



Members of the Committee:

Councillor Gray, Chair

Councillor Lee, Vice-Chair

Councillor Chapman

Councillor Neal

Councillor Nicholson

Mayor Carter, Ex Officio

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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

Community Support Services - Petition for Pedestrian Crossover on Coldstream Drive

Michael Sluggett, Manager Traffic, Street Lighting and Parking to provide an presentation concerning the Petition for Pedestrian Crossover on Coldstream Drive.

Delegations

None.

Referrals from Council

CO-23-31 - Request - Long Term Parking License Agreement at Centre Street Parking Garage (G1): Plazacomm Investments Ltd. (Formerly CNCL-23-40) (Ward 4)

9

Recommendation

Whereas, outlined in correspondence CO-23-26, appended as Attachment 1, Plazacomm Investments Ltd. is looking to redevelop the 8-storey, 100,000+ sq. ft. office building located at 40 King Street West in Oshawa; and,

Whereas this building will be redeveloped to include office space; and,

Whereas the Plazacomm Investments Ltd. has requested 200 long term parking spaces in the adjacent City owned parking structure located at 40 Bond Street West (Centre Street Parking Garage); and,

Whereas City staff have advised Plazacomm Investments Ltd. that the maximum number of parking spaces that could be offered is 150, which was acceptable; and,

Whereas staff, in consultation with Plazacomm Investments Ltd. propose that the City enter into an agreement in relation to parking at the Centre Street Parking Garage with Plazacomm Investments Ltd., subject to certain terms and conditions, including:

1. A term of 20 years commencing on January 1, 2024; and,
2. Plazacomm Investments Ltd. shall pay the City current market rate each year for each parking space; and,
3. The City shall be entitled to relocate all or some of the parking spaces being licensed to Plazacomm Investments Ltd. to other controlled parking facilities owned or operated by the City. These spaces shall be located as close as possible to the Centre Street Parking Garage and in no event will be further than 1 km from the Centre Street Parking Garage; and,
4. The City does not guarantee the availability of any parking space on a day to day basis;

Therefore be it resolved that the Mayor and Clerk be authorized to execute an agreement with Plazacomm Investments Ltd on the basis of the foregoing and in the form satisfactory to the Commissioner, Community and Operations Services Department and the City Solicitor.

Reports from Advisory Committees

Report of Oshawa Active Transportation Advisory Committee

The Oshawa Active Transportation Advisory Committee respectfully reports and recommends to the Community and Operations Services Committee.

CO-23-32 - OATAC 2023 Projects Working Group - Review of the Roundabout Policy (Formerly OATAC-23-06) (All Wards)

11

Recommendation

That, based on Report CO-23-32 (formerly OATAC-23-06) being a report from the OATAC Projects Working Group concerning the design of roundabouts, staff implement the recommendations for updates to existing roundabouts.

Items Requiring Direction

CO-23-28 - Follow up to report CO-23-12, Petition for Pedestrian Crossover on Coldstream Drive near Bloom Senior Residence (Ward 1)

17

Recommendation

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

1. That the Community and Operations Services Committee select an option as detailed in Section 5.1 of Report CO-23-23 'Petition for Pedestrian Crossover on Coldstream Drive near Bloom Senior Residence', dated May 10, 2023; and,
2. That Pedestrian Warning signs with Seniors tabs be installed on Coldstream Drive in the vicinity of Bloom Senior Residence.

CO-23-30 - Proposed Region of Durham "Curbside Swap Day" Pilot (All Wards)

Recommendation

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

Whereas the Region of Durham ("Region") approved the 2022 to 2040 Long-term Waste Management Plan ("Waste Plan") which serves as a roadmap for waste management over the next 20 years; and,

Whereas the Waste Plan guides the Region in developing innovative ways to use waste as a resource in a circular economy, while demonstrating leadership in sustainability and mitigating environmental impacts; and,

Whereas The Region has consulted with City staff on a "Curbside Swap Day" ("Pilot") that they are proposing for the six (6) local area municipalities where the

Region is responsible for all waste collection; and,

Whereas the Pilot would allow residents to place unwanted gently used items at the curb, on a designated Saturday in September between certain hours, for other residents and community members to browse and take for their own use, free of charge; and,

Whereas there are other municipalities that have been operating such a program without a significant increase in workload or need for by-law enforcement; and,

Whereas the City currently operates a Large Item Collection Program where large items such as furniture are collected and disposed of as waste; and,

Whereas the Pilot is another way for the Region and the City to promote Rethink and Reduce/Reuse opportunities which are highlighted in the Waste Plan; and,

Whereas the City supports the need for actions to reduce waste and is working cooperatively with the Region to advance the actions where possible; and,

Whereas staff are supportive of the intent of the Pilot and provided the Region with the following feedback on the proposed Pilot:

- Concerns about illegal dumping and materials being left at the curb outside the designated time of the event. Materials left at the curb are subject to enforcement under the City's Waste Collection By-law 113-2008 and could result in additional calls to Service Oshawa, Municipal Law Enforcement Services and Waste Collection Services. Enforcement would be viewed negatively requiring residents to remove their items from the curb and to schedule a Large Item Pick-up for the unwanted items.
- The Pilot would be difficult to handle at multi-residential buildings and condominium complexes which could result in illegal dumping and the inability to properly enforce.
- There is a lack of ability to measure the actual effectiveness/success of the program to determine if it is being utilized.
- There is a general sense that many residents are using online forums which are much more effective than driving around the City in hopes of finding something.
- Communication will be a challenge if the Region proceeds with implementing the Pilot in the 6 jurisdictions they service and the City chooses not to participate resulting in Oshawa residents participating regardless.

Therefore the Community and Operations Committee provide direction with respect to the City's participation in the Region's "Curbside Swap Day" Pilot if it is approved by Regional Council.

Public Consent Agenda

Correspondence with recommendations

None.

Staff Reports/Motions with recommendations

CO-23-29 - Response to CS-22-48 being a Notice of Motion concerning the recognition of Historic Hamlets of Oshawa (All Wards)

21

Recommendation

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

Whereas on May 16, 2022 Community Services Committee recommended Item CS-22- 48, being a Notice of Motion, to City Council:

"Whereas the City of Oshawa has placed signage recognizing the historical hamlets of Raglan and Columbus; and,

Whereas the historical hamlets in Oshawa represent a key feature of the development of our City and that legacy should not be lost; and,

Whereas the historical hamlets of Cedar Dale, Southmead and Westmount have no recognition and their legacy is in danger of being lost;

Therefore, that staff investigate and report back on the following:

1. The feasibility of placing signage, similar to that provided for Raglan and Columbus, that will recognize the historical hamlets of Cedar Dale, Southmead and Westmount; and,
2. Funding opportunities to support the construction and placement; and,
3. Potential locations on public lands or city boulevard for such signs."; and,

Whereas at the May 24, 2022 meeting of Council, the Notice of Motion was referred to staff to consult with the Oshawa Historical Society for further comment; and,

Whereas the Oshawa Historical Society Archivist provided a report as it relates to

the proposed historical hamlets referenced in the Notice of Motion, provided as Attachment 1, but did not provide further comment related to signage; and,

Whereas generally these types of requests are initiated through community interest in recognition of historical significance; and,

Whereas since there is little known about the history of Westmount and Southmead or their boundaries; and,

Whereas Westmount and Southmead were considered neighbourhoods as opposed to a hamlet or a village it is not feasible or appropriate to provide recognition; and,

Whereas the Archivist noted that Cedar Dale was listed along with Columbus and Raglan as a principle village within the township of East Whitby with a defined boundary south of Bloor Street to Lake Ontario bounded by Park Road to the west and Wilson Road to the East, as shown in Attachment 2; and,

Whereas the Village of Columbus and the Village of Raglan are uniquely different from historical villages located within the urban boundary;

Whereas, staff reviewed the feasibility of recognizing the history of Cedar Dale as a village within the township of East Whitby and determined that accommodating road signs similar to the signs for Raglan and Columbus is not practical or feasible due to the size and space required within the right of way;

Whereas, if based on the Archivists report, there is a desire to recognize the former Village of Cedar Dale, it would be more appropriate to include “Historic Village of Cedar Dale” on the primary neighbourhood park signage within the designated area, as shown in Attachment 3;

Whereas, this would be over and above Parks Operations annual sign replacement program requiring additional Operating Budget of \$14,500 plus staff resources;

Therefore be it resolved that if, based on the Archivists report, there is a desire to recognize the former Village of Cedar Dale the following be endorsed by City Council:

1. That, pursuant to Item CO-23-29, the former Village of Cedar Dale should be recognized as a historically significant area; and,
2. That Operations Services staff be authorized to add “Historic Village of Cedar Dale” to the primary neighbourhood park signs within the area historically known as Cedar Dale; and,
3. That an additional \$14,500 be added to the 2024 Parks Operating

budget for sign replacement.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

None.

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

None.

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)

Item CO-23-11 - Memorials, Recognizing Unmarked Graves

Report CO-23-11 concerning Memorials, Recognizing Unmarked Graves. (Tabled April 24, 2023)

Adjournment

Request – Long Term Parking License Agreement at Centre Street Parking Garage (G1):
Plazacomm Investments Ltd.

It is recommended to City Council:

Whereas, outlined in correspondence CO-23-26, appended as Attachment 1, Plazacomm Investments Ltd. is looking to redevelop the 8-storey, 100,000+ sq. ft. office building located at 40 King Street West in Oshawa; and,

Whereas this building will be redeveloped to include office space; and,

Whereas the Plazacomm Investments Ltd. has requested 200 long term parking spaces in the adjacent City owned parking structure located at 40 Bond Street West (Centre Street Parking Garage); and,

Whereas City staff have advised Plazacomm Investments Ltd. that the maximum number of parking spaces that could be offered is 150, which was acceptable; and,

Whereas staff, in consultation with Plazacomm Investments Ltd. propose that the City enter into an agreement in relation to parking at the Centre Street Parking Garage with Plazacomm Investments Ltd., subject to certain terms and conditions, including:

1. A term of 20 years commencing on January 1, 2024; and,
2. Plazacomm Investments Ltd. shall pay the City current market rate each year for each parking space; and,
3. The City shall be entitled to relocate all or some of the parking spaces being licensed to Plazacomm Investments Ltd. to other controlled parking facilities owned or operated by the City. These spaces shall be located as close as possible to the Centre Street Parking Garage and in no event will be further than 1 km from the Centre Street Parking Garage; and,
4. The City does not guarantee the availability of any parking space on a day to day basis;

Therefore be it resolved that the Mayor and Clerk be authorized to execute an agreement with Plazacomm Investments Ltd on the basis of the foregoing and in the form satisfactory to the Commissioner, Community and Operations Services and the City solicitor.

PLAZACOMM INVESTMENTS LTD.

10 Wanless Ave., Suite 201, Toronto, ON M4N 1V6
416-481-2222

April 21, 2023

City of Oshawa
50 Centre St S
Oshawa, ON L1H 3Z7

RE: Securing Parking at 47 Bond Street West, Oshawa

To the City of Oshawa,

We are potentially purchasing the 8-storey, 100,000+ sq.ft office building located at 40 King Street West in Oshawa.

We are requesting from the City the ability to secure up to 200 long-term parking spaces in the adjacent parking structure, located at 47 Bond Street West.

The spaces can either be long-term rentals (20 years, ideally with an ability to renew), or we can also entertain purchasing the individual spaces from the City.

Due to our short due diligence period (30 business days), we are requesting the City expedite this request, so that we can determine the office's long-term feasibility.

Thank you.



Aaron Gold
VP Operations
416-481-2222 x 253

To: Oshawa Active Transportation Advisory Committee OATAC

From: OATAC Projects Working Group 2023-02-01

Subject: Design of Roundabouts

1.0 Purpose:

To provide comments on the City website regarding pedestrian and cyclist's crossings at roundabouts and to recommend the adoption MTO's Book 18, Exhibit 6.81 as the design for all existing and future single lane roundabouts in the City.

2.0 Exhibits: Roundabout Designs

Highway Traffic Manual Book 18 Exhibit 6.80 Roundabout Auto Priority
Highway Traffic Manual Book 18 Exhibit 6.81 Roundabout Pedestrian Priority

2.0 City of Oshawa Web Site – Action Safety considerations

Driving

- Slow down when approaching the roundabout.
- Keep to the right of the splitter island.
- Be aware of your surroundings.
- Pedestrians go first. When entering or exiting a roundabout, yield to pedestrians at the crosswalk.
- Enter the roundabout when there is an adequate gap in the circulating traffic flow.
- Vehicles in a roundabout have the right of way and move in a counter clockwise direction.
- Do not pass vehicles or cyclists in the roundabout.
- Always signal before exiting. Maintain low speeds.
- Watch for cyclists crossing the road as you exit the roundabout.
- Give other vehicles plenty of space.
- The "truck apron" around the middle island is for large trucks when turning.

Cycling

- Experienced cyclists can travel through the roundabout using the same general rules as driving a vehicle.
- Merge into traffic before entering the roundabout.
- Ride in the middle of the lane, so cars do not pass you. Do not hug the curb.
- Use hand signals and signal as if you were a motorist

- If you are not an experienced rider, consider dismounting and walking your bicycle on the sidewalk. Continue on the sidewalks, following the same rules as pedestrians.

Walking

- Cross only at designated crosswalks.
- Vehicles always have the right-of-way in the roundabout. Choose a safe time to cross.
- Never cross to the central island of a roundabout.
- Step on the splitter island when crossing to cross one lane at a time safely.
- Look at the drivers - make eye contact.
- Start to cross as soon as you are sure that the driver intends to slow or stop.

3.0 Comments and Recommendations

- 3.1 The guidelines for drivers includes the following comment in the fourth point of the City's webpage regarding roundabout designs :
 "Pedestrians go first. When entering or exiting a roundabout, yield to pedestrians at the crosswalk." This comment is fully supported and should also be included in the cyclists section when cyclists are staying on the road to use the roundabout.
- 3.2 Pedestrians are to stay behind the curb on a sidewalk or multi-use path at a roundabout. Since there will not be a conflict in a roundabout, the second comment that "Vehicles always have the right-of way in the roundabout" should be deleted.
- 3.3 As noted in Figures 6.80 and 6.81 of Book 18 and in Book 15 of the Highway Traffic Manual there are two ways for accommodating pedestrian movements across roads entering and leaving traffic circles.
- 3.4 As illustrated in figure 6.80 for single lane roundabouts, there may be uncontrolled crossing treatment. This design has no markings across the road at the entrance and exit of the traffic circle where pedestrians and cyclists cross the road. There are no signs for the motorists regarding pedestrian and cyclist crossing. Pedestrians and cyclist must wait for there to be a break in traffic before taking their chance in crossing the road. Cars have the right-of-way at all times, on all roads with this intersection design.
- 3.5 As illustrated in figure 6.81 for single lane roundabouts, markings are painted on the road and signs are installed that instruct motorists to stop for pedestrians. Pedestrians have the right-of-way. At these crossings

cyclists are to walk their bicycle across the road and are considered pedestrians.

- 3.6 These are not mid-block crossings. These are intersection crossings that provide for the continuous movement of pedestrians and cyclists along their sidewalk or multi-use path. The safest designs should be made to encourage multi-modal travel and reduce accidents, particularly to the most vulnerable. It is O.A.T.A.C. opinion that the uncontrolled crossing design is a leftover from the auto's at any cost days.

The current thinking is to install figure 6.81 design where auto volumes are low. If auto volumes are low, the requirement for traffic to stop for pedestrians crossing the street at the intersection would not be onerous for auto drivers and would be safer and convenient for pedestrians, particularly the most vulnerable. The City should have a policy that the safer design, figure 6.81 be the only design at single lane roundabouts in the City.

Figure 6.80 – Single-Lane Roundabout, Uncontrolled Crossing Treatment (Motorist-Priority)

Section 6 · Intersections and Crossings

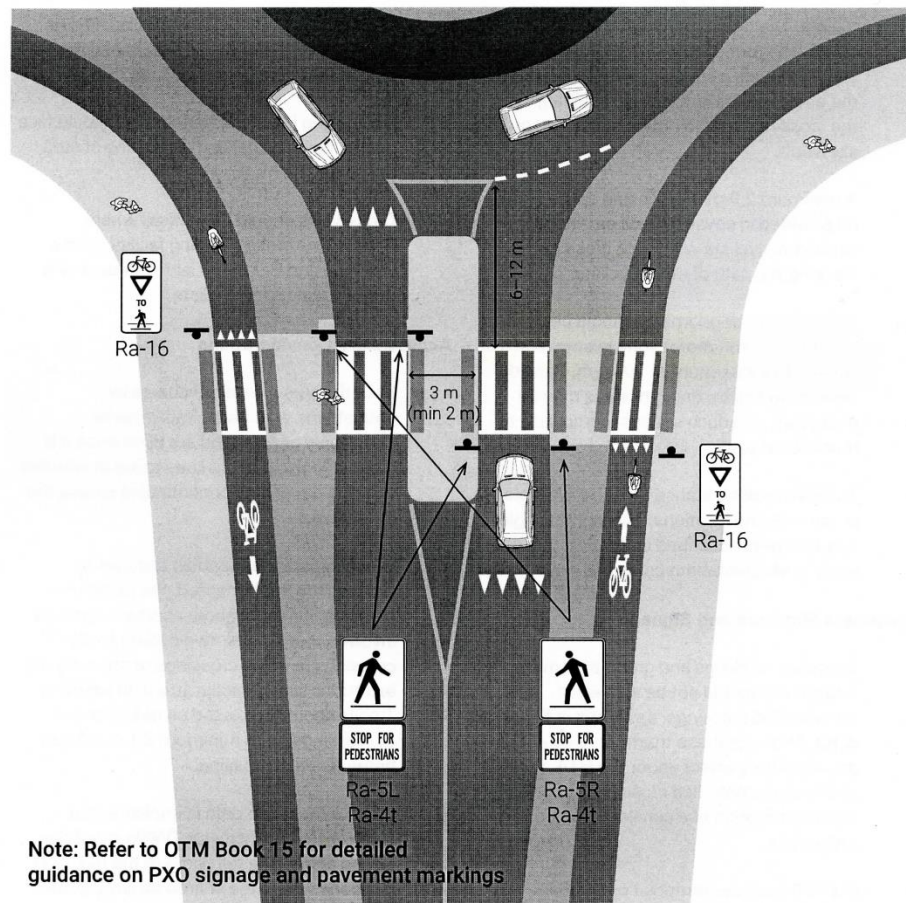


Figure 6.81 – Single-Lane Roundabout, PXO Crossing Treatment

To: Community and Operations Services Committee

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

Report Number: CO-23-28

Date of Report: May 10, 2023

Date of Meeting: May 15, 2023

Subject: Follow up to report CO-23-12, Petition for Pedestrian Crossover
on Coldstream Drive near Bloom Senior Residence

Ward: Ward 1

File: 03-05

1.0 Purpose

The purpose of this report is to respond to the following direction CO-23-12 from City Council on April 3, 2023:

“Referred to staff to consider all safety issues and report back to the Community and Operations Services Committee.”

2.0 Recommendation

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

1. That the Community and Operations Services Committee select an option as detailed in Section 5.1 of Report CO-23-23 ‘Petition for Pedestrian Crossover on Coldstream Drive near Bloom Senior Residence’, dated May 10, 2023; and,
2. That Pedestrian Warning signs with Seniors tabs be installed on Coldstream Drive in the vicinity of Bloom Senior Residence.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

- Durham Region Transit
- Economic & Development Services (formerly Development Services)
- Facility Management Services

5.0 Analysis

Durham Region Transit

- Two Durham Region Transit (DRT) bus stops were installed following a request from Bloom Senior Residence to have a bus stop located closer to their property. There was no safety study completed by DRT prior to installation.
- One of the bus stops is on the north side of Coldstream Drive, and the other is on the south side of Coldstream Drive across the street from Bloom Senior Residence. The bus stops are serviced by DRT Route 410 and Route 905A. These routes terminate at the 'Harmony Terminal' which is located within the SmartCentres Plaza property. Route 410 will stop at either the north or south side bus stops along Coldstream Drive depending if the route is travelling to or from the 'Harmony Terminal.' Route 905A travels in a loop and only stops at the bus stops along the south side of Coldstream Drive.
- DRT confirmed they will be installing concrete pads at the bus stops fronting Bloom Senior Residence this summer which will improve sidewalk access for users. They will be reviewing these locations for potential bus shelters in the future as well.
- DRT is aware of the new PXO being installed at the nearby Harmony Creek Trail and have proposed to relocate the bus stops in front of Bloom Senior Residence closer to the PXO pending the outcome of this report and if the City moves forward and installs a PXO in front of the Bloom Senior Residence.
- There are also DRT bus stops on both sides of Coldstream Drive near Maxwell Heights Secondary School, and east of the creek bridge. The current and proposed bus stop locations are shown on the map appended as Attachment 1.

Collision History

- A review of collisions along Coldstream Drive between Harmony Road North and Grandview Street North found there have been four (4) collisions along this segment over the past 5 years.
- Two of the collisions were rear ends, and the other two were turning movement collisions, likely occurring while a vehicle was accessing a private driveway. There have been no reported collisions at the SmartCentres driveway entrance at Coldstream Drive. There have been no reported collisions involving pedestrians along this section of Coldstream Drive.

5.1 Pedestrian Crossover (PXO) Options

Option 1: Do not install a PXO at Bloom Senior Residence

Staff Recommendation: For the reasons mentioned in report CS-23-12, staff do not recommend installing a PXO at the Bloom Senior Residence. A new PXO will be installed in July 2023 at Harmony Creek Trail and is a short 120 metre walking distance from Bloom Senior Residence. Alternatively, residents may also cross Coldstream Drive at the signalized intersection at Harmony Road North and Coldstream Drive.

Option 2: Install a new PXO on Coldstream Drive near Bloom Senior Residence

City Council provides direction to install a new PXO with push buttons and flashing beacons on Coldstream Drive near the Bloom Senior Residence (1224 Coldstream Drive). The estimated cost to install the new PXO would be \$85,000. However, there could be additional costs depending on the amount of curb and concrete work required, and if utility relocations (streetlights, etc) are required. This work would need to be tendered.

5.2 Pedestrian Ahead Warning Signage

Staff are planning to install two (2) 'Pedestrian Ahead' warning signs with 'Seniors' tabs on Coldstream Drive. The signs will be installed in the vicinity of Bloom Senior Residence (1224 Coldstream Drive) to provide motorists advance warning of higher volumes of senior pedestrian traffic in the area.

6.0 Financial Implications

Financial implications are contingent on which option City Council endorses;

Should Option 1 be chosen, there will be no financial implications.

Should Option 2 be chosen, the estimated cost is \$85,000. This cost cannot be accommodated within this Department's 2023 Operating Budget.

The estimated cost to install the recommended 'Pedestrian Ahead' warning signs is \$250. This cost can be managed within the Department's 2023 Operating Budget.

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 focus on accessibility, safety and speed reduction.

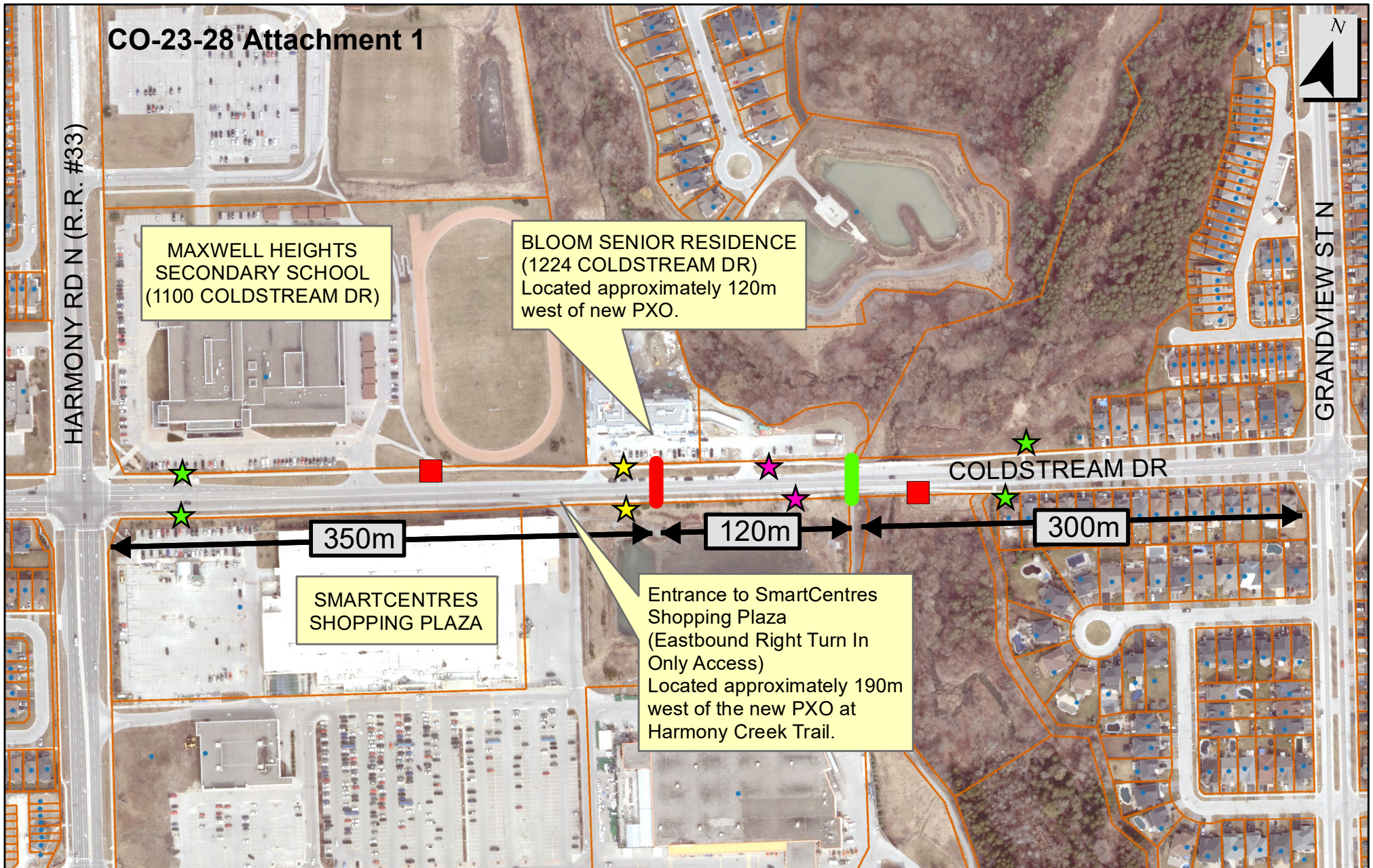


Beth Mullen, Director,
Community Support Services



Ron Diskey, Commissioner,
Community and Operations Services Department

CO-23-28 Attachment 1



- - New PXO at Harmony Creek Trail (to be installed in mid-summer of 2023)
- - Requested PXO location at Bloom Senior Residence
- - Temporary Radar Message Board
- ★ - Existing Durham Region Transit Bus Stop
- ★ - Existing Durham Region Transit Bus Stop to be removed/relocated
- ★ - Proposed new Durham Region Transit Bus Stop near new PXO

CITY OF OSHAWA COMMUNITY AND OPERATIONS SERVICES DEPARTMENT	
REPORT - PETITION FOR PEDESTRIAN CROSSOVER ON COLDSTREAM DRIVE NEAR BLOOM SENIOR RESIDENCE	
DATE: 05/04/2023	SCALE: NTS

Community and Operations Services Committee – May 10, 2023

Response to CS-22-48 being a Notice of Motion concerning the recognition of Historic Hamlets of Oshawa (All Wards)

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

Whereas on May 16, 2022 Community Services Committee recommended Item CS-22-48, being a Notice of Motion, to City Council:

“Whereas the City of Oshawa has placed signage recognizing the historical hamlets of Raglan and Columbus; and,

Whereas the historical hamlets in Oshawa represent a key feature of the development of our City and that legacy should not be lost; and,

Whereas the historical hamlets of Cedar Dale, Southmead and Westmount have no recognition and their legacy is in danger of being lost;

Therefore, that staff investigate and report back on the following:

1. The feasibility of placing signage, similar to that provided for Raglan and Columbus, that will recognize the historical hamlets of Cedar Dale, Southmead and Westmount; and,
2. Funding opportunities to support the construction and placement; and,
3. Potential locations on public lands or city boulevard for such signs.”; and,

Whereas at the May 24, 2022 meeting of Council, the Notice of Motion was referred to staff to consult with the Oshawa Historical Society for further comment; and,

Whereas the Oshawa Historical Society Archivist provided a report as it relates to the proposed historical hamlets referenced in the Notice of Motion, provided as Attachment 1, but did not provide further comment related to signage; and,

Whereas generally these types of requests are initiated through community interest in recognition of historical significance; and,

Whereas since there is little known about the history of Westmount and Southmead or their boundaries; and,

Whereas Westmount and Southmead were considered neighbourhoods as opposed to a hamlet or a village it is not feasible or appropriate to provide recognition; and,

Whereas the Archivist noted that Cedar Dale was listed along with Columbus and Raglan as a principle village within the township of East Whitby with a defined boundary

south of Bloor Street to Lake Ontario bounded by Park Road to the west and Wilson Road to the East, as shown in Attachment 2; and,

Whereas the Village of Columbus and the Village of Raglan are uniquely different from historical villages located within the urban boundary;

Whereas, staff reviewed the feasibility of recognizing the history of Cedar Dale as a village within the township of East Whitby and determined that accommodating road signs similar to the signs for Raglan and Columbus is not practical or feasible due to the size and space required within the right of way;

Whereas, if based on the Archivists report, there is a desire to recognize the former Village of Cedar Dale, it would be more appropriate to include “Historic Village of Cedar Dale” on the primary neighbourhood park signage within the designated area, as shown in Attachment 3;

Whereas, this would be over and above Parks Operations annual sign replacement program requiring additional Operating Budget of \$14,500 plus staff resources;

Therefore be it resolved that if, based on the Archivists report, there is a desire to recognize the former Village of Cedar Dale the following be endorsed by City Council:

1. That, pursuant to Item CO-23-29, the former Village of Cedar Dale should be recognized as a historically significant area; and,
2. That Operations Services staff be authorized to add “Historic Village of Cedar Dale” to the primary neighbourhood park signs within the area historically known as Cedar Dale; and,
3. That an additional \$14,500 be added to the 2024 Parks Operating budget for sign replacement.

HISTORIC HAMLETS OF OSHAWA



REPORT REGARDING CS-22-48

MARCH 3, 2023

BACKGROUND

The Oshawa Historical Society (OHS) was contacted to provide assistance to City of Oshawa staff with regards to Recommendation CS-22-48 from the Community Services Committee to City Council. In this recommendation, staff were asked to investigate the feasibility of placing signage recognizing the historical hamlets of Cedar Dale, Southmead and Westmount.

CEDAR DALE

The 1877 County of Ontario Atlas, Cedar Dale is listed along with Columbus, Raglan and Harmony, as one of the principle villages within the township of East Whitby.¹ The early recognition of this area as village has provided ample information on the development of the community.

Cedar Dale was located just south of what today is known as Bloor Street and was bounded by Park Road and Wilson Road with frontage to Lake Ontario. It was not a part of Oshawa until the early 1920s. Prior to this date, Cedar Dale was designated a “Police Village”, separate also from East Whitby Township.

Many local historians credit the creation of Cedar Dale to one man, A.S. Whiting. This rather noteworthy credit is given to Whiting because he chose to build his new manufacturing business south of the other industries found in the Oshawa area. Mr. Whiting even brought in people to work at his new factory from his home state of Connecticut. In fact, Whiting is even credited with naming Cedar Dale. The *Ontario Reformer* for Friday, May 7, 1873 credited Mr. Whiting for the existence of Cedar Dale. According to the article, it was “through the establishment and enterprise of the Cedar Dale Works” that Cedar Dale now exists. The plant not only brought work and thus income to the area, but it brought people to work at the plant and make their homes nearby. Whiting Avenue was home to many of the employees who came to the area to work for Mr. Whiting.

The 1877 County of Ontario Atlas contains a map of Cedar Dale. Cedar Dale is illustrated with the Town of Oshawa in the 1895 County of Ontario Atlas.²

WESTMOUNT

There is not a great deal of information available on the Westmount community. The earliest mention of Westmount can be found in the book *Historic Sketches of Oshawa*, published in 1921. Here the community is mentioned in reference to the first Methodist Church building which was constructed in Westmount at the head of Nasseau Street. The building was open in 1841. It is unclear if the area was known as Westmount at the time of the church’s construction or if the author is noting that location due to the year that the book was authored.³

¹ Beers, J.H. and Co. *Illustrated Historical Atlas of the County of Ontario*. Toronto: J.H. Beer & Co. 1877.

² Goad, Chas. *Atlas of Ontario County*. Toronto: Chas. Goad. 1895

³ Kaiser, T.E. *Historic Sketches of Oshawa*. Oshawa: The Reformer Printing & Publishing CO. 1921.

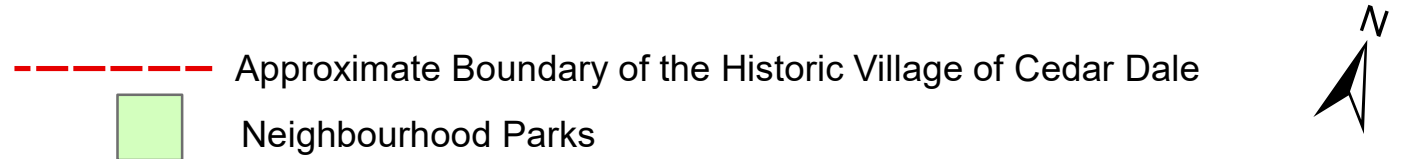
According to the Olive French Manuscript: “After World War I, the Westmount district as it was called began to build up and families with children settled there.” At this time, children in the Westmount community were permitted to attend Centre Street School but it quickly became overcrowded. Residents in the district worked to have a new school built and by 1925 the Westmount School was constructed.⁴

SOUTHMEAD

The only information available on Southmead relates to the park. The neighbourhood is located in the historic community of Cedar Dale.

⁴ French, Olive. Unpublished manuscript. Oshawa Museum: Oshawa Historical Society. 1980.

CO-23-29
Attachment 2: Approximate Boundary of Historic Village of Cedar Dale



CO-23-29 Attachment 3: Park Sign Concept - Historic Recognition

Proposed Park Signage:

- Lake Vista Park
- Southmead Park
- Stone Street Park
- Conant Park
- Cordova Valley Park
- Snowbird Park
- Wellington Park
- Lakewoods Park
- Fenelon/Venus Park

