



The Corporation of the City of Stratford
Infrastructure, Transportation and Safety Sub-committee
Open Session
AGENDA

Date: October 27, 2021

Time: 3:30 P.M.

Location: Electronic Meeting

Sub-committee Present: Councillor Burbach - Vice Chair Presiding, Councillor Vassilakos - Chair, Councillor Gaffney, Councillor Ingram, Councillor Sebben

Staff Present: Taylor Crinklaw - Director of Infrastructure and Development Services, John Paradis - Fire Chief, Jodi Akins - Council Clerk Secretary, Nathan Bottema - Project Manager, Brad Hernden - Manager of Recreation and Marketing

To watch the Sub-committee meeting live, please click the following link: <https://stratford-ca.zoom.us/j/87544463770?pwd=ZjBYVVN1WWphYjhEajhjRjZzbjNMUT09>

A video recording of the meeting will also be available on the [City's website](#) following the meeting. Pages

1. Call to Order

The Vice-Chair to call the Meeting to Order.

2. Disclosure of Pecuniary Interest and the General Nature Thereof

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

3. Delegations

3.1. Delegation by Larry Baswick

5 - 6

Larry Baswick has requested to address Sub-committee with respect to quality of life concerns in his neighbourhood.

Motion by _____

THAT the presentation by Larry Baswick regarding quality of life concerns be heard.

3.2. Delegation by Cycle Stakeholder Group

The Cycle Stakeholder group made up of representatives from Destination Stratford, the Downtown Stratford BIA and Cycle Stratford/Perth County Cycling Tour have requested to address Sub-committee to provide an update on their Ontario by Bike Certification and cycle tourism efforts.

Motion by _____

THAT the presentation by Zac Gribble and Rebecca Scott on behalf of the Cycle Stakeholder group regarding cycle tourism be heard.

3.3. Delegation by Rod Dodson

7 - 39

Representatives from the board of Cycle Stratford have requested to address Sub-committee to present the findings of their Cycling Road Surface Audit.

Motion by _____

THAT the presentation by representatives of Cycle Stratford regarding their Cycling Road Surface Audit be heard.

4. Report of the Project Manager

4.1. Huron Street Reconstruction Phase 1 Public Engagement and Recommendation (ITS21-038)

40 - 45

Motion by _____

Staff Recommendation: THAT the description of the proposed design for the Huron Street Reconstruction Project Phase 1, be received for information;

THAT the comments from the online public engagement, be received for information;

AND THAT the design be accepted and staff authorized to proceed with

construction tendering.

5. Report of the Manager of Recreation and Marketing

5.1. Request for Exemption from Noise Control By-law 113-79 for 2021 Lights on Stratford (ITS21-037)

46 - 49

Motion by _____

Staff Recommendation: THAT approval be given to Festival of Lights organizers for an exemption to the Noise Control By-law 113-79 for their event held at Market Square at 1 Wellington Street from 5:00 p.m. to 10:00 p.m. daily between Monday, December 13, 2021 and Friday, January 28, 2022 from the following provisions:

- Unreasonable noise [Schedule 1 clause 8]
- The operation of loudspeakers and amplification of sound [Schedule 2 Clause 2]
- Loading, unloading or otherwise handling or any containers, products, materials [Schedule 2 Clause 4] and,
- subject to applicable Provincial Orders and Public Health Guidelines in place at that time.

AND THAT approval be given to extend the operating hours of the outdoor washroom by 1 hour over the requested period of December 17, 2021 to January 28, 2022 and that where possible, staff make reasonable efforts to reduce the financial impact.

6. Capital Project Update

Engineering to provide a verbal update on the status of various engineering capital projects.

7. Advisory Committee/Outside Board Minutes

50 - 64

The following Advisory Committee/Outside Board minutes are provided for the information of Sub-committee:

- Stratford Town and Gown Committee minutes of September 23, 2020
- Energy & Environment Advisory Committee minutes of September 2, 2021
- Accessibility Advisory Committee minutes of September 7, 2021

8. Next Sub-committee Meeting

The next Infrastructure, Transportation and Safety Sub-committee meeting is

November 24, 2021 at 3:30 p.m.

9. Adjournment

Meeting Start Time:

Meeting End Time:

Motion by _____

Sub-committee Decision: THAT the Infrastructure, Transportation and Safety Sub-committee meeting adjourn.

OCT 01 2021

October 27, 2021

Re: Quality of Life presentation to ITS sub committee

CITY CLERK'S OFFICE

I live in a sub division bounded by Mornington, William, Romeo, and McCarthy. These homes are 30, 40, 50 years old. It is a well established neighbourhood. Accordingly, many homes are being remodelled, upgraded, or undergoing extensive landscaping. Some projects are minor requiring only a few days of attention. Others are protracted and involve several contractors. In these latter cases in particular, the activity impacts neighbours in several ways. First, there is the noise attendant to demolition and or building which is unavoidable in some cases and unnecessary in others. Either way, the beep beep beep of reversing machinery, the cutting of wood, stone, and other materials, the music from workers radios and the communication between workers, both of which compete with machinery in volume, high powered vehicular engines coming and going to the site, hammers, augers, etc. etc. are an intrusion to the peace and quiet one expects in a less than new environment as opposed to what one might anticipate in a new survey. In my case, for instance, I have been living beside such noise for four consecutive summers now. That's twenty five percent of my life in Stratford. Enjoyment of my backyard has been compromised from spring to fall for those four years and it isn't over yet. I am not alone in this regard and it is a topic of often colourful conversation.

Second, there is the visual distraction. The constant movement of machinery and workers, flashing lights of vehicles, cement trucks, backhoes, trailers and the like parked outside front windows, all contribute to a continual diversion of attention to what a neighbour might rather be doing. Third, there is the intrusion of mud and dust and dirt onto adjacent property. Huge clouds of dust from stone and brick cutting make breathing difficult and lay heavily on delicate plants and shrubbery not to mention the cleaning which is required. Add to this the storage of materials which is often left on boulevards and open yards and which detracts from the aesthetic that most homeowners try to achieve for their property. This is part of the above angry, over-the-fence discussions.

While the other senses are not assailed to this degree, the psyche is. There is a state of mind that is created from this continuous physical assault which is debilitating. It is a slow deterioration toward the negative, and a mood which is darker than it should be given the expectation of quiet, pleasant, visually attractive surroundings. It cannot be sloughed off as c'est la vie or as a normal component of living in an urban setting. It is beyond acceptable and needs to be addressed by the city as a serious quality of life issue.

I'm making this presentation to request that staff undertake to establish guidelines for levels of intensity and duration of home renovation, vacant lot, and demolition/replacement projects and that designated levels be accompanied by a compensation package built into contracts through which neighbours are able to mitigate the impacts of such projects. I would further have staff have a quality of life

understanding signed by each contractor and home/business owner of the project which stipulates a variety of procedures to follow which will lessen the impact of the project on neighbours. An incomplete list would include use of radios, provision of discreetly placed portable toilets or permission by owners for use of their facilities, use of water when cutting stone, etc. It bears input from those experienced in the subject.

More importantly, I would ask council to establish a Quality of Life Committee which would develop a mission statement which demonstrates that the City of Stratford holds the precepts of life quality important and dear. Its mandate would be to identify those aspects of living here which would generally be viewed as contributing to the comfort and contentment of Stratford's citizenry and review current by laws through a lens which reflects same. As society is increasingly acknowledging environmental issues such as climate change as overriding considerations in political deliberations, so would this committee pass proposed municipal legislation through a filter of 'Quality of Life'. We have much to be proud of in Stratford and a Quality of Life facet in this gem would ensure we don't become complacent about what we have. It may seem to be superfluous or impractical or too soft a component for inclusion in the city's structure. I argue that we as individuals are constantly striving to improve our life's circumstances and this would simply reflect that imperative.

Larry Baswick
Stratford

Cycling Road Surface Audit Report

Summer - Fall, 2021



Project Overview

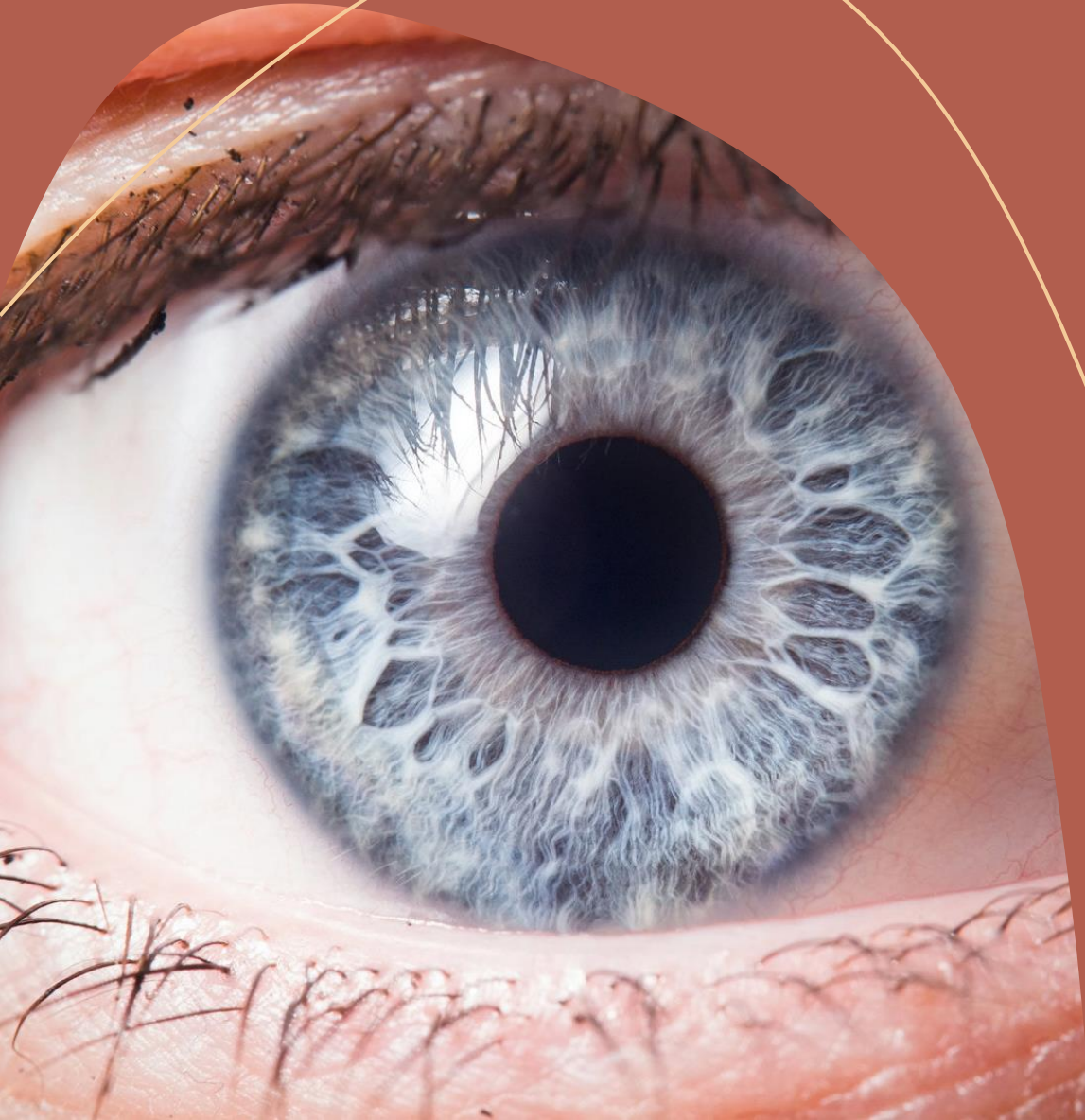
Objective:

To assist the City of Stratford by gathering and organizing focused information about Stratford road safety conditions for cyclists to complement existing and future road maintenance budgets and plans, the Pingstreet app and other City resources

- Roads and road safety are seen through a particular lens
- Focus on the curbside 1.5 metres, where cyclists are encouraged to ride
- Map areas of concern for cyclists
- Report to City of Stratford



As seen through whose eyes?



Our objective was to see the road surface through the eyes of cyclists who are the **least confident, comfortable and experienced**. Our focus was on rider safety, not rider comfort.

- *Where would these cyclists feel unsafe?*
- *What conditions would make them feel unsafe?*

Project Method

Phase One: Preparing

- Workshop with volunteers: July 5
- Project overview
- Discussed, developed and finalized the assessment criteria
- Applied criteria to examples of Stratford roads with as much consistency as possible



REPORTING CRITERIA

Six volunteer teams used a “traffic light” system:

GREEN, YELLOW, RED

GREEN

*Generally safe for most cyclists, without visible or numerous road defects.
The majority of cyclists can use the curbside 1.5 metres safely and with confidence.*

Green areas are not reported on the master map.

YELLOW

Minimally to moderately unsafe areas

Cyclists can use the curbside 1.5 metres with caution OR they must change their direction and speed to stay safe.

- Short stretches of bumpy pavement, especially on downhill and highly-travelled roads
- Longitudinal cracks in pavement
- Short stretches of “alligator” pavement
- Repeated pavement repairs and patches
- Small to medium sized potholes (number, shape, location, severity)
- Catch basins and manhole covers that are not level with the road surface
- Catch basins with drainage which parallels the direction of traffic
- Railroad tracks: gaps, bumpiness
- Road debris such as construction gravel

RED

Dangerous and highly unsafe areas

Cyclists must use extreme caution OR they must leave the curbside lane and use the motorized vehicle portion of the road or the sidewalk, if one is available.

- Longer stretches and wider variations of uneven pavement, especially on downhill and highly-travelled roads
- Wide and lengthy longitudinal cracks
- Medium to large potholes (number, shape, location and severity)
- Crumbling areas around catch basins and manhole covers
- Substantial “alligator” pavement
- Longer sections of repeated pavement repairs and patches
- Catch basins and manhole covers that are not level with the road surface
- Catch basins with drainage which parallels the direction of traffic.
- Railroad tracks with severe gaps or bumps
- Large areas of road debris e.g. construction gravel



Samples for discussion

Teams used the criteria to determine under what "colour" each sample would be categorized.



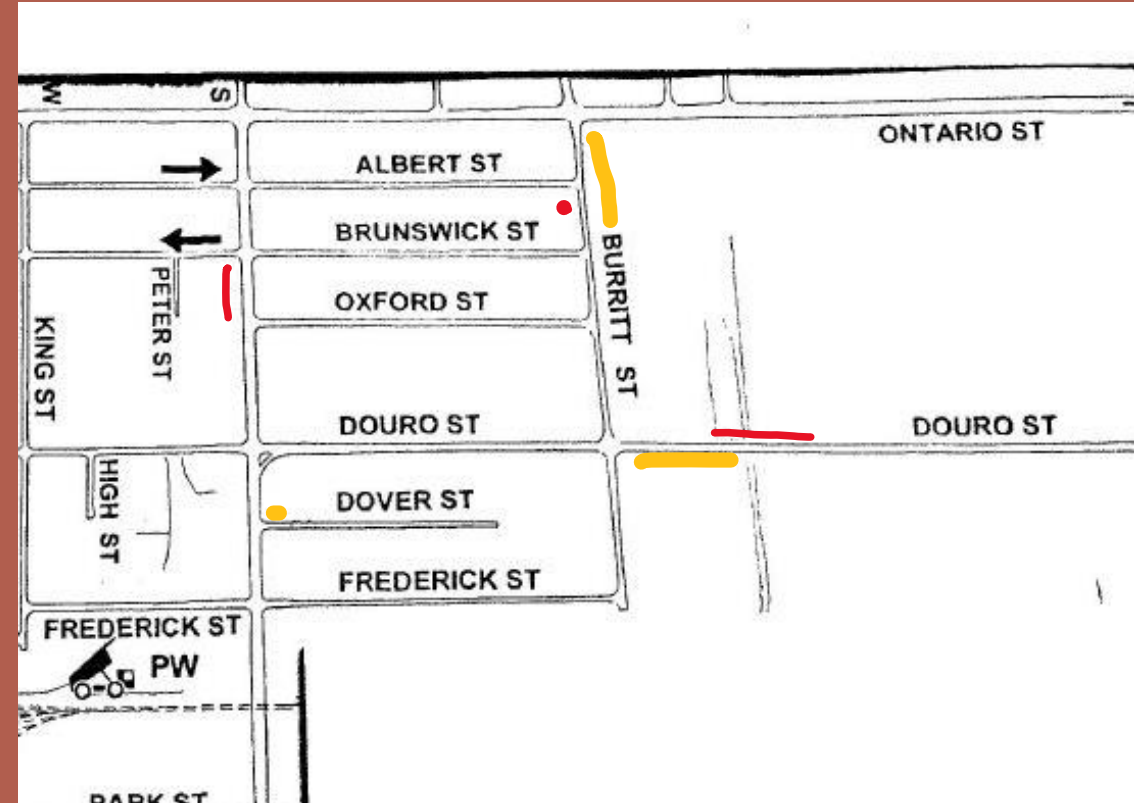
Phase Two: Mapping

- City was divided into six sections
- Six teams of Cycle Stratford volunteers examined the curbside 1.5 metre lane of every Stratford road in both directions
- Teams applied the criteria and mapped the areas of safety concerns (**Yellow** and **Red** only)
- Results were submitted for transfer to master map



Mapping the results

1. Teams marked the areas as precisely as possible. Some made notes to accompany their map to pinpoint the concern or location.
2. Marks were made **BESIDE** the road, on the same side as the location of the concern. **Yellow** and **Red** concerns were mapped. **Green** areas were not mapped.





Phase Three: Verifying

- Six to ten **Yellow** or **Red** areas in each of the six sections were identified and visited by another team for verification.
- Part Two of this report is the raw data compiled by each team, including some rough notes.
- Modifications for consistency across the City were made where necessary.

Phase Four: Reporting

- Final report submitted to the City of Stratford through the ITS Subcommittee and City staff
- Final report posted on the Cycle Stratford website

Road Surface Audit Project Final Report

Summer, 2021





Observations

1. Cycling surfaces are in **generally good condition** across the city.
2. Some city streets have been improved since the beginning of the audit, such as Daly, Cambria and Glendon. Some have been rebuilt (e.g. Cambria), while others have been patched.
3. There are far too many sections of road that are patched, instead of rebuilt. Many streets are a “patchwork of patches”, resulting with cyclists either avoiding those streets, or putting themselves in danger. While the road conditions are only a mild inconvenience for drivers, cyclist safety is compromised when they must move into the vehicular lane or swerve to avoid the hazard.
4. Some residential streets have isolated dangerous surfaces in unexpected places such as curves.

Observations *cont.*

5. Four major streets are **extremely dangerous** for cyclists due to the combination of the condition of the cycling “lane” and the volume of traffic. Cycle Stratford recommends that they be rebuilt (not patched) as soon as budget allows.
 - 5.1 Downie Street south of downtown, and particularly south of the railroad tracks
 - 5.2 Waterloo Street between Ontario and Lakeside Dr.
 - 5.3 Britannia St. between Mornington St. and Churchill Circle (and isolated sections toward Forman St.)
 - 5.4 Delamere Street between Hillcrest and Martin
6. Several streets have unexpected deficiencies, such as curbs and road surfaces with up to a four inch difference in height.
 - 6.1 E.g. Glendon Road east from Mornington
7. Streets with heavily-used parking lanes which push cyclists into the vehicular lanes often have dangerous cycling surfaces.
 - 7.1 E.g. Albert St. and Brunswick Streets between Waterloo and Nile which are often used by cyclists instead of Ontario Street.

Observations *cont.*



8. Far too many catch basins are dangerous for cyclists.
 - 8.1 Catch basins with open areas parallel to the curb are a concern. In most cases, these are navigable with care, but inexperienced riders may feel that the open areas might catch the tire, or that the surface is slippery, so they navigate to the left into traffic, they go onto the boulevard or sidewalk, or they stop.
 - 8.2 Catch basins and manhole covers which are not at the same surface height as the road surface are safety hazards. Often, the area around them consists of broken pavement.
 - 8.3 Catch basins with piled up debris force the rider to swerve into traffic.
 - 8.4 Chevron-pattern catch basins are much safer for cyclists. Many streets have them.

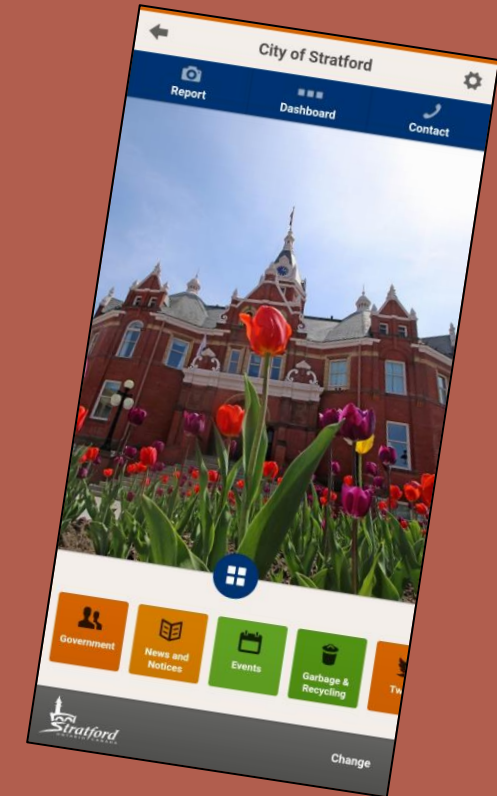
Observations *cont.*

9. The Pingstreet app is not very useful from the cyclists' point of view, though the City's intent to be responsive is laudable.

9.1 It is impractical and time-consuming for cyclists, except if the area they are reporting is isolated and exceptionally dangerous.

9.2 It may also be dangerous for the cyclist to report through the app if they are not paying attention to the traffic around them.

9.3 The app is most effective if the cyclist's report is acted upon promptly with a measurable service standard.



Recommendations

1. Rebuild portions of four streets as priorities:
 1. Waterloo St. between Ontario and Lakeside Dr. are particularly dangerous because it is a steep hill. Requires a lot of skill to maneuver around hazards without entering the vehicle lane.
 2. Downie St. south of downtown, especially south of the railroad tracks. Very dangerous due to road conditions and traffic volume. Almost impossible to cycle in the curbside lane.
 3. Britannia St. between Mornington and Churchill Circle. Very difficult to stay safe without entering the vehicle lane.
 4. Delamere Street between Hillcrest St. and Martin St. Narrow street with many deficient sections.
2. Actively search for, monitor and rebuild safety deficiencies in the curbside 1.5 metres on all streets, including road surface/curb heights, deteriorated curbs and adjacent pavement. The onus should not be on cyclists to report deficiencies, except in extreme circumstances.
3. Patch streets when necessary for safety, as a short term measure only. Rebuild them as soon as budget allows.
4. Continue to build cycling lanes and multiuse trails when rebuilding streets.
5. Replace all remaining “parallel” catch basins with “chevron” catch basins as soon as possible.
6. Reconsider the usefulness of the Pingstreet app to cyclists.
7. Establish, publicize and report minimum service standards for reports made through the Pingstreet app.

Cycling Road Surface Audit Report

Appendices

- ✓ Complete city-wide “master” map. [Hard copy version submitted separately.]
- ✓ Map worksheets used by volunteer teams with raw data, commentary and details recorded by some teams.

Completed Master Map

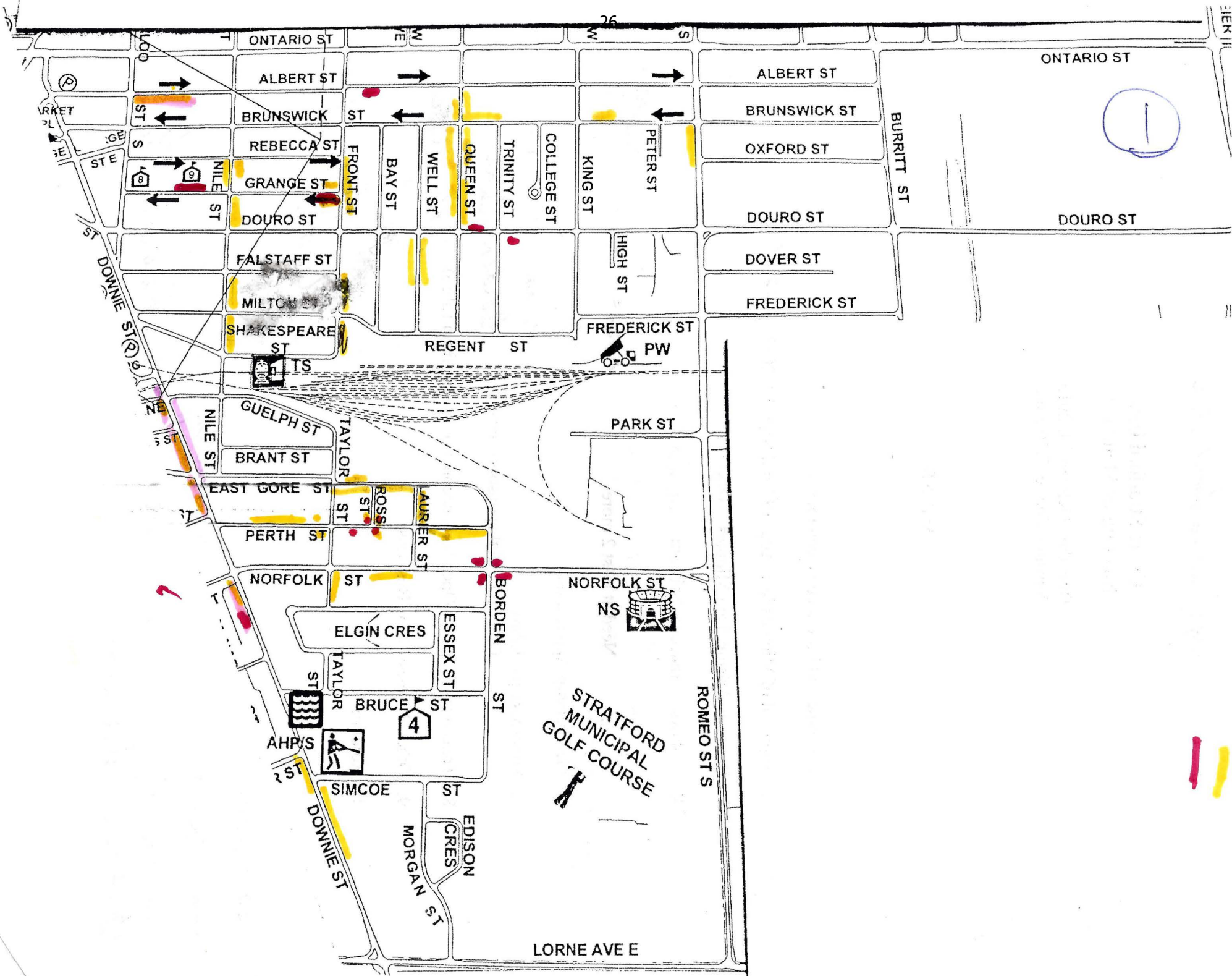
CORE INSET

LEGEND

- AHP/S - Anne Hathaway Park/Splash Pad
- AT/ST - Avon Theatre/Studio Theatre
- BUS - Bus Station (Public Transit)
- CC/D/ISC - Chamber of Commerce/Drive Test and Service Canada
- CHA - City Hall Annex
- DUF - Dufferin Arena/Ball Park
- FH1 - Firehall #1
- FH2 - Firehall #2
- F - Stratford Fairgrounds
- FT - Festival Theatre
- GS - Gallery Stratford
- HALL - City Hall
- INFO - Visitor Information (May-Oct.)
- IS - Invest Stratford
- LP - Lions Pool
- NS - North Street
- PCA/C - Perth City Centre
- PDHU - Perth District Hospital
- PL - Perth Library
- PO/ER - Perth Office/Exchange
- PS/JB - Perth School/Junior Bank
- PW - Perth Water
- SO - Stratford Office
- RRC - Royal Canadian Mounted Police
- SGH - Stratford Golf House
- T - Town Hall
- TP - Town Park
- TS - Town Square
- WAA - Waterfront Area
- YM/Y - Young Men's/Y.W.C.A.

SECONDARY SCHOOLS

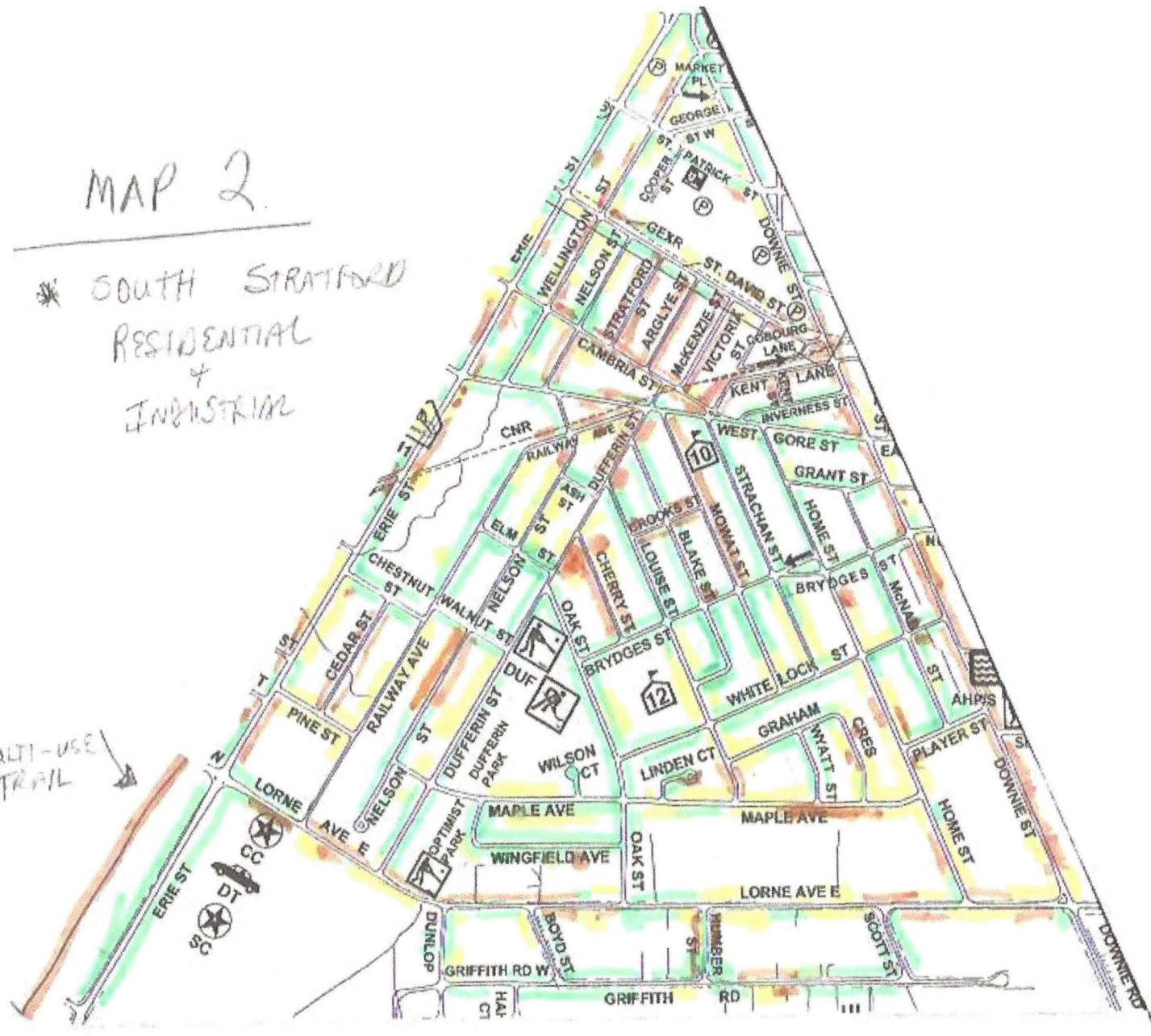
1. Central Secondary School
2. Northwestern Secondary School
3. St. Michael Catholic Secondary School

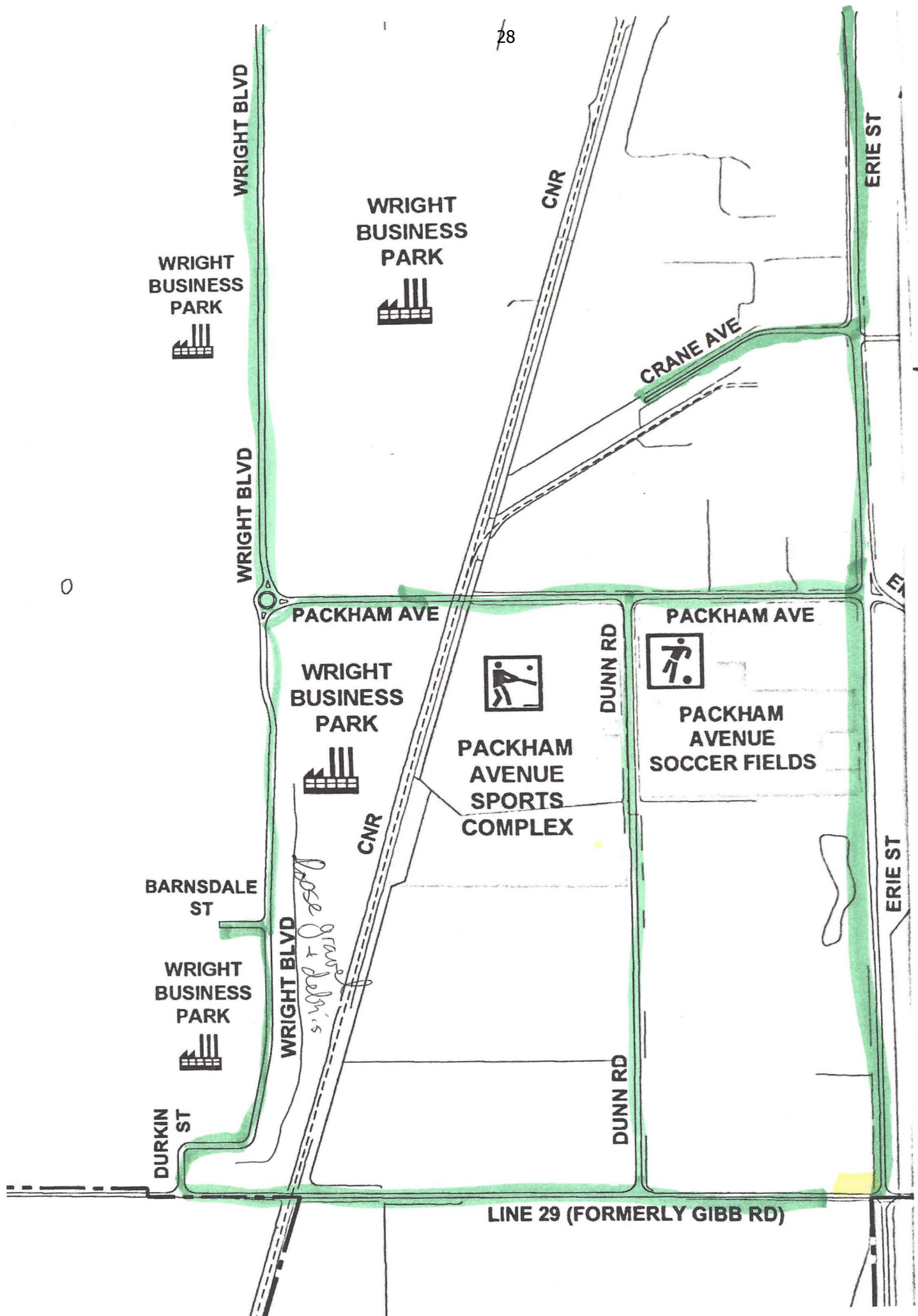


MAP 2

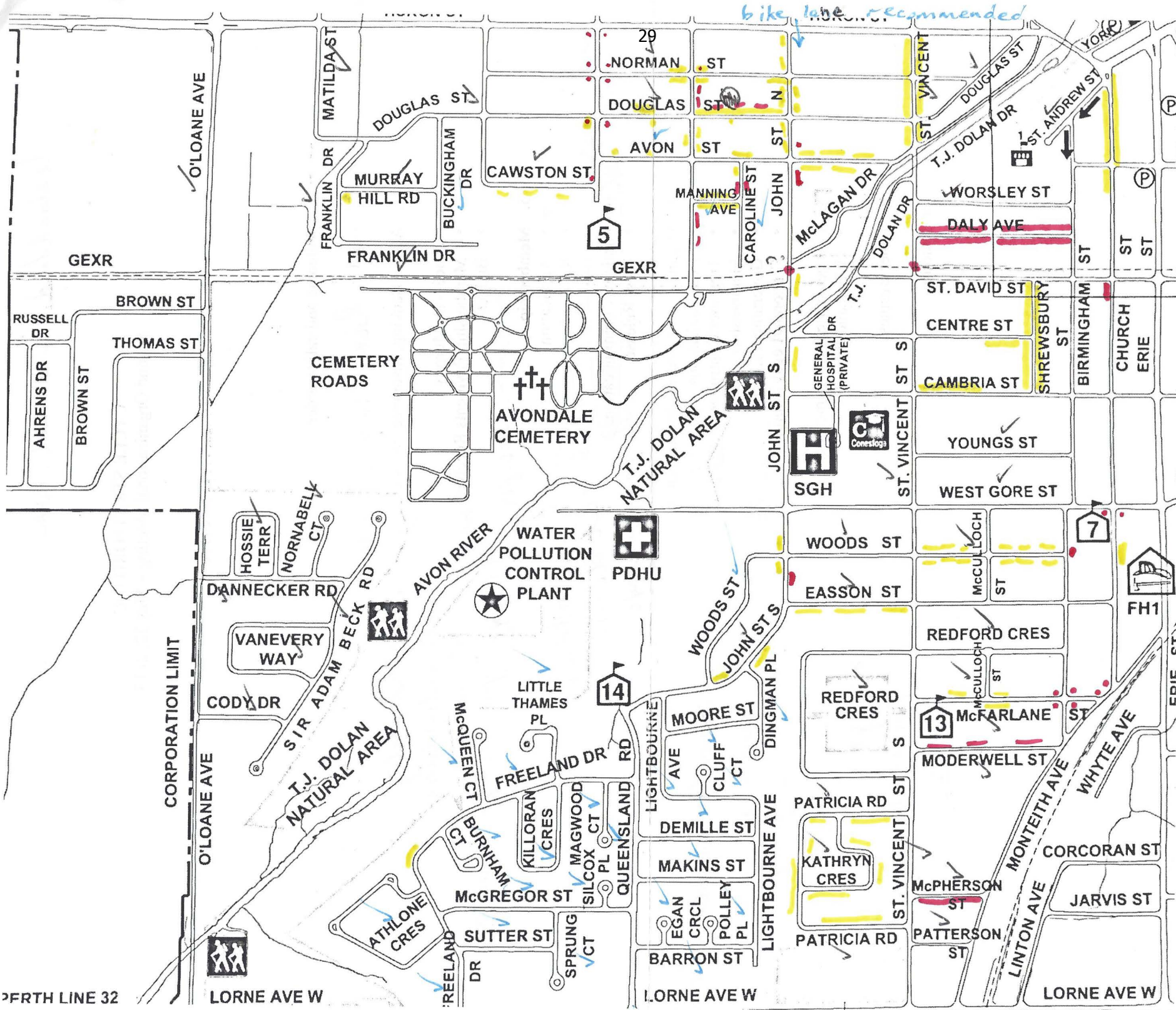
* SOUTH STRATFORD
RESIDENTIAL
&
INDUSTRIAL

MULTI-USE
TRAIL

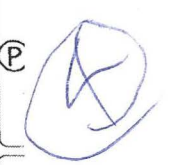




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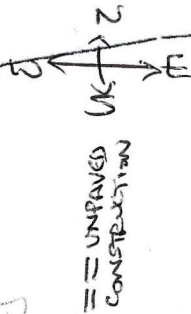
bike lane recommended



stop at the

O'LOANE AVE

30



DEACON ST
DICKENS PL
NORTHWAY CRCL
FH2
HYDE RD

McCARTHY RD W

CAMPBELL CT

GREENWOOD DR

WHITE ST

MORNINGTON ST

McCARTHY RD W

RRC/SA/FM



F

ORR ST

BUTLER COVE RD

ROBERTSON DR

DAVIDSON DR

ANDERSON CRES

BLOWES DR

AVE

CULLITON ST

SHORT ST

BELL CT

GEMMELL CT

SHORT ST

MATILDA ST



FORMAN AVE

OAKDALE

STRATFORD
EDUCATION &
RECREATION
CENTRE

BRADSHAW DR

BRIARHILL DR

CEDARBRAE DR

BRAEMAR CRES

WINDEMERE CRES

LLOYD CT

BRITANNIA ST

BRIARHILL DR

CHURCHILL CRCL

CHARLES ST

CALEDONIA ST

ST

HIBERNIA ST

HURON ST

KENNER CRES

GREENWOOD DR

SARGINT ST

WARWICK RD

ARTHUR ST

WADDELL ST

SOMERSET ST

CORIANO ST

GLASTONBURY DR

NORMANDY DR

RANKIN ST

BRITANNIA ST

BATTERSHALL CT

GLASTONBURY DR

PALMER SQ

PRINCESS ST

DUKE ST

EARL ST

HESSON ST

MORNINGTON ST

NIGHTINGALE PL

CRAWFORD ST

KAY ST

HIBERNIA ST

HURON ST

FORMAN AVE

HUNTINGDON AVE

AVONDALE AVE

MERCER ST

JONES ST

MORNINGTON ST

SMITH ST

GALT RD

McANN DR

Road Audit Map 5 – Day 1: July 21st 2021

SB = Southbound, NB=Northbound, EB=Eastbound, WB=Westbound

1. 134 Windemere Cres: pothole
2. 96 Windemere Cres: pavement crazed
3. 85 Windemere Cres: pothole & drain cover has holes parallel to curb
4. 131 Windemere Cres: south side of driveway; alligator cracking & pothole
5. 143 – 161 Windemere Cres: extensive alligator cracking
6. 155 Windemere Cres: drain cover w/openings parallel to curb
7. 167 Windemere Cres: alligator cracking
8. Braemar & Briarhill (1 on map): pothole right at the corner
9. 28 Braemar: drain cover opening parallel to curb and in a depression
10. 133 Braemar: drain cover openings parallel to curb
11. 27 Braemar: drain cover openings parallel to curb
12. Braemar, opp driveway at 81 Briarhill: drain cover has openings parallel to curb and it's sunken
13. 32 Cedarbrae: extensive alligator cracking for about 20'
14. SB opposite 443-437 Forman Ave: alligator cracking & pothole
15. SB opposite 419-413 Forman Ave: alligator cracking & potholes
16. 283 Britannia St EB alligator cracking & pothole – this is bike route
17. 277 Britannia St EB: alligator cracking & pothole – this is bike route
18. 265 Britannia St EB: pothole – this is bike route
19. 4-17 Briarhill: extensive cracks & multiple potholes
20. Near 81 Briarhill: depressed manhole cover
21. 93 Briarhill: small pothole in crack that runs parallel to the curb
22. 162 Briarhill (2 on map): long run of cracks parallel to the curb
23. 44 Briarhill: long run of cracked pavement
24. 14-4 SB Briarhill: long run of cracked pavement & potholes
25. 300 Britannia WB: pothole – this is bike route
26. 375 Britannia WB: pothole – this is bike route
27. 413-431 Forman Ave NB: cracks & potholes
28. 465 Forman Ave NB: cracks & potholes
29. Corner of Forman Ave NB & Briarhill: pothole right on the turn
30. Briarhill: As it turns EB to SB, there are alligator cracks on the corner
31. 213 Bradshaw SB: loose gravel due to construction
32. Deacon St NB into Dickens Pl EB: pothole on the corner
33. Deacon St SB: several potholes midway between Dickens and Northway
34. McCarthy St WB: at start of curve before McCarthy Place retirement home, the plants are starting to grow so that they overhang the bike lane.
35. McCarthy St WB: approx. 100 yds past McCarthy Place retirement home, there is a sunken drain cover.

36. McCarthy St WB: at 1st unpaved construction road, there is gravel in the bike line. Pleased to report the crews have cleaned up gravel where new paved roads from subdivisions join McCarthy St.
37. McCarthy St WB, between Fraser & Orr streets and in dead-end: there is a lot of gravel on the road due to the construction
38. Orr St, in curve SB to EB: gravel in the road due to unpaved driveways
39. McCarthy St EB between Orr & Fraser: there is a lot of gravel on the road and it's next to impossible to make out the bike lane signage
40. Fraser St SB between Davidson & Foreman: loose gravel in the bike lane
41. Short St WB: alligator cracking on 1st curve to the right
42. Short St corner with O'Loane Ave: pothole
43. O'Loane Ave NB opp 1020: spilled gravel. Looks like minor isolated spill.
44. O'Loane Ave SB corner with Perth Line 36: the corner is gravel covered and the bike lane is narrower. Could make for a nasty turn off Line 36 into O'Loane.
45. O'Loane Ave SB approaching Huron: bike lane peters out with no warning.
46. Galt Rd? McCann Dr? There is a section of road off Galt Road, which may be privately owned. It wasn't on the original map but it goes north to join up with Smith St. This road has two small cul de sacs off it and is in good shape except for a ~5' stretch of unpaved road, across both lanes close to junction with Smith St.
47. Oakdale EB between Matilda & Foreman: alligator cracks & potholes especially outside St Michaels Catholic school
48. Oakdale WB between Matilda & O'Loane Ave: alligator crack & pothole right on corner as you turn R off Matilda onto Oakdale. There is extensive alligator cracks on right hand side up to O'Loane Ave
49. Oakdale EB close to Matilda: there is extensive alligator cracking & asphalt lines that grab bike tires
50. Matilda St SB between Oakdale & Smith: alligator cracking, asphalt lines, minor potholes
51. Matilda St SB between Hibernia & Huron: alligator cracking, asphalt lines, bumps and minor potholes.
52. Matilda St NB: pothole at intersection with Hibernia.
53. Huron St WB between Matilda St & O'Loane Ave (near Domino's Pizza): there is a pothole on the turn right onto Huron from Matilda, as well as alligator cracks and bumps once you make the turn.
54. O'Loane Ave: going WB on Huron and turning right onto O'Loane, why doesn't the bike lane start right there?
55. Short St EB between O'Loane Ave & Matilda: there is a bumpy asphalt repair, which might not be that bad but it is on the narrow section of Short St.

Road Audit Map 5 – Day 2: July 28th 2021

1. Brittainia St EB opposite #250: pothole near drain cover & alligator cracks
2. Brittainia St EB, near last driveway before roundabout: pothole
3. 31-35 Glastonbury Dr NB: alligator cracks
4. Coriano St opposite #8: drain cover with openings parallel to the curb
5. Coriano St, outside #16: drain cover with openings parallel to the curb
6. Glastonbury Dr NB, outside #53: pothole within alligator cracks
7. Glastonbury Dr NB, outside #65: alligator cracks & potholes
8. Glastonbury Dr NB, outside #69-73: alligator cracks & potholes
9. Glastonbury Dr NB, outside #87-91: badly patched alligator cracks (minor)
10. Glastonbury Cres, opposite #116: small pothole in alligator crack
11. Palmer Sq, near #14: alligator cracks & drain cover with openings parallel to curb (unlikely to be an issue as this is a very quiet cul de sac)
12. Glastonbury Dr NB on corner with Palmer Square: cracks & potholes
13. 274 Glastonbury Dr SB to corner of intersection w/Princess St: alligator cracks & potholes
14. 241?-249 Glastonbury Dr NB: alligator cracks & potholes (not sure if it was 241 as house number was not visible due to vegetation)
15. Outside 307 Glastonbury Dr NB to intersection with Brett St: alligator cracks & potholes
16. Outside 323 Glastonbury Dr NB: alligator cracks & potholes (badly repaired)
17. Outside 446-426 Glastonbury Dr NB, on approach to Greenwood Dr: alligator cracks & potholes
18. Side of 143 Greenwood Dr house, that is on Glastonbury Dr: pothole & alligator cracks
19. 437-429 Glastonbury Dr SB: alligator cracks
20. 405, 396 & 388 Glastonbury Dr SB: alligator cracks on road at end of each driveway
21. 38 & 56 Battershall Ct (north side): alligator cracks
22. Opp 325-315 Glastonbury Dr SB: alligator cracks & potholes (despite prior repair)
23. Outside 292 Glastonbury Dr SB: alligator cracks & potholes
24. Outside 36 Sargint St: small pothole and alligator crack
25. Warwick Rd WB, stretch between Waddell St & Sargint St: alligator cracks & potholes
26. Warwick Rd EB, stretch between Waddell St & Sargint St: ½ of this stretch has alligator cracks & potholes
27. Outside 58-54, 40 & 32 Warwick Rd: alligator cracks & potholes
28. Warwick Rd EB on corner with Arthur St: alligator cracks & potholes
29. Opposite 197 Princess St SB/EB: pothole & alligator cracks
30. Outside 184 Princess St: alligator cracks (prior repair also giving way)
31. 181 & 191 Princess St WB/NB: alligator cracks & potholes
32. Outside 65 Arthur St WB: depressed drain cover
33. Outside 40, 35 & 32 Waddell St: alligator cracks & potholes
34. 25 Waddell St WB to intersection with Somerset St: extensive alligator cracks & potholes (but this section is a cul de sac so unlikely to be an issue)
35. Outside 38 & 32 Glastonbury Dr SB: long alligator cracks (not many but deep)
36. Turn from Glastonbury Dr onto Churchill Circle: depression in roadway

37. 230 Britannia St WB: alligator cracks & pothole around manhole cover
38. By bus stop nr 230 Britannia St WB: alligator cracks
39. Outside 242 Britannia St WB: alligator cracks & potholes
40. Britannia St EB from Churchill Circle to Mornington St: extensive alligator cracks & potholes. Not acceptable as bike route. Previous patch repairs are giving way. Cracks & potholes too numerous to stop and record on this busy, and narrow, stretch of roadway.
41. 167 Mornington St NB/EB: drainhole openings parallel to curb
42. Opposite 186 Mornington St: drainhole openings parallel to curb
43. 219 Mornington St: drainhole openings parallel to curb
44. 231 Mornington St: drainhole openings parallel to curb
45. 253 & 257 Mornington St: alligator cracks
46. 261 Mornington St: drainhole openings parallel to curb
47. Mornington St, junction with James St: pothole by drain, which also has openings parallel to the curb
48. In the crossroad junction of Mornington NB & McCarthy Rd: large crack parallel to the curb
49. Mornington St NB from #637 to junction with Graff St: lots of cracks, alligator and ones parallel to the curb. Some have been asphalt patched, which catches tires)
50. Mornington St SB, stretch from Graff St/Line 36 to McCarthy Rd: extensive alligator cracks (not sure why this shoulder isn't widened and paved as there is ample room to do so)
51. Mornington St SB, turn into McCarthy Rd WB: depressed small drain cover right on the turn
52. McCarthy Rd WB: alligator cracks outside Fire House 2, and in the turn lane for turning left into Greenwood Dr
53. Greenwood Dr SB turn into Campbell Ct WB, pothole & alligator cracks right on the turn
54. Outside 50, 59 & 51 Campbell Ct (apartment blocks): lots of alligator cracks
55. Outside 31 Campbell Ct (apartment block): alligator cracks
56. Outside 23 Campbell Ct (house): alligator cracks
57. Opposite #3 Campbell Ct: cracks & potholes
58. Turn Campbell Ct on Greenwood Dr SB: alligator cracks & potholes
59. Opposite #89 (The Patrician) Greenwood Dr SB to southernmost exit from Greenwood Hospice – lots of alligator cracks
60. Outside 110, 118 & 126 Greenwood Dr SB: alligator cracks
61. Outside 344 Greenwood Dr SB: short but deep crack parallel to curb
62. Outside 359 Greenwood Dr SB: alligator cracks & potholes
63. Outside 371 Greenwood Dr SB: lots of loose dirt on road at bottom of driveway (probably left over from landscaping project and could be removed in next road sweeping)
64. Nethercott Dr, opposite #96, extensive alligator cracks & potholes
65. White St at turn onto Nethercott Dr WB: pothole adjacent to depressed drain cover
66. Outside 17 Nethercott Dr: bumpy asphalt repairs
67. Outside 96 Nethercott Dr and beside house that is on the corner: cracks & potholes
68. Corner Nethercott Dr WB & turn right onto Greenwood Dr NB: pothole adjacent to depressed manhole cover
69. Greenwood Dr NB, turn right onto McCarthy Rd EB: pothole right on the corner

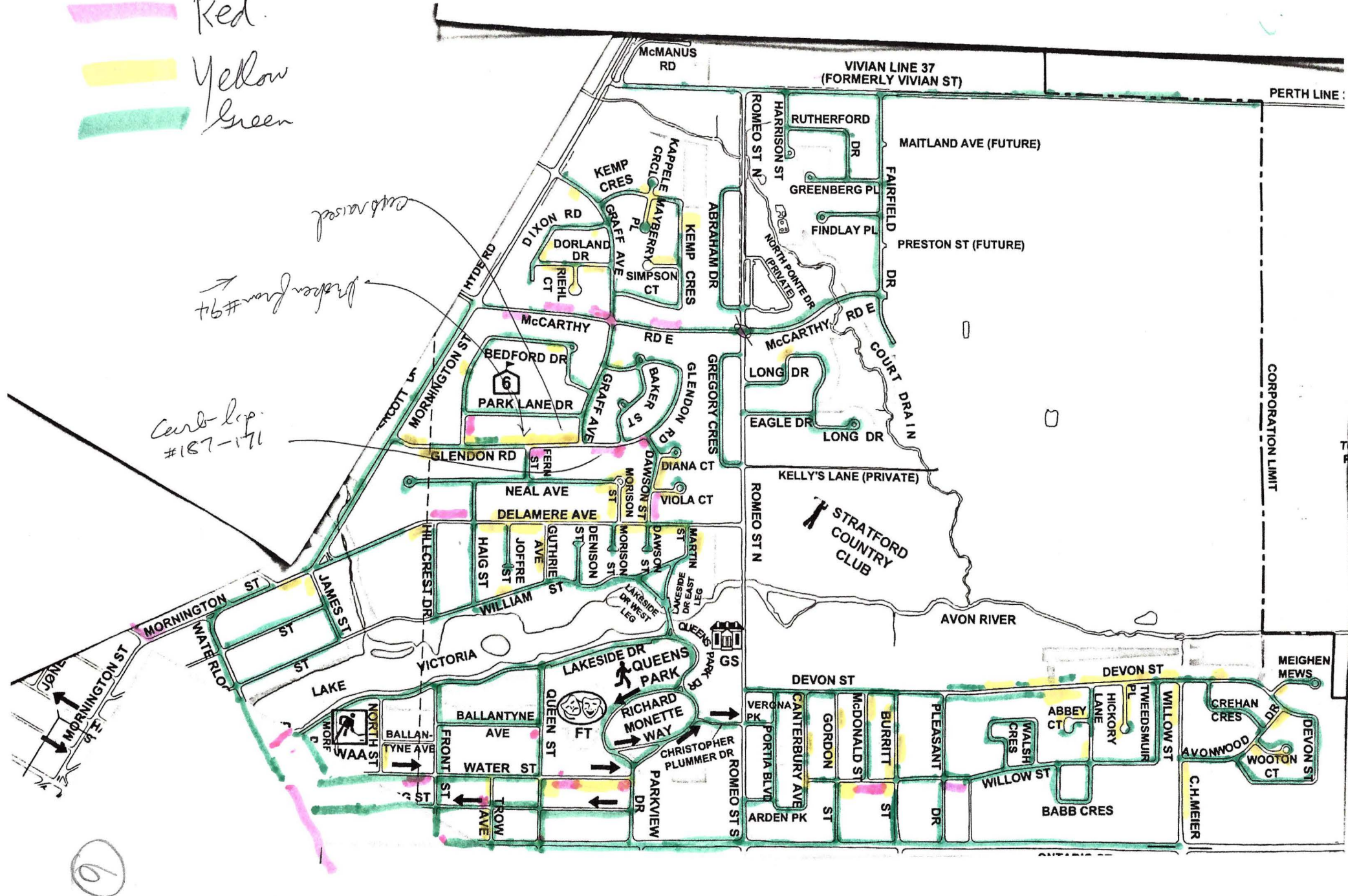
70. McCarthy St EB to junction with Mornington St: right where the bike lane ends there are alligator cracks & potholes.
71. Mornington St SB outside 464: drainhole with openings parallel to curb
72. Mornington St SB next to green space before curve: drainhole with openings parallel to curb
73. Mornington St SB, 296 & 290: cracks and potholes (but who stopped a bike lane on a bend and as the road narrows?!)
74. Mornington St SB, turn into Princess St WB: drainhole right on the corner with openings parallel to the curb
75. Hesson St NB: extensive alligator cracks all the way along this street
76. Outside 55 Princess St WB: pothole & alligator cracks
77. Outside 81 & 87 Princess St WB: extensive alligator cracks
78. Outside 84 Earl St SB: potholes with raised curb stones & alligator cracks. Note that the curb stones are raised along the entire length of Earl St
79. Outside 64 Earl St SB: pothole
80. Outside 24 Earl St SB: drainhole with openings parallel to the curb
81. Outside 8 Earl St NB: alligator cracks & potholes
82. Outside 35 Earl St NB: alligator cracks & pothole.
83. Outside 59 Earl St NB: pothole & cracking
84. Outside 77 Earl St NB: pothole & cracking
85. Outside 85 Earl St NB: large piece of top layer of asphalt paving missing
86. Earl St NB, turn right onto Princess St EB: pothole on the corner
87. Princess St EB stretch from the turn from Earl St NB to 78 Princess St: extensive alligator cracking
88. Opposite 9 Princess St going EB: potholes & alligator cracking
89. Princess St EB turn into Mornington St SB: potholes & 2 drains with openings parallel to the curb
90. Mornington St SB between Princess St & Duke St: alligator cracks
91. Britannia St WB to Churchill Circle: awful! Lots of alligator cracks & potholes. Dangerous. Busy and narrow road but you have to go out from the curb to avoid potholes. So far this stretch both directions is the #1 Worst Roadway. And it's supposed to be a bike route. Sigh.
92. Forman Ave SB between Nightingale Pl and Hibernia St: there are 3 drains with openings parallel to the curb
93. Outside 499 Hibernia St EB: alligator cracks & pothole
94. Outside 399 Hibernia St EB: alligator cracks
95. Hibernia St EB near stop sign at junction with Forman Ave: potholes
96. Forman Ave SB junction with Huron St: extensive potholes & alligator cracks
97. Forman Ave NB junction with Huron St: alligator cracking from there to Hibernia St
98. Forman Ave NB: pothole by drain hole, just north of junction with Hibernia St
99. Forman Ave NB, just before turn into Britannia St EB (side of house 383 Britannia): pothole & drain cover with openings parallel to the curb
100. Huntingdon Ave SB, on corner of Britannia St EB & Huntingdon Ave SB and on stretch SB on Huntingdon Ave to Fleick Cres: drain covers with openings parallel to the curb
101. Outside 23 Fleick Cres EB: drain cover with openings parallel to the curb

102. Huntingdon Ave SB, just before turn into Hibernia St WB: drain cover with openings parallel to the curb
103. Hibernia St WB, outside 304: drain cover with openings parallel to the curb
104. Outside 326 Hibernia St WB: alligator cracks and depression near curb
105. Outside 346 Hibernia St WB: alligator cracks
106. Hibernia St EB opposite 346: drain hole near corner with openings parallel to the curb
107. Outside 321 Hibernia St EB: alligator cracks
108. Outside 309 Hibernia St EB: alligator cracks
109. Outside 303 Hibernia St EB: alligator cracks, potholes & drain cover with openings parallel to the curb
110. Outside 321 Hibernia St EB: alligator cracks
111. 40 Huntingdon Ave SB, near stop sign on junction with Huron St: drain cover with openings parallel to the curb
112. Huntingdon Ave NB, north from Huron to 2nd driveway exit from dentist's office: alligator cracks
113. Huntingdon Ave NB, outside 221: drain cover with openings parallel to the curb
114. Huntingdon Ave NB, outside 269 & 277: drain covers with openings parallel to the curb
115. Hibernia St EB, outside 277: drain cover with openings parallel to the curb
116. Hibernia St EB from junction with Huntingdon Ave, from that corner to outside #259: alligator cracks & potholes
117. 249 to 233 Hibernia St EB: alligator cracks & potholes
118. From 233 Hibernia St EB to junction with Avondale Ave: alligator cracks
119. Hibernia St WB between Avondale Ave & Huntingdon Ave: extensive alligator cracks & potholes all the way along with exception of outside 264 & 272.

Road Audit Map 5 – Day 3: August 4th 2021

1. Avondale Ave SB between Huron St and Hibernia St: alligator cracks and a couple of potholes (especially bad outside 164)
2. Avondale Ave NB between Huron St and Hibernia St: alligator cracks and potholes all along this stretch
3. Opposite 215 Charles St EB: drain cover with openings parallel to the curb
4. Outside 197 Charles St EB: drain cover with openings parallel to the curb and pothole
5. Outside 175 Charles St EB: drain cover with openings parallel to the curb, bumps and small potholes
6. Near end of Charles St EB & junction with John St: depressed manhole cover
7. Outside 200 Charles St WB: pothole and alligator cracks
8. Outside 123 Vincent St NB: potholes
9. Mornington St SB just before junction with Huron St: small pothole
10. In junction going from Mornington St crossing Huron St into Douglas St: numerous cracks and potholes
11. Outside 64 Mornington St: potholes
12. Side of house Jones St NB and Caledonia: potholes & alligator cracks
13. Outside 19 Jones St NB: depressed drain cover
14. Side of 48 Charles St but on Jones St NB: alligator cracks & potholes
15. Opposite 48 to 60 Jones St NB: road has sunken channel next to curb
16. Outside 20 Jones St SB: very sunken drain hole with openings parallel to the curb
17. Mercer St NB between Charles St & Britannia St: potholes & alligator cracks
18. Opposite 58 Normandy Dr EB: potholes & alligator cracks
19. Outside 69 Normandy Dr EB: drain cover with openings parallel to the curb
20. Outside 32 & 24 Rankin St SB: drain covers with openings parallel to the curb with alligator cracks & potholes
21. Outside 12 Rankin St SB: alligator cracks & small potholes
22. Outside 11 Rankin St NB: pothole where previous asphalt repair is giving way
23. Outside 23 Rankin St NB to junction with Normandy Dr: small potholes as prior asphalt repair is giving way
24. Normandy Dr EB between Rankin St & circle at end of Normandy Dr: potholes & alligator cracks
25. Outside 122-120 Normandy Dr (in circle): potholes near the curb
26. Outside 98-82 Normandy Dr WB: potholes & cracks
27. Outside 58 Normandy Dr WB: potholes
28. Outside 42-34 Normandy Dr WB: potholes caused by previous asphalt repair giving way
29. Outside 28 & 22 Normandy Dr SB towards Britannia St: potholes
30. Outside 25 Normandy Dr NB: large pothole
31. Outside 37 Normandy Dr EB towards Mercer St: pothole where asphalt repair is failing
32. Mercer St SB between Britannia St & Charles St: alligator cracks, a few potholes, one drain cover with openings parallel to the curb & the curbstones are raised at the side of the road

- 33. Mercer St SB between Charles St & Caledonia St: minor alligator cracks and some potholes where asphalt repair is giving way. There are also raised curb stones on this section.
- 34. John St NB crossing Huron: pothole in the junction
- 35. Opposite 176 John St NB: small pothole
- 36. Opposite 132 & 134 Charles St EB: small potholes & alligator cracks
- 37. Outside 72 Charles St EB: drain cover slightly depressed with pothole
- 38. Outside 39 Charles St EB: pothole
- 39. Outside 35 Charles St EB: alligator cracks
- 40. Outside 31 Charles St EB: potholes & alligator cracks
- 41. Charles St WB just before junction with Jones St: drain cover with openings parallel to the curb
- 42. On turn from Charles St WB going right onto Mercer St NB: drain cover with openings parallel to the curb
- 43. On turn from Churchill Circle to John St SB: alligator cracks
- 44. Outside 248 John St SB: potholes





MANAGEMENT REPORT

Date: October 27, 2021
To: Infrastructure, Transportation and Safety Sub-committee
From: Nathan Bottema, Project Manager
Report#: ITS21-038
Attachments: Public Engagement Comments and Responses

Title: Huron Street Reconstruction Phase 1 Public Engagement and Recommendation

Objective: To present the comments and concerns from the Online Public Engagement, and to obtain Council approval to initiate the Huron Street Reconstruction Project.

Background: The Huron Street Reconstruction project was selected for funding through Ontario's 2020-2021 Connecting Links Program in May 2020. The first phase includes the design from Matilda Street to the Huron Street Bridge, and the reconstruction from John Street to the Huron Street Bridge (approximately 640 m). Phase two is subject to future funding and consists of reconstructing Huron Street from John Street to Matilda Street.

Huron Street is a Provincial Highway, major arterial road, transit route and a Ministry of Transportation designated truck route. The municipal infrastructure proposed for replacement in Phase 1 was originally constructed in the early 1900's. The existing storm and sanitary sewers are 60 to 100 years old, and the existing watermain is 30-90 years old. The surface consists of a four-lane roadway surface, sidewalks on both sides, curb and gutter, street lighting, and two signalized intersections. On-street parking is currently permitted in the east bound curb lane from Mornington Street to St. Vincent Street on Saturday evenings and Sunday mornings to provide additional parking for St. Joseph's Church services.

IBI Group was retained in June 2020 to provide consulting services in completing a traffic impact study, detailed design and drawing package, specifications and two tender packages for construction. The consultant is also responsible for the construction tendering, contract administration and field inspection of Phase 1 construction.

Analysis: The existing watermain consists of 200 mm diameter cast iron pipe from the Huron Bridge to Mornington Street, a 300 mm ductile iron pipe from Mornington Street to St. Vincent Street, and a 150mm diameter from St. Vincent Street to John Street. The cast-iron watermain was constructed in the 1930's and the ductile iron watermain was constructed in 1993. It has been recommended in the 2018 Water Infrastructure Needs Report that older cast and ductile iron watermain should be replaced or rehabilitated, and that watermain in areas with reduced fire flow capacity be replaced. The watermain from the Huron Bridge to Mornington is proposed to be upsized to a 300 mm diameter watermain, as recommended in the needs report, and the watermain from St. Vincent Street to John Street is to be replaced with a 150 mm pipe due to its age, material, historic break record and insufficient fire flow capacity. The 300 mm ductile iron pipe from Mornington Street to St. Vincent Street is in good condition and does not need to be improved.

The sanitary sewer within Huron Street consists of a 225 mm clay pipe from John Street to St. Vincent Street. The sanitary services between St. Vincent St N and Mornington Street connect to a local sewer system that passes through private properties to the Norman Street. The proposed 200 mm PVC sanitary sewer is to be constructed along the entire length of the project and will provide service connections to all fronting addresses.

The existing storm sewer within Huron Street consists of a parallel clay and concrete pipe system that range from 225 mm to 450 mm in size. The pipes are undersized and are proposed to be replaced to address capacity issues and to meet current standards. The storm outlet pipes into the Avon River are in good condition and is not proposed to be improved.

On the surface, the road pavement quality, manholes, catch basins, curb and gutter are all considered to be in poor condition. In 2019, a City-wide pavement condition survey was completed by Stantec Consulting and the pavement quality was assessed to be in poor to fair condition. Reconstruction of Huron Street will address the substandard pavement quality and deteriorated surface elements.

A road diet is proposed to convert the 4-lane road configuration to a 3-lane road configuration that consists of two 3.5m wide through lanes and a 3.5m wide centre turn lane. The space saved by performing a road diet has allowed for wider travel lanes and boulevard space between the curb and sidewalk while maintaining acceptable traffic flow. The on-street parking near St. Joseph's Church is proposed to be maintained. Additional road diet details including typical configurations, benefits and drawbacks, and impacts to traffic were presented at the January 25, 2021 Council meeting in Report COU21-008.

Tree removal of 10 City trees is planned to accommodate the new sidewalk alignment and grade. Staff will work with Community Services to determine tree replacement species and locations.

An online Public Information Center was held from October 4 – 15, 2021 to allow residents and interested members of the public an opportunity to review and comment on the planned improvements. A project presentation along with display boards, drawings, frequently asked questions, the resident letter and questionnaire were posted on the City's website. A Public Information Centre notice containing project information was hand delivered to all properties on Huron Street between Mornington Street and Avondale Avenue, and to the abutting properties on the intersecting streets on October 4th. A notice was also posted to the City's Facebook page and in the Town Crier. Residents were requested to review the project plans and contact Engineering staff for clarification or to provide comments.

The design objectives presented by the Engineering Division through the online public engagement platform include:

- Upgrade the existing storm sewer, sanitary sewer and water mains,
- Replace existing sanitary and water services to the property line,
- Upgrade the asphalt roadway, curb and gutter, and sidewalk,
- Performing a road diet by converting the 4-lane road to a 3-lane road,
- Upgrade the street light illumination at intersections, and
- Upgrade the signalized intersections infrastructure.

The engineering department webpage traffic increased by approximately 600 visits in the first two weeks of the project information being uploaded. The Facebook post reached over 11,000 users and engaged 1,800 through interactions such as likes, comments, shares, saves or link clicks.

Four residents provided written comments and five property owners completed the questionnaire. A detailed list of specific questions and responses is outlined in the attached letter. Overall, the primary concern focused on the impacts a road diet would have on the traffic flow both on Huron Street and parallel streets.

The project is planned to be tendered in November of 2021 with construction taking place from April to October 2022.

Financial Impact: The 2021 Capital Budget contains a total of \$4,283,574.00 for this project to be funded as follows:

Connecting Links	\$	2,962,074.00	N/A
Water Reserve	\$	620,000.00	R-R11-WATR
Sanitary Reserve	\$	410,000.00	R-R11-WWTR
Public Works Capital Reserve	\$	291,500.00	R-R11-PWCA
Total	\$	4,283,574.00	

Alignment with Strategic Priorities:

Developing our Resources

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

Staff Recommendation: THAT the description of the proposed design for the Huron Street Reconstruction Project Phase 1, be received for information;

THAT the comments from the online public engagement, be received for information;

AND THAT the design be accepted and staff authorized to proceed with construction tendering.



Nathan Bottema, Project Manager



Taylor Crinklaw, Director of Infrastructure and Development Services



Joan Thomson, Chief Administrative Officer



Infrastructure and Development Services Department
Engineering Division
 82 Erie Street, 3rd Floor
 Stratford ON N5A 2M4

(519) 271-0250 Ext. 222
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October 15, 2021

Huron Street Reconstruction Open House Questions, Comments and Responses

The following list includes questions, comments and responses generated from the Huron Street Reconstruction Public Engagement.

Comment 1: How will a road diet impact snow storage?

Response 1: The proposed road diet will increase the boulevard space and will provide the same or increased amount of storage capacity.

Comment 2: How will the parallel streets be impacted during construction? Will there be local detours?

Response 2: It is proposed that one lane of traffic in both directions be maintained at all times during construction. As such, no detours are planned as a result of the proposed construction activity.

Comment 3: Will traffic levels on the parallel or alternative streets increase because of the road diet implementation?

Response 3: The Huron Street traffic flow will not result in vehicles using alternative streets because of the road diet.

Comment 4: Will bike lanes be included?

Response 4: Bike lanes have not been included in the design because of the traffic volumes, safety concerns and potential for future bike routes on parallel streets.

Comment 5: How will the traffic flow be impacted by a road diet? Should motorists expect longer delays?

Response 5: Studies have shown that a road diet creates more consistent traffic flow and less slow-and-go operations. The common left turn lane provides a dedicated lane for motorists in both directions to make a safe maneuver while not blocking a travel lane. Increased travel delays are not expected because the capacity will not change at signalized intersections. The capacity of a corridor is controlled by the signalized intersections where there are generally higher volumes of left-turn movements and through traffic is restricted to lane. The traffic impact study completed shows comparable delays between the existing conditions and the road diet AM/PM peak hours for 2021 volumes, and a marginal increase in the projected 2030 AM/PM road diet

volumes. Increased delays are expected for motorists entering Huron Street from an unsignalized intersection or driveway.

Comment 6: How will sight lines be improved by implementing a road diet?

Response 6: The reduced number of live traffic lanes means that turning vehicles have better visibility of the oncoming traffic while also having the added protection of a dedicated left-turn lane.

Comment 7: Will a road diet result in increased delays and potential collisions at driveways?

Response 7: There will be fewer gaps in the traffic stream which will impact drivers entering at driveways. Comparatively, backing onto a three-lane highway versus four-lane highway is a safer maneuver because of the available centre lane for motorists to use.

Comment 8: Will a road diet address the speeding issues on Huron Street?

Response 8: A benefit of a road diet is the traffic calming effect it has on the traffic flow. Aggressive motorists cannot travel along the corridor at excessive speeds making multiple lane changes. The road diet concept reduces the variability of travel speeds along the corridor, making it safer for all users. The current speed limit on Huron Street will not be changed.

Comment 9: Will the intersection of Huron Street and Douglas/Mornington Street be improved?

Response 9: The intersection configuration will not undergo significant changes. A dedicated left-turn lane will be included for westbound traffic and the traffic signal timing will be updated. The roadway cross-section will be reduced which will shorten the pedestrian crossing length. The proposed road diet will create traffic calming that will reduce vehicular speed and is expected to increase safety at intersections.

Prepared by: Nathan Bottema





MANAGEMENT REPORT

Date: October 18, 2021
To: Infrastructure, Transportation, and Safety Sub-committee
From: Brad Hernden, Manager of Recreation & Marketing
Report#: ITS21-037
Attachments: None

Title: Request for Exemption from Noise Control By-law 113-79 for 2021 Lights on Stratford

Objective: To consider the request from Destination Stratford for an exemption from Noise Control By-law 113-79 and extended washroom hours for the Lights on Stratford event from December 13, 2021 to January 28, 2022.

Background: The City has been approached by organizers of Lights on Stratford for an exemption from the City's Noise Control By-law for their event scheduled to be held in Market Square at 1 Wellington Street from 5:00 p.m. to 10:00 p.m. daily between Friday, December 17, 2021 and Friday, January 28, 2022. Load-in and installation for the event will include occasional sound tests from 5:00 p.m. to 10:00 p.m. daily between Monday, December 13, 2021 and Thursday, December 16, 2021.

The production, reproduction or amplification of sound is one of the sounds regulated by Noise Control By-law 113-79 as follows:

No person shall make, cause or permit an unreasonable noise or a noise that is likely to disturb inhabitants of the City [Schedule 1 clause 8].

The operation of any electronic device or group of connected electronic devices incorporating one or more loudspeakers or other electro-mechanical transducers, and intended for the production, reproduction or amplification of sound [Schedule 2 clause 2]. Prohibited Zones and Times:

Quiet Zone – Prohibited at all times;

Residential Zone – Prohibited all day Sundays and Statutory Holidays, and from 17:00 hours of one day to 07:00 hours next day.

Commercial Zone - Prohibited all day Sundays and Statutory Holidays, and 23:00 hours of one day to 7:00 hours next day Monday to Thursday, and 24:00 hours of one day to 7:00 hours next day Friday and Saturday.

Park Zone – Prohibited from 23:00 hours of one day to 07:00 hours next day, 09:00 hours Sundays.

Loading, unloading, delivering, packing unpacking, or otherwise handling or any containers, products, materials or refuse whatsoever, unless necessary for the maintenance of essential services or the moving of private household effects [Schedule 2 clause 4]. Prohibited Zones and Times:

Quiet Zone – Prohibited all day Sundays and Statutory Holidays and 17:00 hours of one day to 07:00 hours next day.

Residential Zone – Prohibited all day Sundays and Statutory Holidays and 19:00 hours of one day to 07:00 hours next day.

Commercial Zone - Prohibited all day Sundays and Statutory Holidays and 19:00 hours of one day to 07:00 hours next day.

Park Zone – Prohibited all day Sundays and Statutory Holidays.

Noise By-laws are designed to reduce and control both unnecessary and excessive sound which can be a nuisance and generally degrade the quality and peacefulness of neighbourhoods.

Organizers delivered notices to property owners within 120-metres of the location on October 1, 2021 with a deadline for comments of October 11, 2021. Organizers received no concerns related to the requested exemption.

A notice of the request was also issued in the Town Crier with a deadline for comments of October 11, 2021. As of the deadline, the City has not received any comments.

Organizers have also requested that the outdoor accessible washrooms at City Hall be extended by 1 hour until 10:00 p.m. daily between Friday, December 17, 2021 and Friday, January 28, 2022.

Analysis: The City's Noise Control By-law defines parameters for noise and emissions that may impact local citizens. Any exemption to these time limitations is subject to Council review and final decision.

The organizers have sought public input by mailing notices to residents within 120-metres of the location. The location is designated within a commercial zone and the 120-metre radius extends into residential zones. No concerns were received.

The intention of the noise exemption is to permit the following from 5:00 p.m. to 10:00 p.m. between Monday, December 13, 2021 and Friday, January 28, 2022:

- Noise produced by the event for the duration of hours. Unreasonable noise is prohibited per the unreasonable noise provision [Schedule 1 clause 8].
- The operation of speakers and amplification of sound for music played by an orchestra. This activity is prohibited under Schedule 2 Clause 2 in residential zones after 5:00 p.m.
- Loading and unloading during installation. This activity is prohibited under Schedule 2 Clause 4 in residential and commercial zones after 7:00 p.m.

Financial Impact: Staff have identified that the extension of the outdoor accessible washrooms at City Hall by 1 hour over the request period of December 17, 2021 to January 28, 2022 would cost a maximum of \$1,500 where modifications to the normal staff schedule would be required. All efforts will be made to reduce the financial impact.

Alignment with Strategic Priorities:

Strengthening our Plans, Strategies and Partnerships

Partnering with the community to make plans for our collective priorities in arts, culture, heritage and more. Communicating clearly with the public around our plans and activities.

Staff Recommendation: THAT approval be given to Festival of Lights organizers for an exemption to the Noise Control By-law 113-79 for their event held at Market Square at 1 Wellington Street from 5:00 p.m. to 10:00 p.m. daily between Monday, December 13, 2021 and Friday, January 28, 2022 from the following provisions:

- **Unreasonable noise [Schedule 1 clause 8]**
- **The operation of loudspeakers and amplification of sound [Schedule 2 Clause 2]**
- **Loading, unloading or otherwise handling or any containers, products, materials [Schedule 2 Clause 4] and,**
- **subject to applicable Provincial Orders and Public Health Guidelines in place at that time.**

AND THAT approval be given to extend the operating hours of the outdoor washroom by 1 hour over the requested period of December 17, 2021 to January 28, 2022 and that where possible, staff make reasonable efforts to reduce the financial impact.



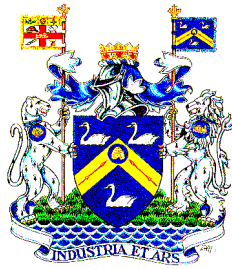
Brad Hernden, Manager of Recreation & Marketing



David St Louis, Director of Community Services



Joan Thomson, Chief Administrative Officer



A meeting of the **Stratford Town and Gown Committee (T&G)** was held on September 23, 2020 at 4:30 p.m. – City Hall Auditorium, 1 Wellington Street, Stratford ON

Present: Councillor Martin Ritsma – Chair Presiding, Councillor Bonnie Henderson, Councillor Dave Gaffney, Katherine Prospero – U of W

Staff Present: Jeff Bannon – Planner, Casey Riehl – Recording Secretary

Absent: Stephanie Potter – Policy & Research Associate – CAO's Office, Joanne Benham Rennick, Randi Rudner – Stratford Chef School

MINUTES

1.0 CALL TO ORDER

The Chair called the meeting to order at 4:30 p.m.

2.0 DISCLOSURE OF PECUNIARY INTEREST

None declared.

3.0 ADOPTION OF PREVIOUS MINUTES – January 7, 2020

**Motion by Councillor Gaffney, seconded by Councillor Henderson
 THAT the minutes dated January 7, 2020 be adopted as printed.
 Carried.**

4.0 BUSINESS ARISING FROM PREVIOUS MINUTES

(a) T&G Communication Plan and Action Items

Deferred to next meeting.

Katherine Prospero updated the committee that the Stratford campus is closed to students, staff and the public. All students, including international students, are working online. Currently, there are approximately 10 students living in Stratford. The University is starting socially distanced meetings in the U of W parking lot for students who want to meet in person with staff. U of W has announced that the winter term will also be online. This poses a challenge for

international students and their work visas. Administration is seeing some first year and master's students starting to defer.

(b) Update on Community Transportation Project

Councillor Ritsma updated the committee that Council passed a motion to enter into an agreement with a service provider to provide transportation for the inter-community transportation project, which is set to launch on November 16, 2020.

(c) Update on Student Welcome & Housing Event – January 17, 2020

Katherine Prospero reported that the event went very well.

5.0 NEW BUSINESS

(a) Conestoga College – Committee Representative

Staff will contact the Conestoga representative to inquire about attending the next Town & Gown meeting.

(b) 2021 T&G Budget Request

Members discussed plans for 2021 and their budget request to the City.

**Motion by Councillor Gaffney, seconded by Katherine Prospero
 THAT the Stratford Town & Gown Advisory Committee requests a
 2021 budgetary figure of \$3,870.00 from the City of Stratford as
 follows:**

Symposium Costs (registration/travel/accommodations)	\$ 1,270.00
Annual TGAO Membership Fee	300.00
Yearly Student Events & Promotional Items	2,000.00
Materials	200.00
Meeting Costs	<u>100.00</u>
TOTAL	\$ 3,870.00

Carried

(c) Fall Movie Event for Students – Katherine Prospero

Katherine Prospero reported that the University of Waterloo is considering partnering with the Queen of the Square to hold a movie night at the drive-in theatre at the Cooper parking lot. She noted that many students do have access to cars, so this would be an event that they could participate in. Ms. Prospero will keep members updated with the plans for the event.

**Motion by Councillor Henderson, seconded by Katherine Prospero
THAT the Stratford Town & Gown Advisory Committee spends up to a
maximum of \$1,000.00 to partner with the University of Waterloo to
sponsor a drive-in movie event.
Carried.**

**(d) Member Terms Ending November 30, 2020 – Katherine Prospero,
Randi Rudner, Student Position and Alternate Student Position (Aug.31/20)**

Staff reminded members of their terms ending and noted that application forms are available online should they choose to re-apply. The deadline for application submissions is October 23, 2020.

6.0 NEXT MEETING DATE – T.B.D.

7.0 ADJOURNMENT

**Motion by Councillor Gaffney, seconded by Katherine Prospero
THAT the September 23, 2020 meeting adjourn.
Carried.**

Time: 4:55 p.m.



Energy & Environment Advisory Committee

MINUTES

A meeting of the Energy & Environment Advisory Committee (E&E) was held on September 2, 2021, at 4:00 p.m., electronically.

Committee Members Present: Emily Chandler – Chair Presiding, Councillor Jo-Dee Burbach, Craig Merkley, Mike Jorna, *Councillor Bonnie Henderson, Vanni Azzano, Anna Stratton, Sammie Orr, *Geoff Krauter, Anita Jacobsen, Emily Skelding, Mike Sullivan

Staff Present: Casey Riehl – Recording Secretary

Absent: Kate Simpson – Waste Reduction Coordinator

1.0 Call to Order

Emily Chandler, Chair presiding, called the meeting to order at 4:02 p.m.

2.0 Disclosure of Pecuniary Interest

None declared.

3.0 Adoption of Previous Minutes

Motion by Anna Stratton

Seconded by Anita Jacobsen

THAT the minutes from the Energy & Environment Advisory Committee meeting dated June 3, 2021 be adopted as printed. Carried

4.0 Updates from Carbon Reduction & Ecological Working Groups

Carbon Reduction

Anna Stratton reported that they have held the invasive species webinar and it was a great success with approximately 40 participants.

There is a Climate Momentum session being held on Wednesday, September 22, 2021 at 7:00 p.m. There will be 25 in-person spaces available at the venue (Avondale Church) and all other attendees can participate electronically. The new Climate Change

Coordinator for Perth County will be a guest speaker. There will be additional speakers who will be addressing climate action plans from different municipalities.

*Geoff Krauter and Councillor Henderson now present at the meeting at 4:08 p.m.

The working group will be meeting again next week to discuss plans for some webinars in the fall.

Emily Chandler suggested inviting key attendees and decision-makers to the various webinars, i.e. Council members, City staff, Federal candidates, service clubs, BIA, etc.

Ecological

Craig Merkley reported that UTRCA has treated the Old Grove again for Japanese Knotweed. It has almost all been eradicated from there. Staff will do a complete re-assessment of all invasive species in the Old Grove in late fall. They have also treated an additional area that Community Services had requested in Shakespeare Gardens.

Shoreline work along the Avon River near Tom Patterson Theatre has been going well. The wildflowers that had been planted are still there and growing well. There are plans to do some more shoreline work at the top end of the lake. Community Services staff approached UTRCA about doing a bit more around the boat launch area. They are currently working on some funding applications to help with the project. Mr. Merkley will give a further update at the October meeting.

Vanni Azzano and the Manager of Parks & Forestry did a site visit looking at potential tree-planting locations. They will be planting approximately 200 trees at the end of Lorne/O'Loane to do some infilling. Approximately 500 trees will also be planted at either the Dog Park in the spring or staff suggested that tree planting could continue at the Storm Water Pond area.

5.0 Update from Active Transportation Advisory Committee – Anna Stratton

Anna Stratton updated the Committee from the June 23, 2021 ATAC meeting. ATAC had requested that Lakeside Drive once again be closed during the summer, which has now happened. There was an extensive discussion with the Transit Manager regarding bike racks on City transit buses. Riders are permitted to bring their bikes onto the buses if the bus is not full. There is not currently room in the transit garage to park buses with bike racks mounted on them. The screens on the buses are used to encourage people to ride their bikes and that you can bring your bike onto the bus. There has been discussion regarding a bicycle parking improvement plan to create more opportunity for bike parking in the city. ATAC is continuing to work on their report card goals for 2022. A report was also presented on two new park benches that were sponsored by ATAC.

6.0 Business Arising from Previous Minutes

a) 2021 Budget Discussion – Emily Chandler

No new updates.

b) Land Acknowledgement Update – Councillor Burbach

Councillor Burbach reached out to the City Clerk who reported that staff has compiled examples of land acknowledgements and developed a learning guide. They are in the process of reaching out and consulting with indigenous communities and organizations and then will be consulting with the public at large. The goal is to have the report to Council by November.

c) Update on John Street Weir – Emily Chandler

Emily Chandler reported that City staff is reviewing various options to naturalize the John Street weir area (located just outside the Old Grove). Because of recent construction on St. Vincent Street, the weir was removed. With the plan to create a multi-use trail further east up T.J. Dolan, it's an opportune time to revisit plans for the weir. Ms. Chandler did a site visit with City of Stratford and UTRCA staff to look at options and the potential implications of keeping the weir out. There is the potential to improve the water quality, water flow and fish species if the weir is kept out. It will also have minimal impact on flood management. Councillor Burbach suggested the concrete supports could be used as a possible foundation for an active transportation bridge.

Motion by Mike Sullivan

Seconded by Emily Sykes

THAT the Energy & Environment Advisory Committee requests Council direct City of Stratford staff to examine various options to modify the John Street Weir operations in the future. Carried

7.0 New Business

a) Takeout Waste Reduction Project (Reusable Container Committee)

Sammie Orr reported that the current Reusable Container Committee did a presentation to the Infrastructure, Transportation and Safety Sub-committee. It was recommended that this Committee become a working group of the E&E Committee. It would be a good fit to have this initiative taken on as part of E&E with the current volunteers of the Container Committee. Councillor Burbach recommended that Sammie Orr could be the liaison between the working group and E&E. Councillor Burbach also volunteered to be a part of the group.

Emily Skelding inquired if the working group would strictly be focusing on reusable containers or would they broaden their work to include different aspects of waste

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reduction. Emily Chandler suggested that the initial focus could be the reusable containers and plan to move onto other waste reduction initiatives as well.

Sammie Orr reported that the container program has five participating restaurants and would like to keep promoting the program as much as possible. They have also discussed adding additional garbage, recycling, and green bins throughout the downtown core to keep up with the demand. Councillor Burbach inquired if the Committee wanted to focus on just food waste or all waste, such as single use plastics.

Anna Stratton added that it had been discussed that eventually the Carbon Reduction working group would take on waste as a part of their focus. Sammie Orr requested that the Committee could be set up as their own separate working group and keep their focus on business sector food waste. Members of E&E suggested that a new business sector food waste group could work in collaboration with the Carbon Reduction Working Group and give monthly feedback reports to the E&E Committee as a whole, however would also support it being a separate working group.

Mike Sullivan inquired if the City could include information in the annual garbage collection flyers letting citizens know what businesses are participating in the reusable container initiative. Emily Chandler noted that the City is not permitted to promote private businesses in any form. Councillor Burbach added that the City also cannot promote a company providing the service, alternatively the focus will need to be on waste reduction, not promoting a company.

Motion by Councillor Burbach

Seconded by Mike Sullivan

THAT the Energy & Environment Advisory Committee add an I.C.I Waste Reduction Working Group focused on reducing industrial, commercial, and institutional waste in the City of Stratford. This group will report back monthly to the E&E Committee with updates and recommendations for Council. Carried

b) 2022 E&E Budget Request – Emily Chandler

Motion by Mike Sullivan

Seconded by Anna Stratton

THAT the Energy & Environment Advisory Committee requests a 2022 budgetary figure of \$17,500.00 from the City of Stratford. Carried

Educational Expenses	\$ 3,750.00
Community Projects & Initiatives	3,750.00
Avon River Naturalization Projects	<u>10,000.00</u>
	\$ 17,500.00

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c) Member Terms Ending November 30, 2021 – Emily Chandler, Anna Stratton, Anita Jacobsen, Geoff Krauter, Sammie Orr

Staff reminded members that their terms will soon be ending and if they wish to re-apply that they can find the application on the City's website.

d) Green Parking Spots – Mike Sullivan

Mike Sullivan shared an article with the Committee regarding "green parking" that offers reduced parking rates as an incentive promoting electric cars. Further discussion to be held at the October meeting.

8.0 Upcoming Events

- Rotaract Round Table – Protecting the Environment (Thursday, September 16 at 7 p.m.)
- Next E&E Webinar – Climate Action Plans (Wednesday, September 22 at 7 p.m.)
- Global Climate Strike – Various locations in Stratford (Friday, September 24)

9.0 Date of Next Meeting – October 7, 2021 – 4:00 p.m., electronically

10.0 Adjournment

Motion by Councillor Burbach

Seconded by Vanni Azzano

THAT the September 2, 2021 Energy & Environment Advisory Committee meeting adjourn. Carried

Meeting Start Time: 4:02 P.M.

Meeting End Time: 5:11 P.M.



Accessibility Advisory Committee (AAC)

MINUTES

A meeting of the Stratford Accessibility Advisory Committee (AAC) was held on Tuesday, September 7, 2021, at 11:30 a.m., electronically.

Committee Members Present: Peter Zein – Chair Presiding, Councillor Bonnie Henderson, Judy Hopf, *Geoff Krauter, Laurie Maloney-Devlin, Diane Sims, Peg Huettlin, *Roger Koert

Staff Present: Tatiana Dafoe – Clerk, *Dan Sykes – Development Coordinator, *David St. Louis – Director of Community Services, *Quin Malott – Cemetery, Parks & Forestry Manager, Casey Riehl – Recording Secretary

Absent: Susan Lavender

1.0 Call to Order

Peter Zein, Chair called the AAC meeting to order at 11:30 a.m.

2.0 Disclosure of Pecuniary Interest and the General Nature Thereof

None declared.

3.0 Welcome & Introduction of Returning Member – Roger Koert

Peter Zein welcomed Roger Koert back to the AAC. Mr. Koert introduced himself to the members.

4.0 Delegates – David St. Louis – Directory of Community Services, Quin Malott – Cemetery, Parks & Forestry Manager – Community Services Update

David St. Louis and Quin Malott provided the following information related to Community Services projects:

- Redford Crescent Park – the trail has been completed from St. Vincent Street leading into the park. A new play structure is scheduled to be installed in 2023 and once this has been completed, the asphalt trail will be extended right up to the

play structure from St. Vincent Street and/or Redford Crescent. The area around the play structure will be either wood chips or accessible rubber flooring. Maple Park is scheduled to be completed in 2022.

- Quin Malott explained that during the evaluation of proposals received in response to tenders for play structures, they are assessed on six criteria. Accessibility is one of those criteria and while it is rated higher on the criteria list, there are instances where the final evaluation will result in a structure being recommended that was not the preferred choice of the AAC.
- Recreation facility accessibility audits – David St. Louis reported that Community Services will include, when they can, these projects as part of their capital budget. National Stadium was the first facility that the AAC completed an audit for. Community Services will be applying for a grant to assist with accessibility upgrades for the stadium. Some additional areas of concern, such as the North-shore washroom have been noted as requiring updates and will be addressed as funding is available. David St. Louis would like to move forward on these types of accessibility projects and audits with the help of an Accessibility Coordinator, should that position be filled.
- Quin Malott reported that the Rail Trail (running behind Gallery Stratford from Confederation Park to the Arboretum at Delamere Street) will have all the rotting boards removed next year and replaced with a hard stone dust pathway.
- Lakeside Drive pathway/sidewalk at the bridge near Arboretum Park – Quin Malott reported that they will widen the pathway, making a more accessible path in the area that cars have their bumpers extended over the sidewalk. Staff decided against bollards due to snow clearing issues.
- Quin Malott explained that turf stone was installed at Upper Queen's Park to help with snow clearing. Peter Zein inquired if there could be a better route from Lower Queen's Park to Upper Queen's Park. There is not a pathway with a curb cut to safely travel without travelling on the road. Mr. Malott suggested up through the parking lot behind the bandshell has curb cuts and would currently be the best option to access Upper Queen's. Mr. Zein and Mr. Malott will schedule a site visit to discuss options.
- Judy Hopf inquired if the washroom doors at Upper Queen's Park have had the automatic openers installed. David St. Louis reported that it is on their list for review.
- Diane Sims inquired if the Community Services Department has an accessibility line in their budget. David St. Louis reported that they do not and suggested that items

that the AAC feel strongly about, should go to Council to decide if they wish to direct staff to include the project into their capital plan.

*David St. Louis and Quin Malott departed the meeting at 11:58 a.m.

5.0 Adoption of the Previous Minutes

Motion by Geoff Krauter, seconded by Judy Hopf

THAT the minutes from the Accessibility Advisory Committee meeting dated June 1, 2021 be adopted as printed. Carried

6.0 Infrastructure & Development Services Update – Dan Sykes

Dan Sykes, Development Coordinator, provided the following update:

- Staff met with Peter Zein on site to review the curb replacement on Lakeside Drive. Nathan Bottema will be circulating a drawing to the AAC to review the design. Staff have the bumper for the parking space and will install.
- Redford Crescent final restoration is ongoing. At the park there is asphalt from the street to the property line and then Community Services will install a pathway or trail into the park. This is included in the master plan; however, work has not begun – scheduled for completion in 2023 when the new play structure is installed.
- The O’Loane Avenue restoration project is nearing completion with a few minor items to be addressed.
- The Queen Street project will be completed over the winter.
- The contractor will commence work in a couple of weeks on the conversion of T.J. Dolan Drive from St. Vincent to St. David Street to a multi-use trail. Drawings will be sent to the AAC for their information. Benches, a bike corral and pathway improvements throughout will be included.
- The conversion of the remaining portion of T.J. Dolan into a multi-use trail is pending funding and final approval from Council.
- West Gore Street (north side) and Mornington Street sidewalk projects are now complete. One tactile plate still needs to be installed on West Gore Street.
- The intersection at Patricia Road and Kathryn Crescent have had all four curb cut improvements completed.
- 456 Lorne Avenue (in front of the new apartment building) will have a sidewalk installed along the frontage in September as part of the developers site plan. Staff will investigate completing the link.
- Judy Hopf inquired if the sidewalk along Front Street (beside the park) has been fixed. Mr. Sykes reported that it has been completed.

- Diane Sims reported that the McKenzie Street and Downie Street railway crossings are difficult to cross in a wheelchair. She inquired if these areas are the responsibility of the City or the responsibility of the rail company. Mr. Sykes advised he would inquire about this issue to see what can be done to improve them.
- Ms. Sims also reported that the Wellington Street sidewalks on both sides are very sloped and rough. Mr. Sykes will have the inspector review the subject areas.
- Roger Koert noted that in front of the new Tom Patterson Theatre, there is not a curb cut to cross from the theatre to the river side. There is a cut on the theatre side, but not a matching one across on the river side. The next curb cut on that side is at the Allman arena.

*Dan Sykes departed the meeting at 12:14 p.m.

7.0 Transit

Laurie Maloney-Devlin reported that the temporary bus shelter at the Rotary Complex has been moved closer to the building. The new platforms have been installed and the shelters will be installed later this fall. Councillor Henderson confirmed that the shelter at Zehrs is also being redone.

8.0 Parking

No items for discussion.

9.0 Site Plan Review Sub-Committee Feedback Reports

The Sub-committee reviewed the site plan for 677 Erie Street (gas station/hotel) and made a few recommendations regarding sidewalks. They will also continue to review plans with staff for Phase II of the Britannia Street housing development.

10.0 Report from Council on Accessibility Issues – Councillor Henderson

No items to report.

11.0 Business Arising from Previous Minutes

(a) 2021 Project Action Plan

Peter Zein reviewed the priority projects to be completed by the AAC by the end of 2021:

- **Complete the review of recreational facilities for report submission to Community Services** – As discussed above with Community Services staff.
- **Facility Accessibility Design Manual update approved by Council**
The updates to the manual have now been completed and adopted by Council. Tatiana Dafoe suggested the manual could be introduced to

developers as an initial launch and then do some targeted sessions with the Stratford and Area Builder's Association and the public. As a first step, Ms. Dafoe will draft a media release and include some quotes from AAC members to send out to developers explaining how the manual can be used and why it is beneficial. Diane Sims volunteered to assist Ms. Dafoe with quotes for the media release. Judy Hopf also volunteered to help draft an educational plan.

- **Develop a plan for moving forward with an accessible housing by-law**

Diane Sims reported that the Sub-committee has been meeting over the summer and had great success in meeting with the City of Oshawa representatives and discussing tax deferral programs. The City of Oshawa, under the community improvement plan, has started to revitalize their downtown area.

Under Section 28 of the Planning Act, there is an allowance for incentive programs. For new buildings that incorporate accessible units, the taxes are deferred over a 10-year period. For the first year, they only pay 10% and then at the 10-year mark, they are paying the full amount of taxes.

Oshawa has developed a template and check list that is reviewed by their AAC and any concerns are taken back to the developer or architect for possible revisions. The developer must provide a security deposit. It then moves on to a commissioner who then either agrees with the AAC or dismisses as not necessary. When the project is completed and the checklist is approved, there is a signed letter provided to the developer or architect and the security deposit is returned. If the developer walks away part way through the 10-year term, then the tax deferral is stopped, and the 100% tax is imposed. With this program, the AAC does have a certain degree of input into some of the interior design.

The Oshawa representative informed Stratford AAC members that once per year, their City Council devotes an entire Council meeting to accessibility achievements. Their Accessibility Committee presents everything they have achieved and residential and commercial awards are presented. Developers, architects, and staff are also invited to attend. The public is also invited to the meeting to share their concerns with Council. Laurie Maloney-Devlin understood that the AAC held a separate meeting, similar to an Annual General Meeting. Stratford AAC could form a sub-committee to plan an event such as this.

Diane Sims will forward the information she has received from Oshawa's program to all members of the AAC.

*Geoff Krauter departed the meeting at 12:54 p.m.

Motion by Diane Sims, seconded by Laurie Maloney-Devlin

THAT the Stratford Accessibility Advisory Committee requests City Council consider adopting a Community Improvement Plan, under Section 28 of the Planning Act, with the development of a specific incentive program to provide for the deferral of taxes over ten years following the development of accessible units in accordance with the Facility Accessible Design Manual (FADM). Carried

(c) Upper Queen's Park Accessibility Concerns – Peter Zein

As discussed above with Community Services staff.

*Roger Koert departed the meeting at 1:05 p.m.

12.0 New Business

(a) 2022 AAC Budget Request

Motion by Councillor Henderson, seconded by Laurie Maloney-Devlin

THAT the Accessibility Advisory Committee requests a 2022 budgetary figure of \$2,820.00 from the City of Stratford. Carried

Materials	\$ 420.00
Meeting Costs	900.00
Special Projects	<u>1,500.00</u>
	\$2,820.00

(b) Member Terms Ending November 30, 2021 – Geoff Krauter, Peter Zein

Staff reminded members if they wish to re-apply that applications are available on the City's website. The deadline for applications is October 22, 2021.

(c) Accessibility Coordinator

Motion by Councillor Henderson, seconded by Diane Sims

THAT the Stratford Accessibility Advisory Committee recommends Council create and fill an Accessibility Coordinator position for the City of Stratford. Carried

13.0 Next Meeting Date: Tuesday, October 5, 2021, at 11:30 a.m., electronically.

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14.0 Adjournment

Motion by Laurie Maloney-Devlin, seconded by Judy Hopf

THAT the September 7, 2021 Accessibility Advisory Committee meeting adjourn. Carried

Start Time: 11:30 A.M.

End Time: 1:27 P.M.