



Community and Operations Services Committee Meeting Agenda

Monday, January 16, 2023, 9:30 a.m.
Council Chamber

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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

None.

Delegations

None.

Referrals from Council

None.

Reports from Advisory Committees

None.

Items Requiring Direction

None.

Public Consent Agenda

Correspondence with recommendations

None.

Staff Reports/Motions with recommendations

CO-23-02 - 40 km/h Area Pilot - Downtown Oshawa (Ward 4)

7

Recommendation

That the Community and Operations Services Committee recommend to City Council:

That Report CO-23-02, dated January 11, 2023, concerning the 40 km/h Area Pilot - Downtown Oshawa be received for information.

CO-23-03 - Amendment to the L.E.A.F. Backyard Tree Planting Program Agreement (All Wards)

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Recommendation

That the Community & Operations Services Committee recommend to City Council:

Whereas pursuant to Item CS-20-59 dated October 19, 2020, a joint 5-year agreement was executed with the Region of Durham, participating municipalities of the City of Oshawa, Town of Ajax, Town of Whitby, City of Pickering and the Township of Scugog, and Local Enhancement and Appreciation of Forests (L.E.A.F.) for the implementation of the backyard tree planting program as described in Report CS-20-21 dated March 9, 2020; and,

Whereas the Township of Brock and Municipality of Clarington wish to participate in the program; and,

Whereas to add the Township of Brock and Municipality of Clarington an amendment to the L.E.A.F. Backyard Tree Planting Program Agreement is necessary;

Therefore be it resolved that the Mayor and Clerk be authorized to sign the attached amendment to the L.E.A.F. Backyard Tree Planting Program Agreement and that the Commissioner of Community and Operations Services be authorized to sign any future amending agreements if administrative in nature.

CO-23-04 - Community and Operations Services Committee Outstanding Items List - First Quarter 2023 (All Wards)

19

Recommendation

That the Community and Operations Services Committee recommend to City Council:

That Report CO-23-04, dated January 5, 2022 being the Community and

Operations Services Committee's Outstanding Items Status Report for the first quarter of 2023 be received for information.

CO-23-05 - Tobogganing on City owned lands (All Wards)

23

Recommendation

That the Community and Operations Services Committee recommend to City Council:

Whereas in response to an incident that occurred in another municipality, the Durham Municipal Insurance Pool (D.M.I.P.) undertook a risk assessment of sanctioned and unsanctioned toboggan hills located within municipalities across the Region of Durham; and,

Whereas tobogganing is a high-risk activity that rates in the Top 5 most dangerous winter activities in Canada; and,

Whereas the City is committed to providing a safe environment for the residents of Oshawa, realizing that this a healthy activity for all to enjoy; and,

Whereas the City participated in the survey which included an inspection and review of Knights of Columbus Park, Grandview Village Park, Woodview Park, Eastbourne Park, Hyde Park, McLaughlin Park, Chopin Park, Somerset Park, Mountjoy Park, and Coldstream Park, which Staff believe to contain hills that are used for tobogganing; and,

Whereas the City's Parks and Facilities By-law 83-2000 ("Parks and Facilities By-law") indicates that tobogganing is allowed unless otherwise signed to prohibit the activity; and,

Whereas most hills within City parks are not signed to prohibit tobogganing; and,

Whereas D.M.I.P.'s Risk Assessment of Toboggan Hills Report included an assessment of risk for City park locations with hills which indicated a number of deficiencies and recommendations that must be addressed in order to mitigate risks where tobogganing is not prohibited, which includes the need for:

- a formal procedure for opening and closing hills at the beginning and end of the season;
- an inspection program during the winter season;
- proper signage and introduction of a condition warning system to communicate when conditions are suitable for tobogganing or when the hill is closed, such as a flagging system;
- formal procedures for incident and accident reporting;

Community and Operations Services Committee
January 16, 2023

- official operating hours of tobogganing hills that are consistent with park information on the City's website;
- reducing the potential for personal injury by implementing site specific measures to protect users from impact through the use of padding or removal of any obstacles or hazards that could cause injury, such as trees, tree stumps, branches, rocks, debris and other infrastructure or park related amenities that might be located along the path of travel or run-off area; and,

Whereas the risk assessment also provided recommendations for hills where tobogganing is prohibited, including:

- the need for signage to indicate that tobogganing is not permitted;
- the development and implementation of a formal pre-season inspection program to demonstrate due diligence; and,
- the development of a formal incident/accident reporting procedure. This could be achieved by adding the City's contact information to signage; and,

Whereas the City does not have a formal toboggan hill policy or program that meets the recommendations outlined in the Risk Assessment of Toboggan Hills Report, and as such the City currently has an exposure to risk; and,

Whereas additional temporary staff and resources would be required to implement all the recommendations for the hills surveyed, estimated to be a minimum increase of \$30,000 to the annual operating budget to retain staff to undertake regular inspections and to address deficiencies noted in the Risk Assessment of Toboggan Hills Report which could include the installation of fencing, impact barriers, tree removal, grading and assuming no new outdoor ice rinks; and,

Whereas staff have reviewed the hills surveyed and the various site specific deficiencies and determined that it may be feasible to implement the recommendations for two of the more popular hills utilizing current staff resources and budget; and,

Whereas staff would recommend piloting designated tobogganing hills at Knights of Columbus Park and Grandview Village Park and to consider opportunities for future toboggan hills in the planning, design and operation of future parks and facilities where practical;

Therefore be it resolved that the Community and Operations Services Committee recommend to Council:

1. That section 7.09 of the Parks and Facilities By-law, as amended, be further amended to clearly prohibit activities like tobogganing outside of areas formally designated for tobogganing, as outlined in Attachment 1; and,
2. That the City designate the hills at Knights of Columbus Park and Grandview Village Park as Designated Areas for tobogganing and sledding pursuant to the Parks and Facilities By-law, and implement the various recommendations for designated hills as outlined in the Risk Assessment of Toboggan Hills Report prior to the start of the next winter season. Additionally, that a winter maintained accessible path of travel be considered at Knights of Columbus at the time of redevelopment; and,
3. That staff report back any issues or challenges resulting from the designating of the hills noted under Item 2; and,
4. That the City implement the various recommendations for non-designated hills as outlined in Risk Assessment of Toboggan Hills Report including signage within 1 year, with the exception of those designated for tobogganing and sledding under Item 2; and,
5. That tobogganing be considered as part of the Parks, Recreation, Library and Culture Facility Needs Assessment; and,
6. That Facility Management Services consider opportunities for future designated hills in the planning, design and operation of future or redevelopment of parks if in future there is a desire to formally designate an area for tobogganing and sledding.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

CO-23-01 - Correspondence from Steven Kemp, Manager, Traffic Engineering & Operations, Region of Durham concerning a New Community Safety Zone on Raglan Road on the West Side of Simcoe Street (Previously INFO-22-221)

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[Pulled from the Information Package of September 20, 2022 at the request of Councillor McConkey for Council to request the Region to change the start and end point of the Raglan Road West Community Safety Zone a short distance from just east of Stevenson Road North to just west of Stevenson Road North.]

Questions to Staff concerning the Committee's Outstanding Items List

Closed Consent Agenda

Closed Correspondence with recommendations

None.

Closed Staff Reports/Motions with recommendations

None.

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

Matters Tabled

Item CS-21-105 - Fleet Services Decarbonization Strategy

Report CS-21-105 concerning a request for staff to 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. (Tabled October 18, 2021)

Adjournment

To: Community and Operations Services Committee

From: Ron Diskey, Commissioner,
Community and Operations Services Department

Report Number: CO-23-02

Date of Report: January 11, 2023

Date of Meeting: January 16, 2023

Subject: 40 km/h Area Pilot - Downtown Oshawa

Ward: Ward 4

File: 03-05

1.0 Purpose

The purpose of this report is to respond to the following direction [CS-21-79](#) from City Council on June 21, 2021:

“Whereas downtown Oshawa is first and foremost a neighbourhood, with highly mixed uses and has the highest volumes of pedestrian traffic in the entire Region of Durham; and,

Whereas the streets that move traffic through the downtown are often viewed as thoroughfares by some drivers and this leads to speeds and behaviours that run contrary to creating an environment that feels welcoming, safe, pedestrian-friendly, age-inclusive-friendly, and accessibility-friendly, while having a detrimental impact on the vision of a vibrant, attractive downtown for mixed uses and transportation modalities; and,

Whereas traffic speed data may provide information on driver behaviours but does not provide information on the perceived and subconscious experience of the pedestrian and other users of the downtown neighbourhood; and,

Therefore, 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 40km/h speed limit zone.”

2.0 Recommendation

That the Community and Operations Services Committee recommend to City Council:

1. That Report CO-23-02, dated January 11, 2023, be received for information.

3.0 Executive Summary

- On June 21, 2021 City Council directed [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 40km/h speed limit zone.”
- On May 12, 2022, City Council reviewed report [CNCL-22-37](#) - Neighbourhood Traffic Management Guide, and approved a 40 km/h Area Pilot Program to implement one (1) 40 km/h Maximum Rate of Speed Area in each ward.
- Staff consulted with the Ward 4 Councillors, and determined that downtown Oshawa should be the area selected for the Ward 4 - 40 km/h Area Pilot Location.
- City Staff investigated and proposed boundaries shown in Attachment 1 for a downtown Oshawa 40 km/h Area.
- The proposed boundaries were circulated to the Regional Municipality of Durham and were supported by Regional Staff.
- Staff provided the proposed boundaries to the Ward 4 Councillors and received positive feedback.
- As part of the 40 km/h Area Pilot Program, staff will proceed with the implementation of the proposed Ward 4 downtown 40 km/h Area, indicated in Attachment 1.

4.0 Input From Other Sources

Regional Municipality of Durham

Engineering Services

5.0 Analysis

5.1 40 km/h Area Pilot Program

On May 12, 2022, City Council reviewed report [CNCL-22-37](#) - Neighbourhood Traffic Management Guide, which included the approval of the new 40 km/h Area Pilot Program outlined in section 5.6 of the Report. The Report noted that as part of the pilot program one 40 km/h Maximum Rate of Speed Area would be installed in each ward, and that locations will be determined in consultation with staff and the area ward Councillors.

On September 26, 2022 City Council reviewed report [CS-22-83](#) recommending the approval of an amendment to the Traffic and Parking by-law for provisions required to implement 40 km/h Areas. This included delegated authority for the Commissioner of Community Services (now Commissioner of Community and Operations Services) to implement ‘Maximum Rate of Speed Areas’. This authority is intended to implement the five areas that will be included in the 40 km/h Area Pilot Program.

Following the pilot program, staff will report back to Council in 2023 with a summary of results regarding the implementation of the first five pilot locations, and to outline a program for future implementation of 40 km/h areas throughout the City.

5.2 Regional Municipality of Durham

On October 27, 2021, Durham Regional Council reviewed report [2021-W-33](#) and approved the recommendation: “That the Uniform Regional Traffic Policy (URTP) be updated to permit posted speed limits of 40km/h on Regional Roads where appropriate.”

The report identified downtown Oshawa as an area under consideration for a 40 km/h posted speed limit. More specifically the following roadways and boundaries were considered:

- Centre Street (Regional Road 2A) from William Street to Bagot Street
- Simcoe Street (Regional Road 2) from William Street to Bagot Street

Centre Street and Simcoe Street are the only roadways under Regional jurisdiction that are within what is typically considered the downtown Oshawa boundary (‘downtown Oshawa’ does not have a formal boundary in this context).

5.3 Boundary Considerations

A map of the proposed Ward 4 – 40 km/h Area Pilot location is provided in Attachment 1.

To determine the proposed 40 km/h Area boundary for downtown Oshawa staff considered the following:

- The former downtown BIA boundary. Appended as Attachment 2.
- Input received from the Ward 4 Councillors
- Input from Regional staff and report [2021-W-33](#)
- The layout of the downtown road network to determine practical installation of 40 km/h Area Maximum Rate of Speed signage.
- The classification of roadways within the downtown including roadway jurisdiction (Regional or Local)
- Land use, for example:
 - Locating the southern boundary limit at John Street to include Memorial Park and the John Street Senior Community Centre.
 - Locating the northern boundary limit at Adelaide Avenue to include downtown residential neighbourhoods south of Adelaide Avenue within the boundary.

The exact area limits as indicated in Attachment 1 are subject to change based on detailed field review and sign placement constraints.

6.0 Financial Implications

The estimated cost to implement the proposed Ward 4 downtown 40 km/h Area, indicated in Attachment 1 is \$6,000.

As indicated in Section 6 – Financial Implications of Report [CNCL-22-37](#), The 40 km/h area pilot program can be funded by the 2020 Capital Project 20-74-0089 (Neighbourhood Traffic Management Projects).

7.0 Relationship to the Oshawa Strategic Plan

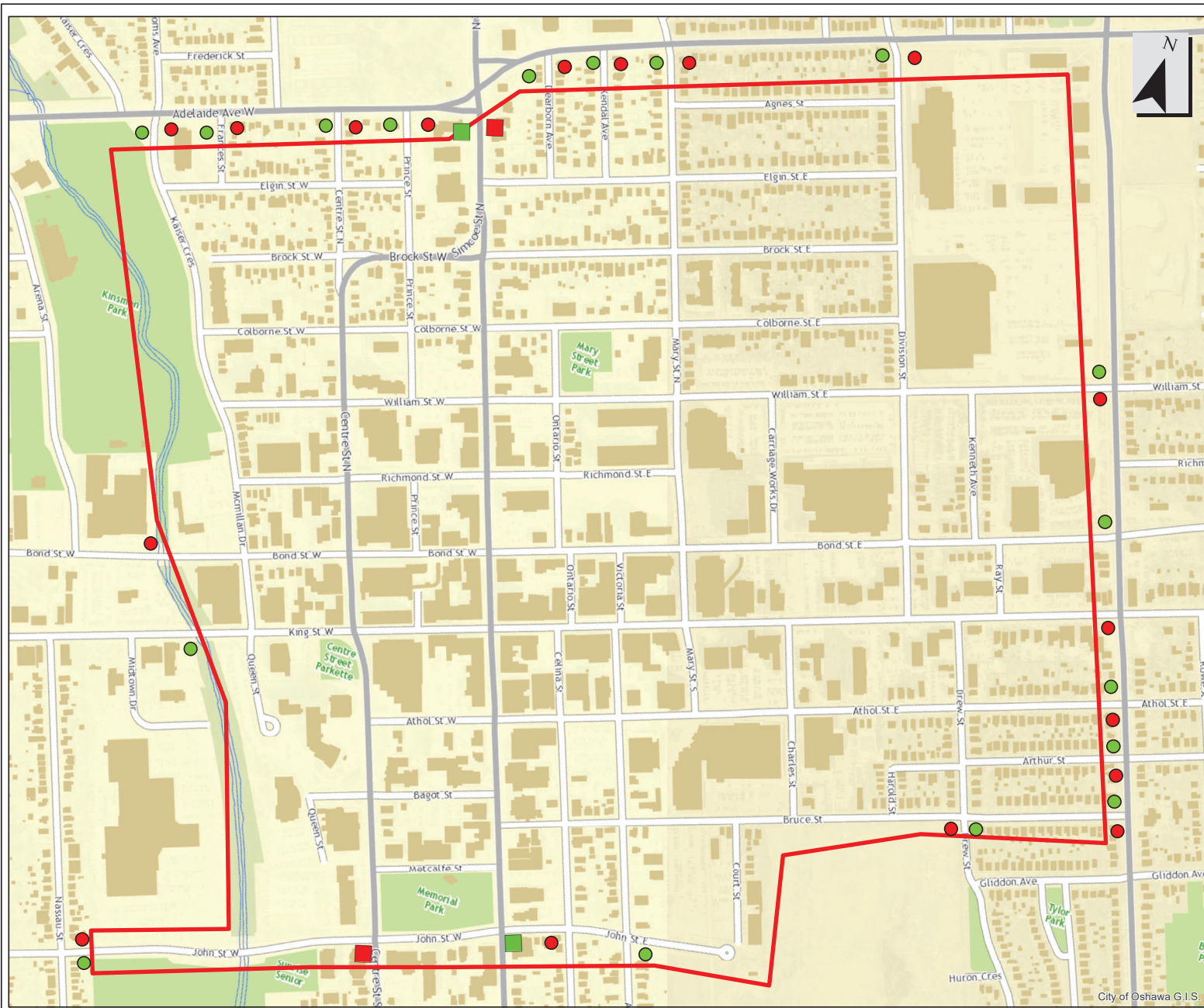
This report addresses the Oshawa Strategic Plan by responding to the goal of “Social Equity” with the theme of “An Active, Healthy and Safe Community” by continuing to support safe, shared use of roadways, trails, and other transportation systems and effectively focusing on accessibility, safety and speed reduction.



Beth Mullen, Director,
Community Support Services



Ron Diskey, Commissioner,
Community and Operations Services Department



Downtown Oshawa Proposed 40 km/h Area

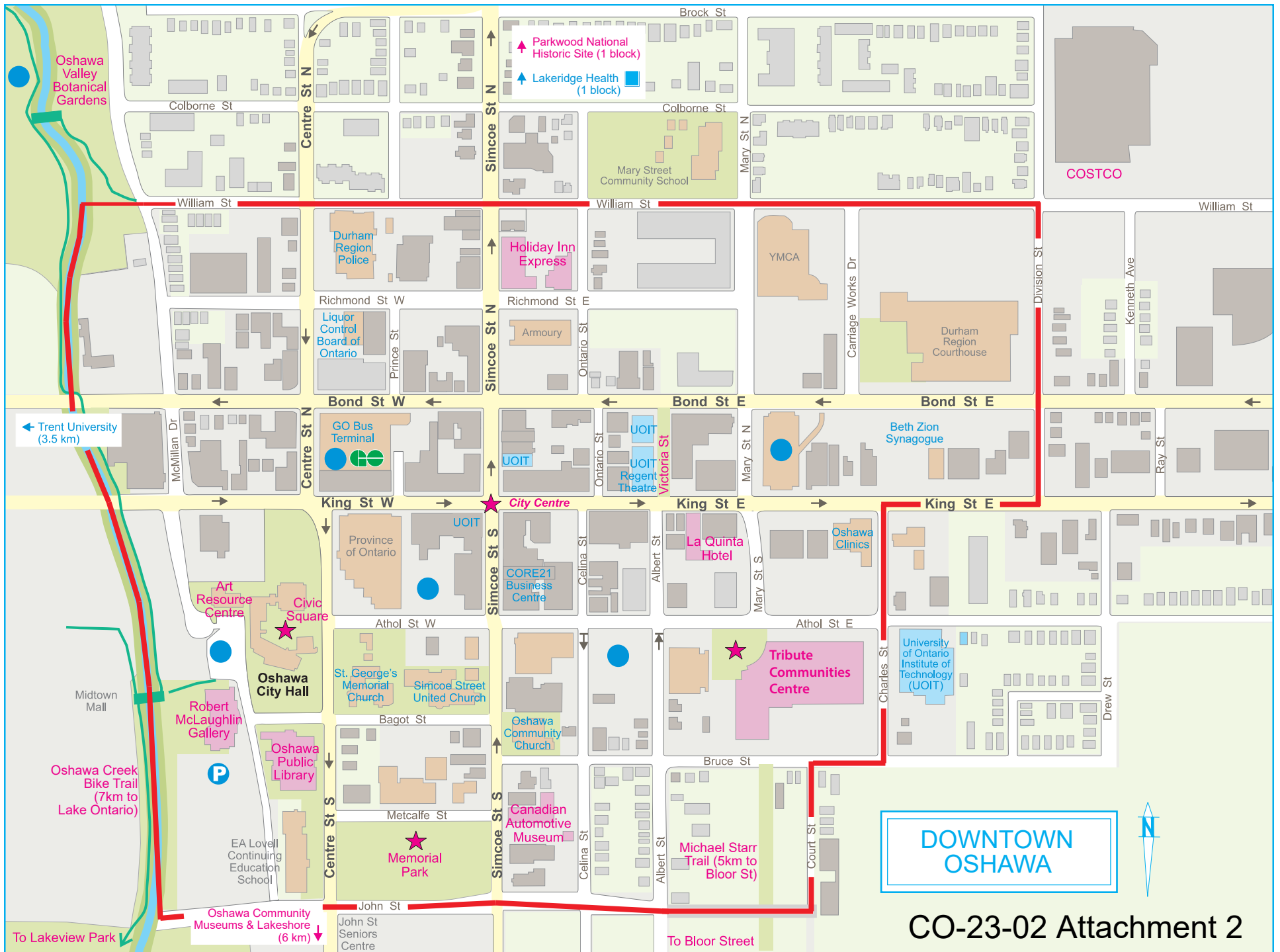
LEGEND



-
-
- City of Oshawa
- Region of Durham
- 40 km/h Area boundary

CO-23-02 Attachment 1

Note: Locations of boundary and signs are approximate



Community & Operations Services Committee – January 11, 2023

Amendment to the LEAF Backyard Tree Planting Program Agreement (All Wards)

That the Community & Operations Services Committee recommend to City Council:

Whereas pursuant to Item [CS-20-59](#) dated October 19, 2020, a joint 5-year agreement was executed with the Region of Durham, participating municipalities of the City of Oshawa, Town of Ajax, Town of Whitby, City of Pickering and the Township of Scugog, and Local Enhancement and Appreciation of Forests (L.E.A.F.) for the implementation of the backyard tree planting program as described in [Report CS-20-21](#) dated March 9, 2020; and,

Whereas the Township of Brock and Municipality of Clarington wish to participate in the program; and,

Whereas to add the Township of Brock and Municipality of Clarington an amendment to the L.E.A.F. Backyard Tree Planting Program Agreement is necessary;

Therefore be it resolved that the Mayor and Clerk be authorized to sign the attached amendment to the LEAF Backyard Tree Planting Program Agreement and that the Commissioner of Community and Operations Services be authorized to sign any future amending agreements if administrative in nature.

**AMENDMENT 1 TO THE LEAF BACKYARD TREE PLANTING PROGRAM AGREEMENT
("Amendment 1")**

effective this 1st day of July 2022

B E T W E E N:

Local Enhancement and Appreciation of Forests ("LEAF")

LEAF is a corporation without share capital, incorporated under the Ontario *Corporations Act*

AND

**The Regional Municipality of Durham
The Corporation of the City of Oshawa
The Corporation of the City of Pickering
The Corporation of the Town of Whitby
The Corporation of the Township of Scugog
The Corporation of the Town of Ajax**

(with the foregoing collectively referred to as the "**Municipal Partners**")

AND

**The Township of Brock
The Municipality of Clarington**

(with the foregoing collectively referred to as the "**Additional Municipal Partners**")

RECITALS

- A. WHEREAS the original LEAF Backyard Tree Planting Program Agreement (the "Agreement") took effect July 1st, 2021, between Local Enhancement and Appreciation of Forests (LEAF) and the Municipal Partners;
- B. AND WHEREAS the Township of Brock and the Municipality of Clarington wish to become parties to the Agreement;
- C. AND WHEREAS the original Agreement included an annual grant totaling \$148,000 contribution from the Municipal Partners for a total \$592,000 over the course of the five-year Agreement for LEAF to offer the Backyard Tree Planting Program (the "**Program**") to residents, in an effort to increase urban tree planting;
- D. AND WHEREAS Amendment 1 adds the Additional Municipal Partners for a one-year period, which may be extended at any time if mutually agreed to by LEAF and the Additional Municipal Partners, without further agreement by the Municipal Partners;
- E. AND WHEREAS the Parties wish to contemplate adding other municipal partners in the future without the need for a formal amendment;

NOW THEREFORE, for good consideration as provided for in this Amendment the parties hereby agree as follows:

1. The Additional Municipal Partners will be parties to the Agreement for the term July 1, 2022 to June 30, 2023 ("Year Two").
2. During Year Two, the Additional Municipal Partners will comply with all of the terms and conditions of the Agreement, as if they were original signatories to it.
3. Unless agreed to in writing by LEAF and the Additional Municipal Partners, this Amendment shall expire on June 30, 2023 and the Agreement shall revert to its original form, as it was prior to the Amendment.
4. Should LEAF and the Additional Municipal Partners agree to continue on the same terms as this Amendment for any of the additional years of the Term, no further written agreement from the original Municipal Partners will be necessary. An email between LEAF and the Additional Municipal Partners will suffice to indicate such an agreement, provided such participation is on the same terms and conditions as set out in this Amendment.
5. The Parties agree that should any other local area municipality wish to join the Program, that they may do so by agreement in writing between the local area municipality, the Regional Municipality of Durham and LEAF, and that a formal amendment signed by all Parties is unnecessary. The local area municipality will agree to abide by substantially the same terms and conditions and will receive approximately the same share of the Deliverables, as the other Municipal Partners.
6. During Year Two, the following amendments will be made to the Agreement:

a) Replace subsections 4a) I and II of Section 4: DELIVERABLES with the following:

- I. plant at least 244 trees (3 shrubs equivalent to 1 tree), according to the distribution set out in Section 6a);
- II. reach at least 530 residents through outreach/educational activities;

b) Amend Section 6: FUNDING AND TARGETS by adding the following to the bottom of the chart, including replacing the row titled "Annual Totals":

Brock	\$8,000	LEAF	July 15	22
Clarington	\$15,000	LEAF	July 15	40
Annual Totals	\$171,000			244

c) In subsection 10)b) of Section 10: GENERAL, replace the contact information for LEAF and add contact information for the Additional Municipal Partners, as follows:


LEAF
Erin MacDonald, Acting Executive Director
Artscape Wychwood Barns
601 Christie St, Suite 253
Toronto, ON M6G 4C7
416-413-9244
erin@yourleaf.org

The Municipality of Clarington
Andrew Johnson, Landscape Architect 40
Temperance Street
Bowmanville, ON, L1C 3A6
905-623-3379
AJohnson@clarington.net

The Township of Brock
Ingrid Svelnis, CAO
1 Cameron Street East
PO Box 10
Cannington ON L0E 1E0
705-432-2355 ext. 239
ingrid.svelnis@brock.ca

The duly authorized representatives of LEAF and the Municipal Partners, having authority to bind their respective organizations and having read and understood the terms and conditions of this Amendment, agree to the terms and conditions, and execute this Amendment.

**LOCAL ENHANCEMENT AND
APPRECIATION OF FORESTS**

Per: 
Name: Erin MacDonald
Title: Acting Executive Director

Per: _____
Name: _____
Title: _____
I/We have authority to bind the Corporation

**THE CORPORATION OF THE
MUNICIPALITY OF CLARINGTON**

Per: SA
Name: Stephen Brake
Title: Director of Public Works

Per: _____
Name:
Title:

I/We have authority to bind the Corporation

**THE CORPORATION OF THE TOWNSHIP
OF BROCK**

Per: Ingrid Svelnis
Name: Ingrid Svelnis
Title: CAO

Per: FJ
Name: Fernando Lamanna
Title: Municipal Clerk/Deputy CAO

I/We have authority to bind the Corporation

**THE REGIONAL MUNICIPALITY OF
DURHAM**

Per: Sandra Austin
Name: Sandra Austin
Title: Director, Strategic Initiatives

Per: _____
Name:
Title:

I/We have authority to bind the Corporation

**THE CORPORATION OF THE CITY OF
OSHAWA**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

I/We have authority to bind the Corporation


THE CORPORATION OF THE CITY OF
PICKERING

Per: 
Name: **David Ryan**
Title: **Mayor**


Per: 
Name: **Susan Cassel**
Title: **City Clerk**
I/We have authority to bind the Corporation

THE CORPORATION OF THE TOWN OF
WHITBY

Per: _____
Name: _____
Title: _____

Per: 
Name: Matthew Gaskell
Title: Chief Administrative Officer
I/We have authority to bind the Corporation


THE CORPORATION OF THE TOWNSHIP
OF SCUGOG

Per: 
Name: Carol Coleman
Title: Director of Public Works and Infrastructure

Per: _____
Name: _____
Title: _____
I/We have authority to bind the Corporation

THE CORPORATION OF THE TOWN OF
AJAX

Per: _____
Name: _____
Title: _____

Per: 
Name: _____
Title: _____
I/We have authority to bind the Corporation

Community and Operations Services Committee's Outstanding Items Status Report CO-23-04

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	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	Community Support Services	T.B.D.
2.	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.
3.	Notice of Motion – Reduction of Speed in School Zones to 30 km/hr	CNCL – Mar 29/21 CS-21-40	CNCL May 12, 2022 CNCL-22-37	Will be reviewed after 40 km/h pilot project as part of the Neighbourhood Traffic Management Study	Community Support Services	First Quarter of 2023
4.	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	Community Support Services	T.B.D.

Community and Operations Services Committee's Outstanding Items Status Report CO-23-04

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
5.	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.
6.	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	T.B.D.
7.	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	Community Support Services	T.B.D.
8.	3 way stop at Verdun Rd and Vimy Ave	CSC-Nov 15/21 CS-21-121	CNCL April 25/22 CS-22-38	Staff to report back after the six month check-in	Community Support Services	First Quarter of 2023
9.	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	Community Support Services	Dec, 2022
10.	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 Services	Dec, 2022

Community and Operations Services Committee's Outstanding Items Status Report CO-23-04

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
11.	Ron Bremner Submitting comments regarding Item DS-22-05 being the City Council referral concerning Compliance with Site Plan Agreements	DS-Jan 10/22 DS-22-15	CNCL-Jan 24/22 DS-22-15	That Community Services staff be directed to investigate the need for potential traffic calming and safety measures, including the need for a Community Safety Zone, on Ormond Drive, generally between Conlin Meadows Park and Coldstream Drive, and report back to the Community Services Committee.	Community Support Services	Dec, 2022
12.	Second Report of the Oshawa Environmental Advisory Committee Weeds By-law	OEAC Feb 1/22 OEAC-22-12	CSC March 21/22 CS-22-30	Referred to staff to investigate recommendations contained within Report OEAC-22-12	Operations Services	T.B.D.
13.	Durham Catholic District School Board requesting a Partnership with the City of Oshawa	CSC April 19/22 CS-22-45	CSC April 19/22 CS-22-45	Referred to staff for a report	Recreation Services	Dec, 2022
14.	Oshawa Power and Utilities Corporation requesting an updated collaboration request to facilitate Transportation Innovation Opportunities	CSC-April 19/22 CS-22-41	CNCL April 25/22 CS-22-41	Staff provide a report on the results of this initiative	Community Support Services	Fourth Quarter of 2023

Community and Operations Services Committee's Outstanding Items Status Report CO-23-04

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
15.	Third Report of the Oshawa Environmental Advisory Committee Road Salt Use	OEAC April 5/22 OEAC-22-23	CNCL April 25/22 CS-22-44	Staff report back on the various recommendations at intervals	Operations Services	T.B.D.
16.	Petition in Support of the City of Oshawa installing a Pedestrian Crosswalk on Coldstream Drive near the Bloom Seniors Residence	CSC – Sept 20/ 2022 CS-22-86	CSC – Sept 20/ 2022 CS-22-86	Referred to staff for a report	Community Support Services	T.B.D.
17.	Kyle Paterson Requesting a Disc Golf Course	CS June 13, 2022 CS-22-73	CNCL June 20, 2022 CS-22-73	The request for a Disc Golf Course be referred to the Parks, Recreation, Library and Culture Review	Recreation Services	T.B.D.
18.	Julie Reid, President of the Oshawa Aquatic Club - New Recreation Centre in the Parks, Recreation, Library, and Culture Facility Needs Assessment Study (P.R.L.C.)	CS – Sept 20/ 2022	CS – Sept 20/ 2022	That the content of the delegation from Julie Reid, President, Oshawa Aquatic Club concerning the new recreation centre in the Parks, Recreation, Library and Culture Facility Needs Assessment be referred to the Facilities Needs Assessment Study.	Recreation Services	T.B.D.
19.	Request for an Accessible Swing to be installed at Coldstream Park	CSC – Sept 20/ 2022 CS-22-89	CSC – Sept 20/ 2022 CS-22-89	Referred to staff for a report	Recreation Services	T.B.D.

Community and Operations Services Committee – January 11, 2023

Tobogganing on City owned lands (All Wards)

That the Community and Operations Services Committee recommend to City Council:

WHEREAS in response to an incident that occurred in another municipality, the Durham Municipal Insurance Pool (D.M.I.P.) undertook a risk assessment of sanctioned and unsanctioned toboggan hills located within municipalities across the Region of Durham;

AND WHEREAS tobogganing is a high-risk activity that rates in the Top 5 most dangerous winter activities in Canada;

AND WHEREAS the City is committed to providing a safe environment for the residents of Oshawa, realizing that this a healthy activity for all to enjoy;

AND WHEREAS the City participated in the survey which included an inspection and review of Knights of Columbus Park, Grandview Village Park, Woodview Park, Eastbourne Park, Hyde Park, McLaughlin Park, Chopin Park, Somerset Park, Mountjoy Park, and Coldstream Park, which Staff believe to contain hills that are used for tobogganing;

AND WHEREAS the City's [Parks and Facilities By-law 83-2000](#) ("Parks and Facilities By-law") indicates that tobogganing is allowed unless otherwise signed to prohibit the activity;

AND WHEREAS most hills within City parks are not signed to prohibit tobogganing;

AND WHEREAS D.M.I.P.'s Risk Assessment of Toboggan Hills Report included an assessment of risk for City park locations with hills which indicated a number of deficiencies and recommendations that must be addressed in order to mitigate risks where tobogganing is not prohibited, which includes the need for:

- a formal procedure for opening and closing hills at the beginning and end of the season;
- an inspection program during the winter season;
- proper signage and introduction of a condition warning system to communicate when conditions are suitable for tobogganing or when the hill is closed, such as a flagging system;
- formal procedures for incident and accident reporting;
- official operating hours of tobogganing hills that are consistent with park information on the City's website;
- reducing the potential for personal injury by implementing site specific measures to protect users from impact through the use of padding or removal of any

obstacles or hazards that could cause injury, such as trees, tree stumps, branches, rocks, debris and other infrastructure or park related amenities that might be located along the path of travel or run-off area;

AND WHEREAS the risk assessment also provided recommendations for hills where tobogganing is prohibited, including:

- the need for signage to indicate that tobogganing is not permitted;
- the development and implementation of a formal pre-season inspection program to demonstrate due diligence; and,
- the development of a formal incident/accident reporting procedure. This could be achieved by adding the City's contact information to signage.

AND WHEREAS the City does not have a formal toboggan hill policy or program that meets the recommendations outlined in the Risk Assessment of Toboggan Hills Report, and as such the City currently has an exposure to risk;

AND WHEREAS additional temporary staff and resources would be required to implement all the recommendations for the hills surveyed, estimated to be a minimum increase of \$30,000 to the annual operating budget to retain staff to undertake regular inspections and to address deficiencies noted in the Risk Assessment of Toboggan Hills Report which could include the installation of fencing, impact barriers, tree removal, grading and assuming no new outdoor ice rinks;

AND WHEREAS staff have reviewed the hills surveyed and the various site specific deficiencies and determined that it may be feasible to implement the recommendations for two of the more popular hills utilizing current staff resources and budget;

AND WHEREAS staff would recommend piloting designated tobogganing hills at Knights of Columbus Park and Grandview Village Park and to consider opportunities for future toboggan hills in the planning, design and operation of future parks and facilities where practical;

THEREFORE be it resolved that the Community and Operations Services Committee recommend to Council:

1. That section 7.09 of the Parks and Facilities By-law, as amended, be further amended to clearly prohibit activities like tobogganing outside of areas formally designated for tobogganing, as outlined in Attachment 1; and,
2. That the City designate the hills at Knights of Columbus Park and Grandview Village Park as Designated Areas for tobogganing and sledding pursuant to the Parks and Facilities By-law, and implement the various recommendations for designated hills as outlined in the Risk Assessment of Toboggan Hills Report prior to the start of the next winter season. Additionally, that a winter maintained

accessible path of travel be considered at Knights of Columbus at the time of redevelopment; and,

3. That staff report back any issues or challenges resulting from the designating of the hills noted under Item 2; and,
4. That the City implement the various recommendations for non-designated hills as outlined in Risk Assessment of Toboggan Hills Report including signage within 1 year, with the exception of those designated for tobogganing and sledding under Item 2; and,
5. That tobogganing be considered as part of the Parks, Recreation, Library and Culture Facility Needs Assessment; and,
6. That Facility Management Services consider opportunities for future designated hills in the planning, design and operation of future or redevelopment of parks if in future there is a desire to formally designate an area for tobogganing and sledding.



By-law -2023
of The Corporation of the City of Oshawa

Being a By-law to further amend the Parks and Facilities By-law 83-2000, as amended.

WHEREAS, pursuant to Motion CO-23-05, dated January 11, 2023, City Council directed that the Parks and Facilities By-law ("Parks and Facilities By-law") be further amended to prohibit tobogganing outside of areas designated for such an activity;

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

1. The Parks and Facilities By-law 83-2000 shall be amended by deleting article 7.09 and replacing it with the following:

"7.09 Skiing, Tobogganing and Sledding: It shall constitute an offence for any Person, while in any Park, to ski, toboggan, snowboard, skibob, or sled except in Designated Areas permitting these activities."

2. This by-law shall come into full force and effect on the date of passage.

By-law passed this day of , 2023.

 Mayor

 City Clerk



**The Regional
Municipality
of Durham**

Works Department
Traffic Operations Centre

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Steven Kemp, P. Eng.
Manger – Traffic
Engineering and
Operations

September 20th, 2022

Racheal Rossetti
Council-Committee Coordinator
City of Oshawa
50 Centre Street South
Oshawa, ON L1H 3Z7

Dear Ms. Rossetti

**RE: New Community Safety Zone on Raglan Road on the West
Side of Simcoe Street**

This letter is in response to a resolution adopted at a City of Oshawa Council meeting held on May 24, 2022, requesting that the Region of Durham consider the following:

1. Install a Community Safety Zone on Raglan Road East between Simcoe Street North and a point 300 meters east of Ritson Road North.
2. Investigate a speed reduction to 40 km/h on Raglan Road East from Stevenson Road to Simcoe Street.
3. Investigate an all-way stop at Stevenson Road and Raglan Road.
4. Request DRPS conduct enforcement programs in Community Safety Zone.
5. Investigate traffic calming measures as found in the City of Oshawa Neighborhood Traffic Management Guide.
6. Investigate an all-way stop at Thornton Road and Raglan Road West.

The following response will address each of the items listed above in sequential order.

A Community Safety Zone was by-lawed, and signs were installed on the regional portion of Raglan Road from Simcoe Street to 550 meters west of Simcoe Street on August 26th. Works Staff are monitoring speeds to assess the effectiveness of this designation. This community safety zone designation is an extension of the City of Oshawa's designation east of Simcoe Street.

*"Service Excellence
for our Communities"*

Works Committee Report 2021-W-33 dated October 6, 2021, amended the Uniform Regional Traffic Policy to permit posted speed limits of 40 km/h on Regional Roads where appropriate. The community of Raglan was not considered one of the seven specific areas for the area wide 40 km/h speed zone which were selected mainly based on downtown areas or built-up areas where there was moderate to high pedestrian activity present. Arbitrarily lowering the speed limit on Regional Roads to a 40 km/h speed limit outside of these areas would require a significant amount of police enforcement and compliance with the reduced speed limit is unlikely.

To assess whether an all-way stop at Stevenson Road and Raglan Road is recommended, traffic data was collected and analyzed to determine if warrants were met as prescribed in Book 5 of the Ontario Traffic Manual. Based on the criteria prescribed in this manual, an all-way stop is not considered an appropriate safety measure at this intersection. Typically, all-way stops are installed to control the right-of-way where volumes in all approaches are competing and where there is a specific collision trend suggesting an all-way stop would be of benefit. It also cautions against their use to reduce speeds and where vehicles would be required to stop on a grade. Traffic volumes on Stevenson Road are less than 50 vehicles in eight hours and our collision data does not show any collisions having occurred at the intersection in the last three years. At this time, our review and analysis indicates that an all-way stop at this location would result in a reduced level of safety and therefore we are not proceeding with its installation. We will continue to monitor this intersection at look at other remedial measures if deemed beneficial.

We have forwarded a request for enforcement programs in the new Community Safety Zone on Raglan Road to our colleagues at Durham Region Police Services. At a recent Durham Vision Zero Task Force meeting, DRPS noted that the new CSZ and radar feedback board have been effective in reducing speeds and that an enforcement program is planned at a later time.

The Region of Durham considers several speed management measures such as narrowing lane widths, installing barrier curb and gutter, installing radar feedback boards, applying dragon's teeth markings or transverse bars as well as several other countermeasures all within the arterial road context. The Region of Durham references a Traffic Management Guideline for Hamlets developed for arterial road within Durham.

Similar to Stevenson Road, the all-way stop at Thornton Road and Raglan Road is not warranted at this time. There are less than 70 vehicles per hour crossing the major road (Raglan Road W) during the peak eight hours whereas a minimum of 200 is required per hour to meet our warrant. In the last three years, there have been three total collisions, the Ontario Traffic Manual notes that a minimum of 4 correctable collisions per year should be observed for three consecutive years to warrant an all-way stop. In this case, that requirement is not met. At this time, our review and analysis indicate that an all-way stop at this location would result in a reduced level of safety and therefore we are not proceeding with its installation.

The Works Department will continue to monitor traffic operations on Raglan Road. Should studies indicate that additional improvements are required, Staff will move forward with their installation accordingly.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S.K.' or similar, located below the 'Sincerely,' text.

Steven Kemp, P.Eng.
Manager, Traffic Engineering & Operations

cc: Mayor Mitchell, Chair, Works Committee, Region of Durham
Ramesh Jagannathan, Director – Transportation and Field Services