Dan Salder, Accessibility Supervisor with respect to the *Accessibility For Ontarians with Disabilities Act* (AODA) be received.

(AAC-0036-2019)

AAC-0037-2019

That the verbal update regarding the Region of Peel's Accessibility Advisory Committee provided by Naz Husain, Citizen Member and Member of the ROP AAC be received.

(AAC-0037-2019)

AAC-0038-2019

That up to the amount of \$500.00 be approved for the costs associated with the Accessibility Advisory Committee December Luncheon.

(AAC-0038-2019)

AAC-0039-2019

That a proposed Accessibility Advisory Committee Work Plan be brought forward to a future AAC meeting after a facilitated session takes place to review, approve and implement the AAC Work Plan.

(AAC-0039-2019)

AAC-0040-2019

1. That the presentation regarding LifeCycle Replacement – Lakefront Promenade Park to the Facility Accessibility Design Subcommittee on June 24, 2019, be received;
2. That subject to the comments on the presentation, the Facility Accessibility Design Subcommittee is satisfied with the initiatives that Dillon Consulting Limited and The City are undertaking with respect to Lakefront Promenade Park lifecycle replacement.

(AAC-0040-2019)

REPORT 6 - 2019

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its sixth report for 2019 and recommends:

RSC-0033-2019

1. That the presentation by Matthew Sweet, Manager, Active Transportation, titled “Bikes, E-Bikes and E-Scooters: Expanding Mississauga’s Transportation System”, on September 24, 2019, be received for information.
2. That the comments from the Road Safety Committee be included in the report from Matthew Sweet, Manager, Active Transportation and referred to General Committee.
3. That the letter from Matthew Sweet, Manager, Active Transportation, dated September 12, 2019, titled “Kick Style Electric Scooter (e-scooters) – Proposal #19-MTO026”, to the Ministry of Transportation, be received for information.
4. That the Road Safety Committee supports that Council make a recommendation to the Ministry of Transportation that the current Collision Reporting System be updated to include the following data:
 - a. Micromobility;
 - b. E-Bikes;
 - c. E-Scooters, and
 - d. General update to the form of data collection.

(RSC-0033-2019)

RSC-0034-2019

1. That the design of the “Please Slow Down” lawn signs be moved to the Road Safety Committee for development and approval.
2. That Kimberly Hicks, Senior Communications Advisor, be directed to work with Transportation and Works staff to develop social media messages with respect to the following:
 - a. Pedestrian Safety Month
 - b. Safe driving during Daylight Savings; and
 that approval by the Road Safety Committee of the social media messages be received via email.

(RSC-0034-2019)

RSC-0035-2019

That the amount of up to \$6,000.00 from the 2019 Committee budget be allocated to the Road Safety Committee Promotional Subcommittee for the purpose of developing and ordering promotional materials.

(RSC-0035-2019)

RSC-0036-2019

1. That the following Road Safety Committee Members and Agency Representatives be appointed to the Road Safety Promotional Subcommittee:
 - a. Seema Ansari, Technical Analyst, Region of Peel (non-voting)
 - b. Melissa Brabant, Regional Marketing Planner, Ministry of Transportation (non-voting)
 - c. Councillor Stephen Dasko, Ward 1

(RSC-0036-2019)

REPORT 5 – 2019

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its fifth report for 2019 and recommends:

TSC-0054-2019

1. That the deputation on September 25, 2019 from Michelle Kalman, Resident, in regards to recommendation TSC-0033-2019 for Tecumseh Public School (Ward 2) be received for information.
2. That Transportation and Works be requested to re-paint the centre line on Chriseden Drive immediately for the students attending Tecumseh Public School.
3. That Transportation and Works be requested to review and replace faded signage on Chriseden Drive if required for the students attending Tecumseh Public School.
4. That the Community Services staff trim the trees partially obstructing the existing signage for the students attending Tecumseh Public School.
5. That Parking enforcement be requested to provide stricter parking enforcement between the peak times of 8:15 – 8:40 AM for the students attending Tecumseh Public School.

(Ward 2)

(TSC-0054-2019)

TSC-0055-2019

1. That the presentation from Matthew Sweet, Manager, Active Transportation with respect to the Active School Travel Coordinator Budget Request, be received;
2. That Traffic Safety Council supports the Active Transportation Business Case to request a Full-time Active Transportation Coordinator with focus on Active School Travel as presented on September 25, 2019.

(TSC-0055-2019)

TSC-0056-2019

1. That the warrants have not been met for the placement of a school crossing guard at the intersection of Northaven Drive and Hartsdale Avenue for the students attending Janet I McDougald Public School.
2. That Transportation and Works be requested to review the signage on Hartsdale Avenue.

(Ward 1)

(TSC-0056-2019)

TSC-0057-2019

1. That the amount of up to \$1,800 from the Council Committees budget be approved for the Traffic Safety Council Members annual appreciation dinner.
2. That the date, time and location of the dinner to be determined at the next Traffic Safety Council meeting.

(TSC-0057-2019)

TSC-0058-2019

1. That the resignation email from Pavatha Puvaneswaran, Citizen Member, Traffic Safety Council be received.
2. That due to the resignation of Pavatha Puvaneswaran, a vacancy exists on the Traffic Safety Council, and that the City Clerk be directed to fill the vacancy in accordance with the Corporate Policy #02-01-01 on Citizen Appointments to Committees, Boards and Authorities.

(TSC-0058-2019)

TSC-0059-2019

1. That Transportation and Works be requested to replace the faded over-size “No Parking” sign on the east side of Ninth Line, north of the driveway and add another over-size “No Parking” sign to the existing pole, east side of Ninth Line just south of Discovery Montessori School.
2. That Traffic Safety Council be requested to re-inspect Discovery Montessori School once entrances and exits to the new development on the west side of Ninth Line are determined and Ninth Line is widened.

(Ward 10)

(TSC-0059-2019)

TSC-0060-2019

1. That the Warrants have not been met for the placement of a school crossing guard at the intersection of Northhaven Drive and Arbor Road for the students attending St. Dominic Catholic Elementary School.
2. That Transportation and Works be requested to review the signage on Northhaven Drive and Arbor Road.
3. That Transportation and Works be requested to paint zebra markings on the south leg of the intersection of Northhaven Drive and Arbor Road and give consideration to re-locating the stop bar.
4. That Peel Regional Police be requested to enforce speeding on Arbor Road, east of Northhaven Drive between the peak times of 8:00 – 8:30 AM and enforce stopping compliance at the intersection of Northhaven Drive and Arbor Road between the peak times of 8:00 – 8:30 AM and 3:00 – 3:30 PM, as time and resources permit.
5. That Traffic Safety Council be requested to re-inspect St. Dominic Catholic Elementary School the spring of 2020 once the zebra markings are in place and enforcement has occurred.

6. That Transportation and Works be requested to conduct a speed study on Arbor Road between Leda Avenue and Northaven Drive.

(Ward 10)

(TSC-0060-2019)

TSC-0061-2019

1. That the Warrants have not been met for the placement of a school crossing guard at the rear access of St. Catherine of Siena Catholic Elementary School on Confederation Parkway for the students attending St. Catherine of Siena Catholic Elementary School and Floradale Public School.
2. That the Principals of St. Catherine of Siena Catholic Elementary School and Floradale Public School be requested to advise the parents and students to cross Confederation Parkway with the crossing guard at Confederation Parkway and Paisley Boulevard West.
3. That Transportation and Works be requested to review the feasibility of implementing a crossover at the walkway behind St. Catherine of Siena Catholic Elementary School on Confederation Parkway between the Queensway and Paisley Boulevard West.
4. That Traffic Safety Council be requested to re-inspect St. Catherine of Siena Catholic Elementary School and Floradale Public School in November 2019.

(Ward 7)

(TSC-0061-2019)

TSC-0062-2019

That the Principal of Morning Star Middle School be requested to remind all students to cross at the all-way stop at Morning Star Drive and Lancaster Avenue.

(Ward 5)

(TSC-0062-2019)

TSC-0063-2019

1. That the Warrants have not been met for the placement of a school crossing guard at 3730 Corliss Crescent for the students attending Corliss Public School.
2. That Transportation and Works be requested to review signage (U-Turn) (School Zone) (40 km/hr) and trim the trees partially obstructing the existing signage.
3. That Transportation and Works be requested to install bus loading zone signage in front of the school by the staff parking lot entrance at Corliss Public School.
4. That Parking enforcement be requested to enforce the “No Parking/No Stopping” Zones between the peak times of 8:15 – 8:40 AM and 2:45 – 3:05 PM in front of Corliss Public School.
5. That the Principal of Corliss Public School be requested to remind parents of the kiss and ride protocols and to not park in the “No Stopping” zone across from the school.
6. That the Peel District School Board be requested to review the operation of the kiss and ride give consideration to creating a “Blue Zone” delineating where parents should drop off students and to reducing centre parking in kiss and ride to one row (six vehicles) and marking it “Kindergarten Parking Only” at Corliss Public School.

7. That Transportation and Works be requested to install a speed board on the north leg of Corliss Crescent west of the bend in the road at the Corliss Public School driveway.

(Ward 5)

(TSC-0063-2019)

TSC-0064-2019

1. That the Walk to School Subcommittee Report dated June 26, 2019 be received;
2. That Louise Goegan be appointed as Chair of the Traffic Safety Council's Walk to School Subcommittee for a term ending on November 14, 2022 or until a successor is appointed.

(TSC-0064-2019)

TSC-0065-2019

1. That the Public Information Subcommittee Report dated June 26, 2019 be received;
2. That Tamara Coulson be appointed as Chair of the Traffic Safety Council's Public Information Subcommittee for a term ending on November 14, 2022 or until a successor is appointed.

(TSC-0065-2019)

TSC-0066-2019

That the Public Information Subcommittee Report dated July 31, 2019 be received for information.

(TSC-0066-2019)

TSC-0067-2019

1. That the Parking Enforcement in School Zone Report for June 2019 be received for information.
2. That Parking Enforcement provide priority parking enforcement to the following schools:
 - Canadian Martyrs Catholic School;
 - Champlain Trail School;
 - Lisgar Middle School;
 - Ridgewood Public School;
 - St. Basil Elementary School; and
 - Tomken Road Middle School.

(TSC-0067-2019)

TSC-0068-2019

1. That the Transportation and Works Action Items List for June 2019 be received for information.
2. That Transportation and Works amend the Transportation and Works Action Items List to add the installation of a "No Left Hand Turn" sign on the light standard on the west side of Lisgar Drive opposite the north school exit driveway for the students attending Lisgar Middle School.

(TSC-0068-2019)

TSC-0069-2019

That the Site Inspection Statistics report for September 2019 be received for information.

(TSC-0069-2019)