



Community Services Committee Meeting Agenda

Monday, March 21, 2022, 9:30 a.m.

Electronic Meeting

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Pages

Public Meeting

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

Recreation and Culture Services - Arts Resource Center Cultural Hub Feasibility Study

Julie Whelan, Associate Director, Nordicity, to provide a presentation on the Recreation and Culture Services's Cultural Feasibility Study.

Delegations

Jill Coffey - Request for a Community Safety Zone and concerns regarding Speeding on Raglan Road East

Jill Coffey requesting to address the Community Services Committee concerning the request for a Community Safety Zone and concerns regarding Speeding on Raglan Road East.

Dave Basi - Request for a Community Safety Zone on Woodstream Avenue and a four-way stop sign at Esterbrook Drive and Woodstream Avenue

Dave Basi requesting to address the Community Services Committee concerning the request for a Community Safety Zone on Woodstream and a four-way stop

sign at Esterbrook Drive and Woodstream Avenue.

Dave Briggs - Resolution from the Region of Durham concerning Vision Zero

Dave Briggs requesting to address the Community Services Committee concerning CS-22-28, the Resolution from the Region of Durham concerning Vision Zero.

Jeeva Raj - Resolution from the Region of Durham concerning Vision Zero

Jeeva Raj requesting to address the Community Services Committee concerning CS-22-28, the resolution from the Region of Durham regarding Vision Zero.

Correspondence Requiring Action

CS-22-27 - Jegateesan Ramasamy submitting concerns regarding the lack of Parking at Northern Dancer Public School (Ward 2) 9

CS-22-29 - Dave Briggs submitting comments in support of the Resolution from the Region of Durham concerning Vision Zero (All Wards) 11

CS-22-28 - Resolution from the Region of Durham concerning Vision Zero (INFO-22-51) (All Wards) 13

[Pulled from the Information Package of February 15, 2022 at the request of Councillor Neal:

Whereas the number of traffic related safety concerns in the City of Oshawa continues to increase; and,

Whereas City of Oshawa Councillors and Staff work with residents to help address their traffic related safety concerns; and,

Whereas enforcement by DRPS continues to be a common request from residents including the request for ASE cameras to address their traffic related safety concerns; and,

Whereas the City of Oshawa supports The Regional Municipality of Durham's request for increased enforcement by DRPS; and,

Therefore, INFO-22-51 from the Regional Municipality of Durham be endorsed and that the City of Oshawa support the Region's request for increased enforcement by DRPS to achieve the goal of Vision Zero.]

CS-22-32 - The Durham District School Board and the Durham Catholic District School Board submitting correspondence requesting the Province provide funding to municipalities to ensure safe school bus turn arounds on dead-end roads (INFO-22-58) 15

[Pulled from the Information Package of February 15, 2022 at the request of Councillor McConkey to be endorsed.]

CS-22-33 - Dave Basi submitting a request for a Community Safety Zone on Woodstream Avenue and a four-way stop sign at Esterbrook Drive and Woodstream Avenue

17

Referrals from Council and Committees

None.

Reports from Advisory Committees

CS-22-30 - Second Report of the Oshawa Environmental Advisory Committee (All Wards)

19

Recommendation

That the Oshawa Environmental Advisory Committee recommend that the City of Oshawa investigate the recommendations contained within Report OEAC-22-12.

Reports Requiring Action

CS-22-25 - Optional Tree Installation (All Wards)

21

Recommendation

That the Community Services Committee is to select one of the following options to recommend to City Council:

Option one Status quo:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, that the current operating practices and planting programs remain status quo.

OR

Option 2 Opt-out with a \$2,000 fee:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, Option 2 be implemented to allow residents to opt out of the planting program in accordance with the opt-out criteria specified under Option 2 that includes a \$2000 compensation fee to be paid by the resident.

OR

Option 3 Opt-out with a \$50 fee:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, Option 2 be implemented to allow residents to opt out of

the tree planting program in accordance with the opt-out criteria specified under Option 2 with the fee set at \$50.00.

Public Consent Agenda

Correspondence

CS-22-31 - Jill Coffey submitting a request for a Community Safety Zone and concerns regarding Speeding on Raglan Road East (Ward 1) 23

Recommendation

That Correspondence CS-22-31 from Jill Coffey submitting a request for a Community Safety Zone and concerns regarding Speeding on Raglan Road East be referred to staff for a report.

Staff Reports/Motions

CS-22-22 - Proposal for an Indoor Tennis Facility by Tennis Clubs of Canada (All Wards) 25

Recommendation

That the Community Services Committee recommend to City Council:

That pursuant to Report CS-22-22, dated March 16, 2022, any consideration of the proposal for an indoor tennis facility by Tennis Clubs of Canada be deferred until such time as the update to the Parks, Recreation, Library and Culture Facilities Needs Assessment is completed.

CS-22-23 - Proposed Update Amendment to the Emergency Management By-law (All Wards) 33

Recommendation

That the Community Services Committee recommend to Council:

Whereas By-law 77-2008 (“the Emergency Management By-law”), as amended, sets out the emergency management program for the City of Oshawa (“the City”) pursuant to the Emergency Management and Civil Protection Act; and,

Whereas the Emergency Management By-law needs to be further amended in order to update the designated persons list for both the Municipal Control Group (M.C.G.) and the Community Emergency Management Program Committee (C.E.M.P.C.), as shown in the proposed bylaw forming Attachment 1; and,

Whereas the M.C.G.’s responsibilities include the control of all operations during an emergency, such as but not limited to assessing the short, medium and long-term emergency operating requirements of the City, recommending the declaration, extension and/or the termination of a state of emergency, making policy decisions, setting operational priorities, and assigning resources and

issuing instructions to City departments; and,

Whereas the role of the C.E.M.P.C. is to act as a coordinating body to facilitate municipal level coordination and cooperation regarding the emergency management program, such as reviewing and providing policy advice with respect to the state of emergency management in the City, drafting plans, procedures and operational guidelines, coordinating training and exercises, and providing public education; and,

Whereas some of the proposed amendments to the Emergency Management By-law for both the M.C.G. and C.E.M.P.C. are housekeeping amendments due to changes in position titles and responsibilities such as changing City Manager to Chief Administrative Officer (C.A.O.), changing the Director of Public Works to Director of Operations Services, and clarifying that the Emergency Information Officer is the Manager of Corporate Communications; and,

Whereas proposed updates to the M.C.G. include such matters as adding the Fire Chief, the two Deputy Fire Chiefs, the Assistant Deputy Fire Chief and the Commissioner of Finance and deleting the Director of Transportation Services, representatives from Durham Region Transit, Durham Region Police Services, OPUC, Durham Emergency Management Office and Durham Emergency Medical Services since they can be consulted at any time on an as needed basis as required by the C.A.O.; and,

Whereas proposed updates to the C.E.M.P.C. include such matters as adding the Assistant Deputy Fire Chief, the Manager of Corporation Communications, a Lakeridge Health Oshawa representative and a Central Lake Ontario Conservation Representative and deleting and the Director of Property Management Services; and,

Whereas it is appropriate to update the designated persons list for the M.C.G. and C.E.M.P.C.;

Therefore pursuant to CS-22-23, the Emergency Management By-law, as amended, shall be further amended as generally set out in the Proposed By-law in Attachment 1 and such By-law shall be in a form and content acceptable to the Commissioner, Community Services Department, the Fire Chief and Legal Services.

CS-22-24 - Amendment to the Delegation By-law 29-2009 (All Wards)

37

Recommendation

That the Community Services Committee recommend to City Council:

That pursuant to Report CS-22-24, dated March 16, 2022, the City's Delegation

Community Services Committee
March 21, 2022

By-law 29-2009, be amended to include the proposed amendments as shown in Section 5.4, Table 1, of Report CS-22-24, in a form that's acceptable to Legal Services, the Commissioner, Community Services Department and Director, Operations Services, which includes:

1. A new line item is added under Parks Services to provide delegated authority to the responsible department Commissioner or Director or Manager to provide consent for soil reuse to a source site, in accordance with O. Reg. 406/19, when soil is imported onto City property as part of a City Project; and,
2. Section 62.1, make applications for approvals and permits related to City projects, is amended to include Commissioner, Community Services, and Director Operations Services, Manager, Parks Planning and Development, and Manager, Parks and Waste Operations, as Delegated Authority; and,
3. Section 9, approve and execute agreements to permit park access for short-term use and private gate access to parks, is amended to replace the Supervisor, Parks Development & Technical Services, with the Manager, Parks Planning and Development, as a delegate and to remove the delegation restriction.

CS-22-26 - Community Services Outstanding Items List - First Quarter (All Wards)

43

Recommendation

That the Community Services Committee recommend to City Council:

That Report CS-22-26, dated March 16, 2022 being the Community Services Committee's Outstanding Items Status Report for the first quarter of 2022 be received for information.

Public Discussion Agenda

Matters Excluded from Consent Agenda

Items Introduced by Members

Closed Consent Agenda

Closed Correspondence

None.

Closed Staff Reports/Motions

None.

Closed Discussion Agenda

Matters Excluded from Consent Agenda

Items Requiring Action

None.

Adjournment

CS-22-27

Jegateesan Ramasamy
<M.F.I.P.P.A Sec. 14(1)>
Oshawa, ON, <M.F.I.P.P.A Sec. 14(1)>
March 04, 2022

Mayor Dan Carter
City of Oshawa
2nd Floor, West Wing, City Hall
50 Centre Street South
Oshawa, ON L1H 3Z7

To Mayor Dan Carter:

Hope this email finds you well. My name is Jegateesan Ramasamy, and I am writing to you today on behalf of parents from the Northern Dancer Public School located in Windfield Farms.

As a concerned parent, amongst many others in the community, I would like to bring forth the issue of parking at Northern Dancer PS. The parking at the school is extremely limited and makes drop off and pick up extremely difficult for many families. Northern Dancer has been deemed as a “walking – distance”, as stated by the school as an explanation to the lack of parking. Due to the lack of parking, parents have been forced to park alongside the roads when picking up and dropping off their kids. Regardless of being deemed a “walking distance” school, there are many reasons why families may have the need to drive their kids to school. For my family personally, the walk to school is twenty minutes, which I find quite time consuming and tiring for three young kids to make right before a busy day at school. Aside from that, many parents, including myself, chose to drop our kids off and pick them up as we have work to get ready for as well. After speaking to many other families within the community, I’ve come to find out that many of them have infants at home that they do not feel comfortable walking outside in the cold harsh weather with amongst many other valid reasons. Throughout this winter, I have also come to notice that the sidewalks that our kids are expected to walk on their way to school is extremely dangerous as the snow is never fully plowed and is covered in ice. That is not a risk that I am willing to take on my kids. All in all, the families of this community have been finding a way to make the lack of parking work until recently.

CS-22-27

Recently, many families, including myself have been receiving tickets and fines sent to our homes for parking along the side streets while picking up our children. I would like to add that I have never seen a patrol officer walking around giving tickets to people, instead, pictures of our parked vehicles are being taken from a distance and mailed to our homes days later. This is unacceptable. We should not be receiving fines for parking our cars trying to pick up our children, especially when ample parking was never provided in the first place. Families have been receiving multiple tickets and it is now getting out of hand. We have been trying to find a solution to this issue for a while now, but unfortunately no one is able to provide us with any answers to resolve this. I believe that some solution should be provided to this ongoing issue and that hopefully you are able to help. Whether that be the parking tickets are waived for parents picking up and dropping off their kids or a school bus arrangement for kids to sign up for to get to school, something needs to be done. The parking space and layout for this school is not something we had a say in, and therefore we should not have to pay the price for it. I hope you are able to see the issue at hand. Thank you, and hope to hear back from you soon.

Thank you,

Jegateesan Ramasamy

CS-22-29

From: Dave Briggs <M.F.I.P.P.A Sec. 14(1)>
Sent: Monday, March 14, 2022 9:50 AM
To: clerks <clerks@oshawa.ca>; * Council <council@oshawa.ca>
Subject: Request to speak at the March 21st 2022 Community Services Committee Meeting.

Clerks at Oshawa

Council at Oshawa

March 14th 2022.

Re : Community Services Committee Meeting 03 21 2022 Motion 22-51

To whom it may concern,

I would very much like to speak at the Community Services Committee meeting March 21st 2022 concerning Councillor Neal's Region of Durham December 22nd 2021 Council meeting Motion C 12, which was a unanimously approved resolution of Durham Region Council. It was with regards to the City of Oshawa's support for increased speeding enforcement by Durham Region Police Services (DRPS) with the vision of achieving Vision Zero in all Wards.

Unfortunately, in my estimation, speeding is a common practice in the City of Oshawa.

I reside on Coldstream Dr in Ward 1. The Regional Municipality of Durham, The City of Oshawa, and the DRPS have all acknowledged speeding as a safety concern for the residents of Coldstream Dr.. Although identified as a school zone and a community safety zone, road signage and radar message boards in the area are ignored, and speeding is increasing in both numbers and severity.

Regrettably, the same can be said about the other wards in Oshawa. As a volunteer I find myself in all areas of Oshawa on a regular basis, and experience the same speeding safety concerns. It is very apparent to me and others that police enforcement isn't as effective as it could be. Politics needs to be removed from the speeding safety issues in Oshawa. Increased police enforcement is warranted, and safety improvements made for our Seniors, Students, Children, and General Public. As a continuous improvement opportunity the City of Oshawa should support increased speeding enforcement measures.

Respectfully,
Dave Briggs <M.F.I.P.P.A Sec. 14(1)>Oshawa On..
<M.F.I.P.P.A Sec. 14(1)> <M.F.I.P.P.A Sec. 14(1)>



The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

CS-22-28
Formerly INFO-22-51

January 4, 2022

Vision Zero Task Force
c/o Steven Kemp
605 Rossland Road East
Box 911
Whitby, ON L1N 0B8

Dear Mr. Kemp:

RE: Vision Zero – Increased Enforcement
Our File: C12

Council of the Region of Durham, at its meeting held on December 22, 2021, adopted the following resolution:

“Whereas speeding on Regional and Local Municipal roads continues to be a significant concern and impediment to the goal of Vision Zero;

And whereas the Region and the area Municipalities continue to review and expand the designations of Community Safety Zones, where warranted, as a Vision Zero Countermeasure, in order to mitigate speeding concerns;

Therefore be it resolved that the Vision Zero Task Force be requested to work collaboratively with Durham Region Police Services (DRPS) to increase enforcement levels in Community Safety Zones and other areas of concern, and to advance and emphasize a Zero Tolerance Policy for speed limit violations; and

That a copy of this motion be forwarded to all Durham Region area Municipalities, Durham Region Police Services Board, all Durham Region School Boards, and the Vision Zero Task Force.”

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/np

- c: Durham Region Police Services Board
 - N. Cooper, Clerk, Town of Ajax
 - J. Gallagher, Clerk, Municipality of Clarington
 - S. Cassel, City Clerk, City of Pickering
 - D. Leroux, Clerk, Township of Uxbridge
 - F. Lamanna, Clerk, Township of Brock
 - M. Medeiros, Clerk, City of Oshawa
 - B. Jamieson, Clerk, Township of Scugog
 - C. Harris, Clerk, Town of Whitby
- Durham Catholic District School Board (DCDSB)
- Durham District School Board (DDSB)
- Kawartha Pine Ridge District School Board (KPRDSB)
- Peterborough, Victoria, Northumberland and Clarington Catholic District School Board (PVNCCDSB)
- Conseil scolaire catholique MonAvenir
- Conseil scolaire Viamonde

CS-22-32
Formerly INFO-22-58

February 3, 2022

Honourable Caroline Mulroney
Minister of Transportation
777 Bay Street, 5th Floor
Toronto, ON M7A 1Z8
caroline.mulroney@pc.ola.org

Re: Provincial funding to municipalities to widen dead-end roads in Durham Region for the safe operation of school buses

Dear Minister Mulroney,

We are writing to you on behalf of Durham Student Transportation Services (DSTS) as the Durham District School Board (DDSB) and Durham Catholic District School Board (DCDSB) representatives to request that provincial infrastructure funding be provided to municipalities to ensure they can appropriately construct areas for school bus vehicles to safely turn around on dead-end roads. Many dead-end roads, particularly in rural areas of the municipalities of Durham Region, do not currently have the appropriate conditions and turning radius for school bus vehicles to turn around safely.

As you are no doubt aware, student transportation is complex, requiring careful attention to safety considerations, routing, vehicle size and student needs. It has been suggested that spotters be available on bus routes to facilitate safe turnarounds of school bus vehicles on dead-end roads, and that buses should make three-point turns utilizing private driveways. The significant shortage of school bus drivers, the cost prohibitive nature of adding a second driver on each bus route, the liability of using private property, and the increased risk of potential accident when attempting to turn around on existing dead-end roads where there is no certainty that private driveways will be maintained to an appropriate standard, mean this solution is simply not feasible. Unfortunately, there have been times in the past when buses have been stuck in ditches and on shoulders. Alternatively, the use of smaller school bus vehicles on routes where dead-end roads are present has been considered, but in many cases, the roads are still not wide enough to facilitate safe turnaround and the driver shortage and cost increase of running additional buses on single routes confirm this solution is also not feasible.

In seeking ways to mitigate additional stress to school bus drivers who are already managing the significant responsibility of transporting students, we have worked with municipalities through their Public Works and Transportation departments to explore and determine feasibility of all available solutions. Unfortunately, municipalities have not been willing to make upgrades to their roadways and this issue has been a cause for many conflicts between DSTS and municipalities over the past few years.

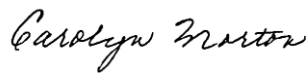
We do understand that municipalities may not have sufficient funding from the property tax base to do this and are unlikely to increase taxes to fund such an endeavour. Ultimately, dead-end roads need to be widened to accommodate an appropriate turning radius for school buses. Alternatively, student transportation providers are left with no choice but to find safe places for school buses to stop to pick-up passengers. As municipalities are responsible for the provision and maintenance of roadways that are safe for bus and all other vehicle travel, funding to complete these projects is essential and that is why

we are reaching out directly to you to seek your support in providing funding for these types of turnarounds.

In addition to seeking infrastructure funding, we are also advocating for proactive change. Going forward all municipalities should be required to construct subdivisions and roads where the design of any dead-end roads includes a wide enough radius for school bus vehicles to safely turn around.

Thank you in advance for your time and attention to this matter. We look forward to your response.

Sincerely,



Carolyn Morton
Chairperson
Durham District School Board



Morgan Ste. Marie
Chairperson
Durham Catholic District School Board

Cc:

Hon. Doug Ford, Premier of Ontario

Hon. Kinga Surma, Minister of Infrastructure

Hon. Peter Bethlenfalvy, Minister of Finance

Hon. Stephen Lecce, Minister of Education

M.P.P Lindsey Park, Durham

M.P.P Laurie Scott, Haliburton – Kawartha Lakes – Brock

Trustees, Durham District School Board

Trustees, Durham Catholic District School Board

Durham Regional Council

Municipal Councils, Cities of Pickering and Oshawa, Towns of Ajax and Whitby, Townships of Brock, Scugog and Uxbridge

CS-22-33

From: Dave Basi <M.F.I.P.P.A Sec. 14(1)>

Sent: Tuesday, March 15, 2022 2:39 PM

To: clerks <clerks@oshawa.ca>; Mary Medeiros <MMedeiros@oshawa.ca>

Cc: Rosemary McConkey <rosemcconkey@live.com>; John Neal
<JNeal@oshawa.ca>; Mayor@Oshawa.ca

Subject: Fwd: Item for March 21, 2022 Community Services Committee Agenda

Good afternoon,

I hope this email finds you well. I am just following up as I have not received confirmation of my letter sent February 25th, 2022. I would like to add to that, that I would like to speak to the committee in regards to this letter primarily regarding the need for a 4 way stop at Esterbrook and Woodstream and the mitigation of the speed limit along woodstream. Ultimately I will be asking for a community safety zone on Woodstream Avenue as exists in other parts of the city arounds schools.

Thanks very much for your time.

Dave Basi

Cell: <M.F.I.P.P.A Sec. 14(1)>

----- Forwarded message -----

From: Dave Basi <M.F.I.P.P.A Sec. 14(1)>

Date: Fri, Feb 25, 2022 at 11:44 AM

Subject: Item for March 21, 2022 Community Services Committee Agenda

To: <Clerks@oshawa.ca>

Cc: Rosemary McConkey <rosemcconkey@live.com>, <jneal@oshawa.ca>

Good afternoon,

I hope this email finds you well and that you are having an excellent week.

I wanted to start my message by sharing our communities' thanks for the 4 way stop that was put in place at the corner of Grandview and Woodstream in North Oshawa. This has made a positive difference for the community and has helped with the safety in the area.

On the heels of this positive step, I am hopeful that Council will consider approving an action that would be met with even greater support and thanks from the community and which has been long overdue.

CS-22-33

Specifically, I am requesting that you please add this email to the March 21, 2022 Community Services Committee agenda concerning a speed limit reduction all along Woodstream Avenue and the placement of a 4 way stop sign at Woodstream and Esterbrook.

For years the community and the local school, Seneca Trail P.S., have been advocating for this change.

Each school in the area, Jean Sauve P.S., Norman G. Powers, St. Kateri's, Bosco and even Maxwell Heights have speed limits of 40KM per hour on surrounding single lane roadways. It's only Seneca Trail, along Woodstream Avenue, that has a speed limit of 50KM per hour as driver's approach the intersection of Woodstream/Esterbrook.

This intersection is heavily used by children and families on a daily basis and it is only a matter of time until a child is severely, tragically and unnecessarily injured there. There have been far too many near misses at this intersection. My wife and youngest child, for example, narrowly missed being hit by a driver not paying attention and speeding through this intersection. Unfortunately, this type of occurrence is all too common at this intersection and could be easily remedied through the aforementioned actions.

The councils' concern for road and pedestrian safety has been duly noted. We hope this apparent objective of Council will be continued in addressing this situation. The community would be incredibly excited, tremendously proud and most thankful to see a 4 way stop and a speed reduction implemented this spring, before the end of the school year.

Thank you for your time and consideration of this matter.

Respectfully,

Dave Basi

Cell: <M.F.I.P.P.A Sec. 14(1)>

Oshawa Environmental Advisory Committee (OEAC) Weeds By-law - Native Plant Working Group Report

Goal/Objective:

Define “weeds” in the current bylaws and include invasive species.

Recommendations Implications:

That the City of Oshawa adopt the following changes to the City of Oshawa by-laws.

Budget Implications:

None

Overview:

The City of Oshawa’s bylaw where “weeds” is mentioned is outdated in their definition. “Weeds” is a very subjective term and is open to too much interpretation for the general citizens, as well as from bylaw officers. There are many plants that are sold in nurseries and nurtured in gardens that are known invasive species – causing thousands of dollars in damages and destroying the environment by smothering out native plants essential for the food chain.

The environment is an important topic and the city of Oshawa has a responsibility to update their bylaws to reflect the changing attitudes in the community and as an integral participant in the world’s environment. Without a proper definition of “weeds”, beneficial native plants that support a large diversity of insects could be targeted for removal, thus causing a catastrophic effect on the local food chain. Adding a list of common invasive plants found in gardens will make it easier for the average citizen to recognize that they have an issue on their property that they might otherwise have been oblivious to.

Defining “weeds” and invasive plants in current bylaws will help to achieve one of the strategic goals of the city of Oshawa under proactive environmental management.

Proposal:

- 1) In any current or future bylaws to change the wording from “weeds” to instead read “noxious weeds as defined by the government of Ontario and Canada”.
- 2) In any current or future bylaws where vegetation is discussed (ie. weeds) to also include that no invasive plants as defined by the government of Ontario and Canada, the Ontario Invasive plant council, and the Invasive species Centre may be sold by businesses and/or privately, traded, planted, or nurtured within city limits.
- 3) To specifically include/add into the bylaws when vegetation is discussed that *Aegopodium podagraria* and variations (goutweed), *Convallaria majalis* (lily of the

valley), *Hemerocallis fulva* (orange daylily/ditch lily/common daylily), *Hemerocallis lilioasphodelus* (yellow daylily), *Vinca minor* and variations (periwinkle), *Hedera helix* and variations (English ivy), *Campanula rapunculoides* (creeping bell flower) – this list is not limiting. This can be added in the same location that ragweed and poison ivy is stated as not being allowed.

Date: March 17, 2022
To: Community Services Committee
From: Ron Diskey, Commissioner, Community Services Department
Re: **Optional Street Tree Installation (Report CS-21-133)**

File: 03-05

Background

At its December 6, 2021 meeting, the Community Services Committee considered Report [CS-21-133](#) concerning an optional street tree installation program.

At that meeting, the following motion was moved:

“That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, Option 2 be implemented to allow residents to opt out of the tree planting program in accordance with the opt-out criteria specified under Option 2 with the fee set at \$50.00.”

Rather than voting on that motion, the Committee referred report CS-21-133 concerning the optional street tree installation to the Oshawa Environmental Advisory Committee (O.E.A.C.) for input.

Staff attended the January 11, 2022 O.E.A.C. meeting and provided a presentation highlighting Report CS-21-133 and the options. Following the presentation, O.E.A.C. moved to strike a “Tree Planting Working Group” to review and provide comment on the Optional Street Tree Installation Report.

At the February 1, 2022 meeting of the O.E.A.C. the following comments of the Tree Planting Working Group (OEAC-22-09) were endorsed and forwarded to the Community Services Committee:

“After some discussion, we decided that since planting trees on the City owned boulevards is for the common good, that private citizens should not be able to opt out. If the City retains an opt out clause under the program, \$2,000.00 is a reasonable amount to ask. In our opinion, that money should be used for pollinator gardens of planting native species throughout the City”.

At its meeting of February 14, 2022, the Community Services Committee considered Item CS-22-11, being the first report of the Oshawa Environmental Advisory Committee (OEAC-22-09) being their comments regarding the Optional Street Tree Installation. Item CS-22-11 was referred to staff for a report back in March.

The purpose of this memo is to seek direction from the Community Services Committee concerning the Optional Street Tree Installation.

Recommendation

That the Community Services Committee is to select one of the following options to recommend to City Council:

Option one Status quo:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, that the current operating practices and planting programs remain status quo.

OR

Option 2 Opt-out with a \$2,000 fee:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, Option 2 be implemented to allow residents to opt out of the planting program in accordance with the opt-out criteria specified under Option 2 that includes a \$2000 compensation fee to be paid by the resident.

OR

Option 3 Opt-out with a \$50 fee:

That based on Report CS-21-133, dated December 1, 2021, concerning Optional Street Tree Installation, Option 2 be implemented to allow residents to opt out of the tree planting program in accordance with the opt-out criteria specified under Option 2 with the fee set at \$50.00.

CS-22-31

RAGLAN COMMUNITY

To all

please add my email to the March 21, 2022 Community Services Committee meeting that starts at 9:30 a.m. Also I would like to speak to it at the virtual meeting as a delegation

My cell number is <M.F.I.P.P.A Sec. 14(1)>

This is a replacement of my original email

Our family of 8 live at <M.F.I.P.P.A Sec. 14(1)>

We cannot even have conversation on our front porch in the daytime as the loaded 18 wheelers, all kinds of cars and trucks use our road as a by pass. I get it, but we HEAR cars go by but only see a blur. They are travelling that fast. This has been increasing over the years since we moved here.

In the spring summer and fall it even ramps up more as bikers and 4 wheelers go to the pits.

We definitely want speed cushions, and anything else that will make our area safer for children and animals. We are afraid to walk on our road as the traffic is so fast as well as aggressive.

I have also suggested moving the 50 sign from its location at White Feather where there is much too much going on, people going in/out of the store parking, coming off the highway. Move the sign further east, in an open area so people can see it.

We have had vehicles run the school bus lights and arm out for our kids to cross the rd. This is horrifically dangerous, they are going so fast you can't catch a plate on the car and trucks that have blown through.

Also we have people passing at high rates of speed especially from east to west going up the hill blind, towards White Feather Farms. Anyone coming over the hill is going to be involved in a head on collision and never even know it is coming.

We allow police to sit in either of our driveways ANYTIME.

In talking to officers who have sat in our lanes, they don't usually bother citing people until they are doing 80 or more in the 50. Why you may wonder... because they have so many doing in excess of 80 in the 50.

I would like to see Raglan rd east designated a "Community Safety Zone" This designation is due to the extreme danger of cars passing on a solid line going up a blind hill, with children in the area.

There was an instant when an Officer had a car go by heading west at such a rate of speed that he took chase..... the car RAN THE RED LIGHT AT WHITE FEATHER

CS-22-31

FARMS crossing onto Raglan rd West. The officer stopped pursuit as it was too dangerous.

I absolutely would like 2 or at least one speed cushion in the middle of our two hills. It would definitely slow cars/trucks down so all the children riding buses in that area would be safer.

Put warning signs so truckers and vehicles know it is there, but this needs to stop. We need very aggressive action by Police and something that will slow them down. I am looking forward to the AMB boards as the data from them will prove there is a big problem. Drivers are becoming very aggressive with no consideration of the devastation they could cause.

Thank you for your consideration

Jill Coffey

<M.F.I.P.P.A Sec. 14(1)>

Oshawa

<M.F.I.P.P.A Sec. 14(1)>

To: Community Services Committee

From: Ron Diskey, Commissioner,
Community Services Department

Report Number: CS-22-22

Date of Report: March 16, 2022

Date of Meeting: March 21, 2022

Subject: Proposal for an Indoor Tennis Facility by Tennis Clubs
of Canada

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this report is to respond to the referral dated November 22, 2021, initiated by Correspondence [CS-21-119](#):

“That Correspondence [CS-21-119](#) concerning the Tennis Clubs of Canada (T.C.C.) proposal be referred to staff for a report to include potential costs, possible locations, user arrangements, and other considerations for such a facility.”

2.0 Recommendation

That the Community Services Committee recommend to City Council:

That pursuant to report CS-22-22 dated March 16, 2022 any consideration of the proposal for an indoor tennis facility by Tennis Clubs of Canada be deferred until such time as the update to the Parks, Recreation, Library and Culture Facilities Needs Assessment is completed.

3.0 Executive Summary

N/A

4.0 Input From Other Sources

- Community Services
 - Recreation and Culture Services
 - Parks Planning and Development
- External Sources
 - Tennis Clubs of Canada Municipal Partners (Aurora, Barrie, Newmarket, Milton, Richmond Hill)
 - Tennis Clubs of Canada, CEO, Adam Seigel
 - Tennis Canada
 - Ontario Tennis Association

5.0 Analysis

5.1 Potential Costs

The cost of design and installation of one outdoor tennis court is approximately \$166,000, including granular base preparation, asphalt surfacing with an acrylic topcoat, tennis posts and net, and perimeter chain-link fencing. The cost of design and installation of one outdoor pickleball court is approximately \$71,000. Courts are planned with a 20 year lifespan and the existing capital projection to redevelop the entire asset class in Oshawa currently is \$5.8 million over 20 years.

The total cost of an air-supported, inflatable structure (dome) covering 4 tennis courts is estimated to be \$2.4 million.

These costs are high-level preliminary order of magnitude estimates, and would be refined based on the results of technical investigations (archeological, geotechnical and environmental risk assessment) and the detailed design processes. The costs to undertake background investigations and detailed design are typically 10% +/- of the projected cost of the total construction. In addition, these costs do not include fine grading, furniture or clubhouse/washrooms. These supporting amenities cannot be accurately costed until a site is selected and the necessary technical background investigations are undertaken. However, based on recent projects, a 20 space parking lot, including concrete bumpers, lighting, the necessary sodding, fine grading and site furniture is approximately \$450,000. A building to house washrooms or a clubhouse is approximately \$1.4 million.

Therefore, the total capital cost of an indoor tennis facility is estimated at \$4.49 million (excluding applicable H.S.T.).

Figure 1: Estimated Cost of an Indoor Tennis Facility with Air-Supported Structure

Item	Estimated Cost (excluding H.S.T.)
Air-Supported, Inflatable Structure covering 4 Tennis Courts	\$2.4 Million
Technical Investigations and Design	\$240,000
Parking Lot and Amenities	\$450,000
Clubhouse/Washrooms	\$1.4 Million
Total	\$4.49 Million

Annual, operating costs of a dome include the possible erecting/dismantling of the dome each season, repairs to the membrane due to wear and tear of the annual erecting/dismantling, repairs required due to weather, court/facility maintenance, utilities (i.e. gas, water, hydro), clubhouse maintenance and repairs, staffing costs and any required program supply costs.

5.2 Possible Locations

Oshawa currently has 20 outdoor courts (tennis and pickleball) located throughout the City, over which an air-supported, inflatable structure could be considered. These include:

- Alexandra Park – 3 lit tennis courts (2 courts overlaid with pickleball lines)
- Baker Park – 2 lit tennis courts
- Brookside Park – 2 tennis courts (overlaid with pickleball lines)
- Columbus Park – 1 tennis court
- Conlin Woods – 1 tennis court
- North Oshawa Park – 5 lit tennis courts
- Radio Park – 2 tennis courts and 4 dedicated pickleball courts
- Stone Street Park – 4 lit tennis courts

In addition, the following outdoor court developments are planned:

- Kedron Park - Add 4 dedicated pickleball courts
- Kedron Part II Plan Community Park – Add 4 dedicated tennis courts
- Kingside Park - Replace 2 tennis courts with 4 dedicated pickleball courts
- Stone Street Park - Reconstruct the 4 existing tennis courts and add 4 dedicated pickleball courts
- Thornton Road Community Park - Add 2-4 dedicated pickleball courts
- Windfields Part II Plan Community Park – Add 4 dedicated tennis courts

It is worth noting that the community engagement undertaken for recent park developments, including that within Kingside Park, continues to reflect an overwhelming desire for pickleball over tennis. The addition of any new courts (tennis or pickleball) will

be undertaken predominately in new park developments, as opposed to within existing parks.

5.3 User Arrangements

Tennis Canada, the National Sport Organization for tennis, notes that there are three existing options for municipal user arrangements with covered court tennis facilities in Canada. These are:

1. The municipality leases land to a not-for-profit operator that oversees operations.
2. The municipality leases land to a commercial for-profit operator that oversees operations.
3. The municipality owns and operates the covered court facility.

Tennis Canada can also partner directly with private organizations without municipal involvement.

5.3.1 Oshawa Civic Recreation Complex

The Oshawa Civic Recreation Complex (the Oshawa Civic) currently operates 5 indoor tennis courts under an air-supported, inflatable dome. Utilization of the indoor courts takes place primarily November through April and City staff facilitates the use of the courts. Usage is shared between a partnered, commercial for-profit operator who delivers tennis programming on the City's behalf, a not-for-profit Club and bookings by the general public.

Utilization of the indoor courts (the percentage of court time booked as a ratio of total available court time) at the Oshawa Civic increased 7% between 2016 and 2019; as noted below:

Figure 2: Utilization of the Indoor Tennis Courts at the Oshawa Civic, 2016 to 2019

Season	Utilization
2016/2017	66%
2017/2018	71%
2018/2019	73%

Usage was limited between 2020 to present due to COVID-19 health and safety measures that reduced capacity to ensure safety.

It is worth noting that the Oshawa Civic currently serves players from the entire Region of Durham and beyond. On average since 2016, 66% of racquet sports members are non-residents.

Figure 3: Racquet Sports Memberships for the Indoor Courts at the Oshawa Civic, 2016 to 2020.

Racquet Sports Members	2016-2017	2017-2018	2018-2019	2019-2020
Residents	34%	33%	33%	35%
Non-Residents	66%	67%	67%	65%

Tennis Canada notes that the ratio in Ontario of covered, accessible (i.e. Non-private) courts to population is 1:43,000 residents and that the Canadian average is 1 court per 50,000 residents. Based on current population estimates, Oshawa provides one covered court for every 35,200 residents.

Based on this information, the complement of indoor courts in Oshawa currently exceeds both provincial and national averages and the utilization reflects that the indoor court capacity is equipped to meet the needs of Oshawa residents.

Staff are currently reviewing the allocation of court time and policies related to booking, residency and partnerships and will be bringing forward a report to the Community Services Committee this year.

5.3.2 Outdoor Courts

According to Tennis Canada, 90% of tennis courts in Canada are outdoors. Further, 98% of all *municipally-operated* tennis courts in Canada are outdoors.

Utilization of outdoors courts is difficult to quantify, as bookings are not necessary and many residents 'walk up' to the court to play. Some pods of outdoor courts are booked by tennis clubs in summer to deliver lessons or for league play. City policy prevents the booking of stand-alone courts and no more than 50% of available courts in pods to ensure availability for 'walk up' use.

Qualitatively, staff have observed an increase in pickleball play on outdoor courts and overall, an increase in all outdoor court usage since the pandemic (tennis and pickleball). Tennis players at the Oshawa Civic have consistently expressed to staff a preference for outdoor play in summer months.

5.3.3 Tennis Clubs of Canada

Currently there are 5 Tennis Clubs of Canada (T.C.C.) facilities operating in Ontario; these are in Aurora, Barrie, Milton, Newmarket and Richmond Hill. Two additional facilities are currently planned to open in Fall 2022 in Stratford and Kingston. Each T.C.C. facility is independently owned and operated and the relationship with each municipality varies. In each case, the municipality leases the land (or the courts) to a Community Tennis Club or T.C.C. directly and T.C.C. in turn, has funded the required capital expenditures of either remediating existing courts or adding the air-supported, inflatable structure. Operation of

the courts is typically shared by T.C.C. and the Community Tennis Club. Lease agreements and/or partnership agreements delineate the relationship with each municipality. It should be noted that these municipalities did not have an existing indoor tennis facility in operation prior to partnership with T.C.C..

According to Adam Seigel, CEO of Tennis Clubs of Canada, T.C.C. are responsible for all capital and operational costs for the facility. Mr. Seigel indicated that exceptions relate to shared capital and operational costs with the municipality for expenses that are used outside of the scope of the indoor winter season. Exceptions would include courts and lights, pathways, parking lots, landscaping, and servicing for utilities. T.C.C. typically shares the cost of these specific expenses, dependent on the specific project. Financial contribution by Tennis Clubs of Canada is unclear and would be largely dependant on the nature of the project and the agreement executed between the City of Oshawa and Tennis Clubs of Canada. Based on the proposal and the communication with T.C.C., it would appear that the City would be responsible for 50% or more of capital costs.

At their delegation on November 15th, 2021, and subsequent to Correspondence [CS-21-119](#), Tennis Clubs of Canada proposed the development 4-6 new tennis courts in Oshawa, covered by an air-supported, inflatable structure that would be erected each Fall and removed in Spring.

In summary, the proposal presented that Tennis Clubs of Canada would fund and develop the facility on land leased to the Oshawa Tennis Club by the City of Oshawa. This operating model presented by T.C.C. indicated that Tennis Clubs of Canada would operate the facility in Fall, Winter and Spring and the Oshawa Tennis Club would operate the facility in the summer.

5.4 Other Considerations

Recommendations regarding tennis were included in the 2015 Parks, Recreation, Library and Culture Facilities Needs Assessment, which was approved through [CS-15-127](#) at the Council Meeting of November 9, 2015.

The recommendations are:

- R31 Construct a total of 15 outdoor tennis courts, distributed in accordance with residential areas achieving population growth and where required to address underserviced areas. Provision of new courts, particularly in established residential areas, should be subject to ongoing review by City Staff and community consultations to ensure that the City does not overbuild its outdoor supply.
- R32 Remediate tennis courts at Kingside Park within the next five years, while engaging the community surrounding Radio Park and Brookside Park to determine whether to rejuvenate or repurpose their respective tennis courts.
- R33 Future needs for outdoor pickleball courts should be accommodated within existing tennis courts as per the City's current model. New tennis court

construction, as per Recommendation R31, should be designed in a manner that is conducive to accommodating pickleball players.

- R34 Seek ways in which to maximize use of the Civic Recreation Complex indoor courts, including accommodating a greater number of program and rental opportunities during daytimes and weekends. Given the success of the current operating agreement and available capacity at the Civic Recreation Complex, municipal investment in a second indoor tennis facility is not required unless a third party can satisfactorily demonstrate, through its own business plan and feasibility study, such investment is sound, sustainable, and would not otherwise be detrimental to existing municipal operations.
- R35 In the event that additional indoor tennis courts may be rationalized based upon growth in player numbers or displacement from private courts, the ability to include additional tennis courts in the air-supported structure at the Civic Recreation Complex should be considered as an option.

In addition to these recommendations, staff consider several criteria while developing outdoor courts. These include:

- the development of courts in pods to allow for events and tournaments;
- the balance of dedicating courts for either tennis or pickleball (as opposed to overlaying lines for both);
- the availability of lighting to extend the times available for play;
- supporting amenities such as parking, washrooms, rest areas;
- meeting regulation court sizes for the sport;
- facility set-backs, slope/grading;
- geographic location within the City to ensure equitable access;
- geographic location within the Park in relation to other amenities;
- feedback received from the community;
- long-term parks development within budget constraints; and,
- remediation required within existing courts.

According to Tennis Canada, participation in the sport of tennis has been increasing, specifically since the pandemic, as it is an outdoor sport that can be played safely.

The Parks, Recreation, Library and Culture Facility Needs Assessment is being revisited in 2022/23 and will include updated recommendations regarding the sport of tennis, among others. Staff will consider these, along with the criteria above to project indoor and outdoor facility needs and to inform the amenities that will be considered at the future North Oshawa Recreation Centre.

Staff recommend that any consideration of a new indoor tennis facility, or the addition of an inflatable, air-supported structure to existing outdoor courts, be deferred until such time as the update to the Parks, Recreation, Library and Culture Facilities Needs Assessment is completed.

6.0 Financial Implications

There are no financial implications at this time.

7.0 Relationship to the Oshawa Strategic Plan

This report addresses many of the goals set in the Oshawa Strategic Plan including the goal of “Economic Prosperity and Financial Stewardship” through the theme of “Safe and Reliable Infrastructure”, the goal of “Social Equity” through the theme of “An Active, Healthy and Safe Community”, and the goal of “Environmental Responsibility” through the theme of “Proactive Environmental Management and Combat Climate Change”.



Jim Naumovski, Director,
Recreation and Culture Services



Ron Diskey, Commissioner,
Community Services Department

Proposed Update Amendment to the Emergency Management By-law

That the Community Services Committee recommend to Council:

WHEREAS By-law 77-2008 ("the Emergency Management By-law"), as amended, sets out the emergency management program for the City of Oshawa ("the City") pursuant to the Emergency Management and Civil Protection Act; and

WHEREAS the Emergency Management By-law needs to be further amended in order to update the designated persons list for both the Municipal Control Group (MCG) and the Community Emergency Management Program Committee (CEMPC), as shown in the proposed bylaw forming Attachment 1; and

Whereas the MCG's responsibilities include the control of all operations during an emergency, such as but not limited to assessing the short, medium and long-term emergency operating requirements of the City, recommending the declaration, extension and/or the termination of a state of emergency, making policy decisions, setting operational priorities, and assigning resources and issuing instructions to City departments; and

Whereas the role of the CEMPC is to act as a coordinating body to facilitate municipal level coordination and cooperation regarding the emergency management program, such as reviewing and providing policy advice with respect to the state of emergency management in the City, drafting plans, procedures and operational guidelines, coordinating training and exercises, and providing public education; and

Whereas some of the proposed amendments to the Emergency Management Bylaw for both the MCG and CEMPC are housekeeping amendments due to changes in position titles and responsibilities such as changing City Manager to Chief Administrative Officer (CAO), changing the Director of Public Works to Director of Operations Services, and clarifying that the Emergency Information Officer is the Manager of Corporate Communications; and

Whereas proposed updates to the MCG include such matters as adding the Fire Chief, the two Deputy Fire Chiefs, the Assistant Deputy Fire Chief and the Commissioner of Finance and deleting the Director of Transportation Services, representatives from Durham Region Transit, Durham Region Police Services, OPUC, Durham Emergency Management Office and Durham Emergency Medical Services since they can be consulted at any time on an as needed basis as required by the CAO; and

Whereas proposed updates to the CEMPC include such matters as adding the Assistant Deputy Fire Chief, the Manager of Corporation Communications, a Lakeridge Health Oshawa representative and a Central Lake Ontario Conservation Representative and deleting and the Director of Property Management Services; and

Whereas it is appropriate to update the designated persons list for the MCG and CEMPC;

THEREFORE pursuant to CS-22-23, the Emergency Management Bylaw, as amended, shall be further amended as generally set out in the Proposed Bylaw in Attachment 1 and such bylaw shall be in a form and content acceptable to the Commissioner of Community Services, the Fire Chief and Legal Services.



**By-law XX-2022
of The Corporation of the City of Oshawa**

Being a by-law to amend By-law 77-2008, as amended (the “Emergency Management By-Law”).

WHEREAS By-law 77-2008, as amended, needs to be further amended in order to update the designated persons list for both the municipal control group and the community emergency management program committee in order to be consistent with the City’s current Emergency Plan and consistent with the *Emergency Management and Civil Protection Act*, R.S.O. 1990, c. E.9. (the “Act”);

AND WHEREAS Council for the Corporation of the City of Oshawa considered item CS-22-23 at the Council Meeting of March 28, 2022, and directed that By-law 77-2008, as amended, be further amended to be consistent with the City’s current Emergency Plan and the Act.

NOW THEREFORE the Council of The Corporation of the City of Oshawa enacts as follows:

1. By-law 77-2008, as amended, is further amended by deleting Section 9.1 in its entirety and replacing it with the following:

“9.1 The MCG consists of the following or a designated alternate:

- a) Mayor (Executive Authority);
- b) Chief Administrative Officer (Designated Operations Officer);
- c) City Clerk (Designated Control Officer);
- d) Fire Chief (CEMC);
- e) Deputy Fire Chiefs (x2);
- f) Assistant Deputy Fire Chief;
- g) Director, Recreation and Culture Services;
- h) Commissioner, Community Services;
- i) Commissioner, Corporate Services;
- j) Commissioner, Development Services;
- k) Commissioner, Finance Services
- l) Director, Operations Services; and
- m) Manager, Corporate Communications (Emergency Information Officer).

The MCG may consult on an as needed basis, other supporting groups, City departments or agencies as required and as authorized by the Chief Administrative Officer (Designated Operations Officer).”

2. By-law 77-2008, as amended, is further amended by deleting Section 10.1 in its entirety and replacing it with the following:

“10.1. The CEMPC shall be chaired by the CEMC and shall consist of the following or a designated alternate:

- a) Fire Chief/C.E.M.C. (Chair);
- b) Deputy Fire Chiefs (x2);
- c) Assistant Deputy Fire Chief;
- d) Manager, Corporate Communications;
- e) Chief Fire Prevention Officer;
- f) Fire Communications Officer;
- g) Director, Operations Services;
- h) Director, Recreation and Culture Services;
- i) City Clerk;
- j) Director, Planning Services;
- k) Director, Information Technology Services;
- l) Director, Finance Services;
- m) Durham Regional Transit Representative;
- n) Durham Regional Police Services Representative;
- o) Durham Emergency Medical Services Representative;
- p) Oshawa Power Representative;
- q) General Motors Representative;
- r) Lakeridge Health Oshawa Representative; and
- s) Central Lake Ontario Conservation Authority Representative.”

The CEMPC may consult on an as needed basis other supporting groups, City Departments or agencies as required and as authorized by the CEMC.

By-law passed this twenty-eighth day of March 28, 2022.

Mayor

City Clerk

To: Community Services Committee

From: Ron Diskey, Commissioner,
Community Services Department

Report Number: CS-22-24

Date of Report: March 16, 2022

Date of Meeting: March 21, 2022

Subject: Amendment to the Delegation By-law 29-2009

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this Report is to recommend to Council amendments to the Delegation By-law 29-2009, to:

1. address the requirements of O. Reg. 406/19, On-site and Excess Soil Management; and,
2. provide delegated authority to certain Operations Services staff to make applications for approvals and permits related to City projects; and,
3. reflect the change in title from Supervisor, Parks Development & Technical Services to Manager, Parks Planning & Development.

2.0 Recommendation

That the Community Services Committee recommend to City Council:

That pursuant to Report CS-22-24, dated March 16, 2022, the City's Delegation By-law 29-2009, be amended to include the proposed amendments as shown in Section 5.4, Table 1, of Report CS-22-24, in a form that's acceptable to Legal Services, the Commissioner of Community Services and Director, Operations Services, which includes:

1. A new line item is added under Parks Services to provide delegated authority to the responsible department Commissioner or Director or Manager to provide consent for soil reuse to a source site, in accordance with O. Reg. 406/19, when soil is imported onto City property as part of a City Project; and,
2. Section 62.1, make applications for approvals and permits related to City projects, is amended to include Commissioner, Community Services, and Director Operations Services, Manager, Parks Planning & Development, and Manager, Parks and Waste Operations, as Delegated Authority; and,

3. Section 9, approve and execute agreements to permit park access for short-term use and private gate access to parks, is amended to replace the Supervisor, Parks Development & Technical Services, with the Manager, Parks Planning and Development, as a delegate and to remove the delegation restriction.

3.0 Executive Summary

N/A

4.0 Input From Other Sources

- Engineering Services
- Facility Management Services
- Legal Services
- Parks Planning & Development
- Parks and Waste Operations
- Road Operations

5.0 Analysis

Since Council enactment the Delegation By-law 29-2009, changes to governing regulations, staff organization structures, and scope of projects have necessitated further amendments to ensure continued efficiency, and minimize impacts on project schedules.

5.1 O. Reg 406/19, On-site and Excess Soil Management

The Ministry of the Environment, Conservation and Parks (MECP) has developed the On-site and Excess Soil Management Regulation (O. Reg 406/19), which provides clear rules on managing and reusing excess soil, limiting soil sent to landfill, and encouraging the environmentally responsible beneficial reuse of excess soil.

Under this Regulation, soil is defined as unconsolidated naturally occurring mineral particles that are smaller than 2mm in size. City projects often require soil material to be imported onto the site as part of the construction, which can include developing accessible access routes along slopes; need for geotechnically suitable subgrade; and backfill material, among others. The importation of excess soil (greater than 100m³) from a non-City owned site onto City property, requires the written consent of the site Owner (the City) to receive the soil material. Soil importation cannot proceed without this written consent.

Currently, there is no line item within the Delegation By-Law 29-2009 to delegate authorizing this written consent. As this Regulation applies to a broad range of City projects, including projects undertaken by Parks Operations, Parks Planning and Development, Road Operations, Engineering Services, and Facility Management Services, it is recommended that the By-law be amended to provide delegated authority to the responsible department Commissioner, Director or Manager (Table 1, proposed addition of section 9.1). In the absence of this delegated authority, project schedules and budgets will be impacted, as Council approval will need to be sought to authorize import of soil material for City projects.

5.2 Make applications for approvals and permits related to City Parks and Open Space Projects

For parks projects, a building permit is typically required for the plumbing for irrigation or a splash pad, and no City building or facility is involved.

In these circumstances, the Director, Operations Services, Manager, Parks & Waste Operations, and Manager, Parks Planning & Development provide oversight and management of City parks and associated amenities, are familiar with the proposed parks development/redevelopment plans, and would be the best positioned to make applications for approvals and permits related to City parks and open space projects. It is recommended that Section 62.1 of the Delegation By-law be amended to include delegate authority for the Commissioner, Community Services; Director, Operations Services; Manager, Parks Planning and Development; Manager, Parks & Waste Operations (Table 1, proposed amendment to Section 62.1).

5.3 Section 9: Approve and execute agreements to permit park access for short-term use and private gate access to parks

Section 9 of the Delegation By-law 29-2009 provides delegated authority to approve and execute agreements to permit park access for short-term use and private gate access to parks, for a term not exceeding one (1) year. The authority is delegated to:

- Commissioner, Community Services; or,
- Director, Operations Services; or,
- Manager, Parks Operations; or,
- Supervisor, Parks Development & Technical Support.

Through a staff re-organization, the Supervisor, Parks Development & Technical Support has been repositioned as Manager, Parks Planning and Development. It is recommended that the By-law 29-2009 be amended to replace “Supervisor, Parks Development & Technical Support” with “Manager, Parks Planning & Development” (Table 1, Section 9).

It is also proposed that the Delegation Restrictions be amended from a term of no more than one-year, to no restrictions, as the gate access agreements typically span time frames of multiple years.

5.4 Summary of Proposed Amendments

Table 1: Proposed Amendments

Section	Delegated Authority	Delegate	Source of Power or Duty	Delegation Restrictions	Communication
9	Approve and execute agreements to permit park access for short-term use and private gate access to parks	Commissioner, Community Services; or Director, Operations Services; or, Manager, Parks Operations; or, Manager, Parks Planning & Development.	Municipal Act	None	Not applicable.
9.1 (proposed new section)	Authorize written consent for a soil reuse source site to import soil onto City property, as a component of a Project.	Responsible Department Commissioner, Director or Manager	On-site and Excess Soil Management Regulation	Project is approved in current budget or multi-year budget. Project-specific consent only.	Not applicable.
62.1	Make applications for approvals and permits for City Projects.	Commissioner, Corporate Services; or, Director, Facility Management Services; or, Commissioner Community Services; or, Director, Operations; or,	Municipal Act	Project is approved in current budget or a multi-year budget	Not applicable

Section	Delegated Authority	Delegate	Source of Power or Duty	Delegation Restrictions	Communication
		Manager, Parks Planning & Development; or, Manager, Parks & Waste Operations			

6.0 Financial Implications

There are no financial implications associated with this report.

7.0 Relationship to the Oshawa Strategic Plan

This report addresses many of the goals set in the Oshawa Strategic Plan, including the goal of “Accountable Leadership” through the theme of “Our Corporate Culture Demands Excellence and Respect;” and the goal of “Environmental Responsibility” through the themes of “Proactive Environmental Management and Combat Climate Change,” “Cleaner Air, Land and Water,” and “Less Waste Generation.”



Mike Saulnier, Director,
Operations Services



Ron Diskey, Commissioner,
Community Services Department

Community Services Committee's Outstanding Items Status Report

CS-22-26

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Crossing Guards and Community Safety Zones	OAAC – Dec. 18/18 OAAC-18-60	CSC – Jan 21/19 CS-19-1	Referred to staff for a Report	Strategic & Business Services	Second Quarter 2022. Included in Neighbourhood Traffic Management Study Report
	Community Safety Zones and Senior Safety Zones in Oshawa		CSC – Apr. 23/19 CS-19-41	Referred to the Safe Neighbourhoods Report		Second Quarter 2022. Included in Neighbourhood Traffic Management Study Report
2.	Satellite Oshawa Animal Services Facility	CSC – Apr 23/19 CS-19-62	CNCL - Apr 29/19 CS-19-62	That staff investigate a north Oshawa Animal Services satellite facility or one centralized facility; and, this item be referred to the Oshawa Animal Care Advisory Committee once established	Strategic & Business Services	T.B.D.

Community Services Committee's Outstanding Items Status Report

CS-22-26

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
3.	Installation of Road Mounted Signs to Reduce Speeding	CNCL – Jun 10/19	CSC – Jun 18/19 CS-19-91	Referred to the Neighbourhood Traffic Management Study	Strategic & Business Services	Second Quarter 2022. Included in Neighbourhood Traffic Management Study Report
4.	Reducing Speed Limits to 40km/hr on all residential streets within the City of Oshawa	CNCL-Jun 24/19	CSC-Sep 16/19 CS-19-97	Referred to the Neighbourhood Traffic Management Study	Strategic & Business Services	Second Quarter 2022. Included in Neighbourhood Traffic Management Study Report
5.	Tree Protection By-law	CSC – Jun 20/13 CS-13-46	CS-19-134	Referred to staff for a report as part of the Forestry Master Plan	Operations Services	T.B.D.
6.	Traffic By-law Amendments	CNCL – Dec 16/19	Jan 10/20 CS-20-06	Referred to staff for a report	Strategic & Business Services	Fourth Quarter 2022

Community Services Committee's Outstanding Items Status Report

CS-22-26

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
7.	Proposed Pilot Project – Sidewalk Snow Clearing in High Pedestrian Traffic in Parts of the Downtown	CSC – Mar 9/20 CS-20-25	CNCL-Sept 27/21 CS-21-91	Staff report back on the results of the extended pilot project in 2022	Operations Services	June 2022
8.	Traffic Calming Measures on Central Park Boulevard North between Rossland Road East and Beatrice Street East	CSC – Sep 21/20 CS-20-56	CSC – Sept 21/20 CS-20-56	That staff investigate traffic-calming measures on Central Park Boulevard North, between Rossland Road East and Beatrice Street East, including whether the addition of stop signs at various intersections would assist with traffic calming	Strategic & Business Services	Second Quarter 2022 Included in Neighbourhood Traffic Management Study Report
9.	Optional Tree Installation of City Boulevards	CSC – Nov 16/20 CS-20-68	CNCL – Nov 23/20 CS-21-133	Referred to staff for a report.	Operations Services	March 2022

Community Services Committee's Outstanding Items Status Report

CS-22-26

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
10.	Correspondence in Support of Establishing an Outdoor Winter Ice Rink	CSC – Jan 18/21 CS-21-01 CS-21-02 CS-21-03	CNCL – Nov 22/21 CS-21-117	Referred back to staff to: Canvass the public through the use of an online survey to gauge an appetite for a seasonal, refrigerated outdoor rink attached to an existing recreational center and report back in 2022; and, Research and canvass corporate sponsorship; and, Canvass private Rink facilities in the City of Oshawa to inquire about a potential partnership.	Recreation & Culture Services	April 2022
11.	Robert Stevenson – Concerning Road Safety Measures	CSC – April 19/21 CS-21-42	CNCL – Apr 26/21	Referred to the Neighbourhood Traffic Management Study	Strategic & Business Services	Second Quarter 2022. Included in Neighbourhood Traffic Management Study Report

Community Services Committee's Outstanding Items Status Report

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Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
12.	Notice of Motion – Reduction of Speed in School Zones to 30 km/hr	CNCL – Mar 29/21 CS-21-40	CNCL – Apr 26/21	Referred to the Neighbourhood Traffic Management Study	Strategic & Business Services	Second Quarter 2022 Included in Neighbourhood Traffic Management Study Report
13.	Basketball Court at Coldstream Park	CSC – May 17/21 CS-21-53	CNCL- Sept 27/21 CS-21-90	That staff seek out any government grants or sponsorships to assist with the costs to design and construct a full basketball court.	Operations Services	T.B.D.
14.	Off-leash Dog Park in the Southern Part of Kedron Part II Plan	CSC – May 17/21 CS-21-56	CSC – May 17/21 CS-21-56	Referred to staff for further investigation and that public consultation be started on this proposed location.	Operations Services	T.B.D.
15.	Downtown Speed Limit Control	CSC – June 14/21 CS-21-79	CSC – June 14/21 CS-21-79	That staff report back to the Community Services Committee on options and considerations including consultation with the Region of Durham to make the entire downtown a 40 km/h speed limit zone	Strategic & Business Services	T.B.D.

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Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
16.	First Report of the OATAC	CSC – June 14/21 CS-21-75	CSC – June 14/21 CS-21-75	That Item 2 of Report (2021 Work Plan – Cycling Network Maintenance Issues) OATAC-21-22 concerning cycling network maintenance issues be referred to staff to review the issues.	Operations Services	T.B.D.
17.	Additional Tennis Courts in North Oshawa	CSC – September 20/21 CS-21-84	CNCL – September 27/21 CS-21-84	Referred to staff for a report	Recreation & Culture Services	March 2022
18.	Speed on Grandview North	CSC-September 20/21 CS-21-85 and CS-21-86	CNCL-September 27/21 CS-21-85 and CS-21-86	Referred to the upcoming staff report concerning traffic calming methods	Strategic & Business Services	Second Quarter 2022 Included in Neighbourhood Traffic Management Study Report
19.	Lack of Public washrooms in City of Oshawa Parks	CSC-September 20/21 CS-21-87	CNCL-September 27/21 CS-21-87	Referred to staff for a direct response	Operations Services	T.B.D.
20.	Pilot Implementation of recurring Short-Term Closures	CSC-Sept 20/21 CS-21-99	CNCL-Sept 27/21 CS-21-99	Staff investigate and report back by April 2022 on the pilot program of short-term closures of City Streets for Active Transportation use	Operations Services	April 2022

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Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
21.	Design and Installation of an Orange Crosswalk in the City of Oshawa	CSC- Oct 18/21 CS-21-110	CNCL-Oct 25/21 CS-21-110	Referred to staff for a report about options for design and installation	Operations Services	TBD
22.	Expansion of Large Item Collection Policy	CSC- Oct 18/21 CS-21-111	CNCL- Oct 25/21 CS-21-111	Referred to staff for a report about expansion of large item collection	Operations Services	June 2022
23.	Tennis Clubs of Canada Requesting Partnership	CSC- Nov 15/21 CS-21-119	CNCL-Nov 22/21 CS-21-119	Referred to staff for a report about costs, locations, user arrangements, and other considerations	Operations Services	March 2022
24.	Durham Region's Proposed study on Streetlighting	CSC-Nov 15/21 CS-21-120	CNCL-Dec 13/21 CS-21-132	Staff to report back to CS on the results of the study	Strategic and Business Services	T.B.D.
25.	3 way stop at Verdun Rd and Vimy Ave	CSC-Nov 15/21 CS-21-121	CNCL-Nov 22/21 CS-21-121	Referred to staff for a report	Strategic and Business Services	First Quarter 2022
26.	Future Traffic Data on Britannia Ave. E, Bridle Rd. and Steeplechase St.	CSC-Nov 15/21 CS-21-125	CNCL-Nov 22/21 CS-21-125	Referred to staff to report back to CS on traffic data	Strategic and Business Services	June 2022
27.	Bicycle Repair Station	CSC-Nov 15/21 CS-21-126	CNCL-Nov 22/21 CS-21-126	Staff to investigate implementing a small bicycle repair station and report back in 2022	Operations Services	May 2022

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Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
28.	Request for Challenge League Sports alternative equipment Storage Facility	CSC-Dec 6/21 CS-21-134	CNCL-Dec 13/21 CS-21-134	Referred to staff to investigate and report back	Recreation and Culture Services	April 2022
29.	Notice of Motion – City's Boulevard By-law	CSC-Dec 6/21 CS-21-129	CNCL-Dec 13/21 CS-21-129	Referred to staff for a report and review of By-law in Q1 of 2022	Operations Services	June 2022
30.	Speeding on Coldstream Drive and Grandview Street	CSC-Dec 6/21 CS-21-130	CNCL-Dec 13/21 CS-21-130	Referred to staff for a report	Strategic and Business Services	Second Quarter 2022 Included in Neighbourhood Traffic Management Study Report
31.	Alteration of Lakeview Park's Visiting Hours	CSC-Dec 6/21 CS-21-135	CNCL-Dec 13/21 CS-21-135	Staff to monitor and investigate and report back in Q2 of 2022	Operations Services	June 2022
32.	Request for the City of Oshawa to be declared the "Year of the Garden"	CSC-Dec 6/21 CS-21-128	CNCL-Dec 13/21 CS-21-128	Part 1 as amended and Part 3 referred to staff for further investigation; Part 2 referred to staff to investigate and conduct public consultation and report back in the Second Quarter of 2022	Operations Services	April 2022

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Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
33.	Proposed Community Shared Micro-Mobility Pilot Program by Bird Canada Inc.	Joint DSC/CSC January 20/22 DS-22-22	Joint DSC/CSC January 20/22 DS-22-22	Referred to staff for a report back to the Joint Committee	Joint DSC/CSC January 20/22 DS-22-22	TBD
34.	Scouts Canada Requesting to enter into Negotiations for a new Long Term Agreement	CS-Jan 17/22 CS-22-02	CNCL- Jan 24/22 CS-22-02	Referred to staff for a report	Recreation & Culture Services	June 2022
35.	Memorials Recognizing Existing Unmarked Graves	CS-Jan 17/22 CS-22-05	CNCL-Jan 24/22 CS-22-05	Referred to staff for a report	Recreation & Culture Services	June 2022
36.	Lighting for Michael Starr Trail	CS-Feb 14/22 CS-22-21	CNCL-Feb 22/22 CS-22-21	Staff to report on costs and timing and include the funding opportunities recently made public through the Parks and Recreation Ontario Fund	Operations Services	T.B.D.

Matters Tabled:

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Fleet Services Decarbonization Strategy	CSC – Oct 19/20 CS-20-62	CSC – October 18/21 CS-21-105	That staff adopt a vehicle purchasing policy that assumes an electric vehicle purchase as the default choice and move to a fleet replacement policy that sets ambitious targets in fleet electrification and decarbonisation.	Operations Services	T.B.D.