



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

**Date:** Wednesday, June 26, 2019

**Time:** 4:30 P.M.

**Location:** Council Chamber, City Hall

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

**Staff Present:** Ed Dujlovic - Director of Infrastructure and Development Services, John Paradis - Fire Chief, Michael Mortimer - Manager of Environmental Services, Jodi Akins - Council Clerk Secretary, Allison Jordan - Events Coordinator, Taylor Crinklaw - Project Engineer

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

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### 3. Delegations

None scheduled.

### 4. Report of the Director of Infrastructure and Development Services

#### 4.1 Stratford Landfill Public Input Invited June 2019 (ITS19-044)

5 - 7

Motion by \_\_\_\_\_

**Staff Recommendation:** THAT Council consider the comments received;

**AND THAT** the report on the Stratford Landfill Public Input June 2019 be received for information.

### 5. Report of the Project Engineer

#### 5.1 Stratford Northwestern Secondary School – Traffic Review for 2019-2020 Transition Year (ITS19-046)

8 - 15

Motion by \_\_\_\_\_

**Staff Recommendation:** THAT Council approve a budget of up to \$18,000 for the installation of a Level 2 Type C pedestrian crossover on Forman Avenue just north of Oakdale Avenue;

THAT Council approve a budget of up to \$6,000 for a public awareness campaign for pedestrian crossovers;

THAT the Traffic and Parking By-law No. 159-2008, Schedule 14 – Higher and Lower Speed Limits be amended

**By Adding:**

Street	Between	Between	Maximum Limit
Matilda Street	Oakdale Avenue	Short Street	40 km/hr
Short Street	Matilda Street	Forman Avenue	40 km/hr

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**AND THAT the Traffic and Parking By-law No. 159-2008, Schedule 11 – Through Highways be amended**

**By Adding:**

<b>Street</b>	<b>Between</b>
<b>Matilda Street</b>	<b>From south side of Short Street to the north side of Oakdale Avenue</b>
<b>Matilda Street</b>	<b>From the south side of Oakdale Avenue to the north side Huron Street</b>

**By Deleting:**

<b>Street</b>	<b>Between</b>
<b>Matilda Street</b>	<b>From the south side of Short Street to the north side of Huron Street</b>

## 6. Report of the Events Coordinator

- 6.1 Request for Exemption from Noise Control By-law 113-79 for the Stratford Summer Music's Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment Event (ITS19-043) 16 - 19

Motion by \_\_\_\_\_

**Staff Recommendation:** THAT approval be given to the request from the organizers of the Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment for exemptions from Noise Control By-law 113-79 in a commercial zone to permit the loading and unloading provision [Schedule 2 clause 4] from 11:00 p.m. to 11:30 p.m. and from the unreasonable noise provision [Schedule 1 clause 8] for the duration of the event from 9:00 p.m. to 11:00 p.m. on Saturday, August 17, 2019.

## 7. Report of the Manager of Environmental Services

- 7.1 The Promotion of Municipal Tap Water - Action Plan 2019 (ITS19-045) 20 - 23

Motion by \_\_\_\_\_

**Staff Recommendation:** THAT Council approve the Action Plan for the Promotion of Municipal Tap Water.

## 8. Capital Project Update

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

## 9. Advisory Committee/Outside Board Minutes

There are no Advisory Committee/Outside Board minutes to be provided to Sub-committee at this time.

## 10. Next Sub-committee Meeting

The next Infrastructure, Transportation and Safety Sub-committee meeting is Monday, July 22, 2019 at 12:00 p.m. in the Council Chamber, City Hall.

## 11. Adjournment

Meeting Start Time:

Meeting End Time:

Motion by \_\_\_\_\_

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



## MANAGEMENT REPORT

**Date:** June 29, 2019  
**To:** Infrastructure, Transportation and Safety Sub-Committee  
**From:** Ed Dujlovic, Director of Infrastructure & Development Services  
**Report#:** ITS19-044  
**Attachments:** None

**Title:** Stratford Landfill Public Input Invited June 2019

**Objective:** To consider comments received regarding the operation of the Landfill Site.

**Background:** As a requirement of Environmental Compliance Approval Number A150101 for the Stratford Landfill Site, the public must be invited to make comments, either verbal or written, about the operation of the Landfill Site on a semi-annual basis.

**Analysis:** A notice was placed in the Beacon Herald Town Crier on Saturday, June 1, 2019, stating this requirement and inviting input. The notice was also posted on the City's website. Comments were to be submitted by June 12, 2019.

The following comments were received:

1. Why is there a charge for a pickup truck of yard waste at the landfill
2. Why is the charge higher at the landfill for a bag of garbage
3. Concerns about how close the landfill is to residential areas
4. What is expected lifetime of the landfill
5. What are plans for future of landfill site
6. How can we make it environmentally friendly

In response to the above comments, we provide the following information:

1. Recyclables and yard waste greater than 200 kg is charged at the current rate of \$79.50 per tonne. The charge was established to deal with landscaping contractors that were bringing in large amounts of yard waste. Typically, yard waste taken to the landfill by residents is less than 200 kg. A survey of surrounding municipalities was taken and the results are that some municipalities charge and some do not charge.
2. The charge for disposing of a bag of garbage at the landfill, \$3.50, over curbside pickup, \$2.60 is higher. This was established to encourage residents to use the

curbside service in order to divert traffic away from the landfill. Large volumes of traffic at the landfill may result in vehicles queueing on the road. If this were to occur on a regular basis this may result in the need to construct additional lanes on Romeo Street or a cueing area within the landfill.

3. The landfill has been in operation at this location since the early 1950's. The City performs regular monitoring at the landfill and neighbouring properties to ensure Ministry regulations are met.
4. Estimated capacity of the landfill was 26 years at the end of 2018.
5. Once the landfill is closed, the City will be required to continue with site monitoring. This includes operating the methane collection system, collecting and treating leachate, as well as, ongoing testing of water from the test well at the site to meet Ministry of the Environment, Conservation and Parks requirements as per the Certificate of Approval. There are no end uses at this time.
6. The City manages the landfill site as per the requirements of the Certificate of Approval as issued by the Ministry of the Environment, Conservation and Parks.

Also, at the December 17, 2018 Council meeting, staff were asked to look into the feasibility of laptops being separated and stored separately at the landfill for pick-up by the Perth County Coalition. Staff investigated methods, associated costs to the City, and also took into account the City's risk management program with providing a private group access to the e-waste bin at the City landfill.

The City is unable to grant the Perth County Coalition or any other volunteer organizations access to the bins at the City landfill. Access to bins at the landfill, other than for drop-off, is not recommended as it is a challenge to ensure the safety of the public due to the potential for injury caused by hazardous conditions, vehicular traffic, heavy equipment, slippery or uneven terrain, dust and debris and noise.

The City does have 2 bins that are managed by Diabetes Canada as per the contract between Diabetes Canada and the City. The bins are the property of Diabetes Canada, their staff have been trained in emptying them and they have the proper insurance in place as per City requirements.

**Financial Impact:** Any change in service levels at the Stratford Landfill Site would have a financial impact to be determined by staff and brought back to a future meeting for consideration.

**Staff Recommendation: THAT Council consider the comments received;**

**AND THAT the report on the Stratford Landfill Public Input June 2019 be received for information.**



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Ed Dujlovic, Director of Infrastructure and Development Services



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Rob Horne, Chief Administrative Officer



## MANAGEMENT REPORT

**Date:** June 26, 2019  
**To:** Infrastructure, Transportation and Safety Sub-Committee  
**From:** Taylor Crinklaw, Project Engineer  
**Report#:** ITS19-046  
**Attachments:** None

**Title:** Stratford Northwestern Secondary School – Traffic Review for 2019-2020 Transition Year

**Objective:** To inform Council of the existing and potential pedestrian and vehicular traffic movement in the area of Stratford Northwestern Secondary School (NWSS), to inform Council of the requested traffic adjustments made by the Avon Maitland District School Board (AMDSB), and to inform Council on whether those requests are warranted from an Engineering Division perspective.

**Background:** Stratford Central Secondary School (SCSS) is one of two public high schools administered by the AMDSB and is scheduled for substantial reconstruction during the 2019-20 school year. The majority of students from SCSS are anticipated to be accommodated by NWSS, bringing its 2019-20 school enrollment at NWSS to approximately 1,900. The enrollment of the adjacent YMCA daycare and St. Michael Catholic Secondary School is approximately 75 and 800; bringing the total student 2019-2020 enrollment in the area to approximately 2,800. This does not include the estimated 300 staff supporting educational services.

The current perception of existing capacity and overall functionality in the area is one that could use improvement. There is concern that the additional student enrollment will worsen functionality of traffic movement and increase the risk of pedestrian related traffic hazards. The Engineering Division collected information and prepared an assessment of the traffic patterns in the area. As part of Engineering Division's information gathering, consultation was conducted with the following:

- Janet Baird Jackson – AMDSB Superintendent of Corporate Services
- David Frier – Huron Perth Student Transportation Services, servicing both NWSS and St. Michael Catholic Secondary School
- Hugh Cox – AMDSB Facilities Administrator



- Michael Mousley – City of Stratford Manager of Transit
- Dan Peters – Principal, St. Michael Catholic Secondary School

In preparing the traffic analysis, the AMDSB requested that the following be investigated and supported:

- That either an all-way stop or a pedestrian crossover be installed at the intersection of Oakdale Avenue and Forman Avenue.
- That the entire block surrounding the schools (Forman Avenue, Oakdale Avenue, Short Street and Matilda Street) be reduced to a speed limit of 30 km/h.
- That the entire block surrounding the schools be defined as a 'Community Safety Zone' as defined under the Highway Traffic Act.
- That 'No Parking' zones be enforced.

**Analysis:** The Engineering Division collected pedestrian and vehicle counts throughout the month of May at the following locations:

- Matilda Street/Oakdale Avenue (Tuesday, May 21, 2019)
- Forman Avenue/Oakdale Avenue (Wednesday, May 15, 2019)
- Forman Avenue/Britannia Street (Thursday, May 16, 2019)

The potential for implementing four-way stops and pedestrian crossovers were investigated for all locations.

### **Four-Way Stop**

The intent of a four-way stop from a transportation perspective is to provide a safe flow of vehicular traffic. They are typically installed at locations of two intersecting streets of similar, but elevated traffic volumes. Their use is not intended to ensure the safety of pedestrian traffic or reducing vehicle speeds. These two concerns can usually be addressed by other means.

### **Pedestrian Crossovers**

In 2016, more strict laws and guidelines to support engineering design came into place for pedestrian crossovers. Pedestrian crossovers are identified by the unique and specific signs, pavement markings, and potential light configurations used to define the crossing. Pedestrian crossovers are not to be confused with pedestrian crosswalks that are typically found at intersections that have stop signs, traffic signals or pedestrian signals. The fines and demerit points were increased on September 1, 2018, from up to \$500 to up to \$1,000; and from 3 to now 4 demerit points. This exceeds the fines associated with running a red light. The additional infrastructure requirements provided by pedestrian crossovers and the increased penalty for infractions from drivers and cyclists help ensure the safety of pedestrians in and around the road right-of-way.

The MTO manual provides standards to determine if a crossover is warranted. Depending on the volume of vehicle traffic, the type of recommended crossover will change. Basically, increased traffic results in more signs, pavement markings and other street infrastructure. The range of daily traffic counts that would warrant a pedestrian crossover is 750 and 17,500. The minimum daily pedestrian traffic volume to warrant a crossing is 100.

### **Forman Avenue and Britannia Street**

The pedestrian traffic at Forman Avenue and Britannia Street was very low and did not warrant further investigation into a pedestrian crossover.

This intersection does, however, meet one of the warrants for a four-way stop.

In order to meet the minimum warrants for collisions at the intersection, the Ministry of Transportation of Ontario (MTO) standards recommend a minimum of three turning collisions per year. Records show on average less than one turning movement collision in a given year at this intersection.

The intersection meets the minimum warrants (350) in terms of peak hour traffic volume with vehicle counts at 634 from 8:00 AM to 9:00 AM. However, it doesn't meet the warrants in terms of traffic distribution. The minimum warrant for traffic splits (north/south versus east/west) is 65/35 (Total 100%). This is not met as the splits are currently 74/26.

Multiple small to large scale developments in the area will affect future traffic patterns and volumes in the area. The majority of these developments are not anticipated to achieve occupancy till after the fall of 2020.

The 2019-2020 School year will result in daily vehicle counts increasing at this intersection by an estimated 130 vehicles. It is unlikely that the distribution splits would change significantly.

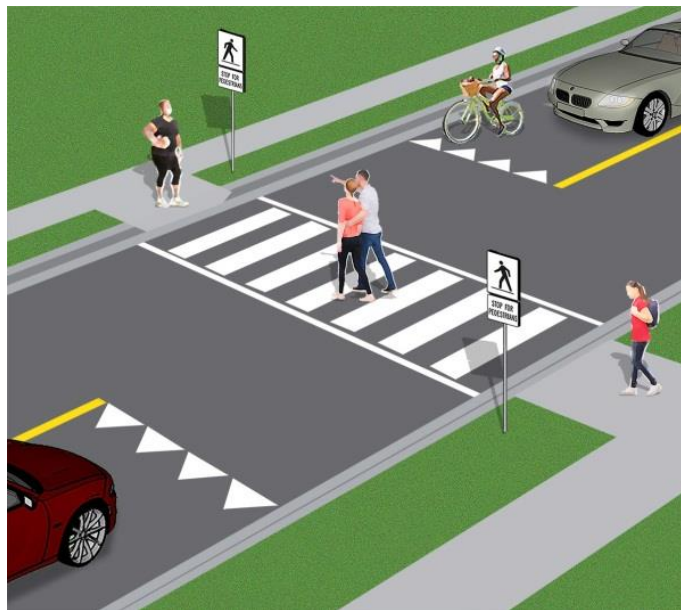
Engineering recommends leaving the Forman Avenue and Britannia Street intersection unchanged from how it functions today and to evaluate the intersection in 3 to 5 years when development occupancy starts to impact traffic movement.

### **Forman Avenue and Oakdale Avenue**

There is significantly more traffic on the collector road, Forman Avenue, than there is on Oakdale Avenue; making a 4-way stop unwarranted and not recommended. However, the vehicular/pedestrian characteristics in the area of the intersection make it a potential candidate for a pedestrian crossover.

The recommended location of a pedestrian crossover on Forman Avenue would be immediately north of Oakdale Avenue. This crossing would encounter 8-hour traffic volumes of approximately 2,200 vehicles. During peak times (8:30 AM to 9:00 AM) the

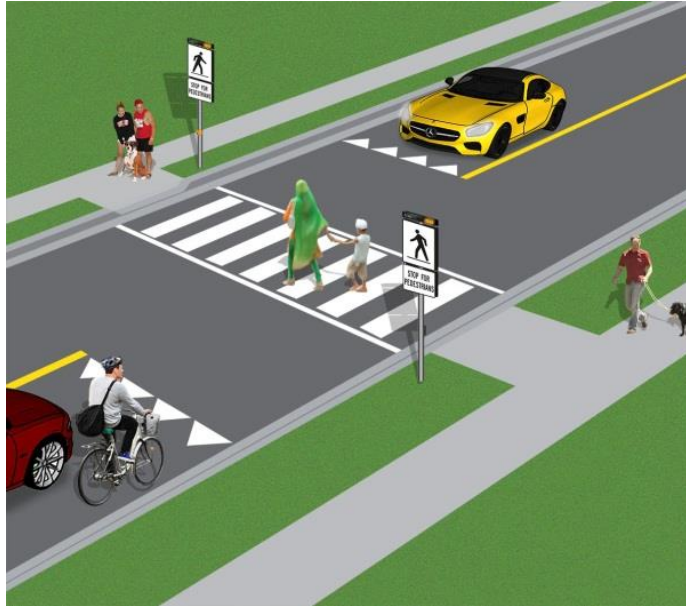
estimated average gap time between vehicles is 7 seconds. This is insufficient for safe crossing where the street width is approximately 9.5 m and takes 7 to 9 seconds to cross. The total pedestrians crossing Forman Avenue at Oakdale Avenue for the peak 8-hour period on the day of the counts was 85. These counts do not include the additional students being generated by the new City bus stop located on Forman Avenue, north of Oakdale Avenue. This stop is anticipated to generate approximately 35 students over the long-term and upwards of 100 students for the 2019-2020 school year. In both cases, it results in pedestrian counts beyond the warrants for justifying a pedestrian crossover. According to the MTO manual, the appropriate type of pedestrian crossover for this location is Level 2 Type D, which is a crossing with only street signage, and pavement markings as illustrated below.



Pedestrian Crossover - Level 2 Type D

Image Credits Ministry of Transportation

The management report ITS 19-030 speaks to the future installation of pedestrian crossovers in the City. In the report, staff recommend avoiding the installation of Level 2 Type D crossings until the majority of motorists are familiar with their operation in relation to the Highway Traffic Act. In order for motorists and pedestrians to feel comfortable with the operation of pedestrian crossovers, a thorough public awareness campaign should first be conducted. Staff also recommend in this report to start with installation of Level 2 Type C pedestrian crossovers (see below) as the flashing beacons will increase the likelihood of vehicles observing the pedestrian crossover and making the appropriate action.



Pedestrian Crossover - Level 2 Type C

Image Credits Ministry of Transportation

The estimated cost of Level 2 Type C and Level 2 Type D crossings are \$18,000 and \$5,000, respectively.

### **Matilda Street and Oakdale Avenue**

If a pedestrian crossover were to be installed on Matilda Street, it would likely be immediately north of Oakdale Avenue. This crossing would encounter 8-hour traffic volumes of approximately 1,000 vehicles. During peak times (8:30 AM to 9:00 AM), the estimated average gap time between vehicles is 14 seconds, giving ample time to cross safely even at the conservative walking speed of 1.0 m/s where it would take 8 seconds.

The total pedestrians crossing Matilda Street at Oakdale Avenue on the day of the counts was 172. This elevated number is the result of a high school event situated in the adjacent sports fields. Upon future funding and general public awareness of pedestrian crossovers; this may be an appropriate location of a Level 2 Type D crossing.

This location, however, does meet the warrants for a four-way stop.

The traffic splits at the Matilda Street and Oakdale Avenue intersection is 56/44, meeting the minimum warrants of a 65/35 split. The peak hour traffic volume from 3 PM to 4 PM was recorded at 353, which meets the minimum warrant of 350. It is the Engineering Division's recommendation to install a four-way stop at this location. A by-product of installing a four-way stop would be a reduction in vehicular speed immediately adjacent to the school and public recreational facilities, in addition to providing a safe crossing for pedestrians. The estimated cost for installation of the required signage is \$3,600.

The Engineering Division generally does not recommend installing 4-way stops to control speeding, as vehicles tend to speed up after they are forced to stop, especially when the volume of traffic does not support the stop sign. In this case, the intersection meets all the warrants, and the configuration of the streets in the area (short distance to the next stop sign to the north and west, curved alignment to the east) will tend to discourage drivers from speeding up.

### **Reducing Speed to 30 KM/H and Community Safety Zone**

The school board has requested that the frontage of the streets surrounding the schools (Forman Avenue, Oakdale Avenue, Matilda Street, Short Street) be reduced to 30 KM/H and that it be designated a Community Safety Zone as per the Highway Traffic Act.

Under the Highway Traffic Act an urban area may be assumed to have a maximum vehicle speed of 50 KM/H, unless otherwise posted. The Council of a municipality is permitted by passing a by-law to change the rate of speed on roads within its jurisdiction. Currently, two sides of the block have reduced speed zones as follows.

- Forman Avenue from Huron Street to Briarhill Drive – 40 KM/H
- Oakdale Avenue from Forman Avenue to Matilda Street – 40 KM/H

If a 4-way stop were to be installed at the intersection of Matilda Street and Oakdale Avenue, this would achieve the goal of reducing vehicle speeds on Matilda Street directly in front of St. Michael Catholic Secondary School.

No speed statistics were collected for Short Street. Due to the orientation and length of the street, elevated speeds are not anticipated.

It is atypical to have a posted speed of 30 KM/H without prior history of incidents. There was no information found that would support reducing the speed to 30 KM/H. The municipalities investigated for this report limit the lowest posted speed to 40 KM/H. Already having reduced speeds posted on two of the streets fronting the schools, and there being a total of four streets that front the schools, provides justification for the two streets currently unposted, Short Street and Matilda Street, to be posted as 40 KM/H.

### **Community Safety Zone**

The Council of a municipality may by by-law designate a portion of the road as a Community Safety Zone. Community safety zones are sections of roadway where public safety is of special concern. Community Safety Zones may include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences. Community Safety Zones may be used to indicate to the motorist that they are within a zone where fines have been increased (e.g. speeding fines are doubled) through a special designation under the Highway Traffic Act.

The City currently does not have Community Safety Zones. In order to implement a community safety zone, the traffic by-law would require updating. Before this would happen, the Engineering Division would recommend creating a policy for their use in the City and the warrants to determine if and where they should be implemented.

## **Enforcement**

The AMDSB has requested increased enforcement of no parking zones surrounding the school. The additional vehicle and staff anticipated to be hired by the Clerk's Division would be able to more frequently provide inspection and enforcement of parking by-laws in and around the school.

## **Fall Assessment**

The analysis made above is based on the available existing information and may vary from what is encountered once the school year starts. The Engineering Division will monitor and collect information to confirm the findings and conclusions made in this report.

## **Financial Impact:**

The installation of a Level 2 Type C pedestrian crossover on Forman Avenue just north of Oakdale Avenue is estimated to be approximately \$18,000.

Before proceeding with installation of a pedestrian crossover, a public awareness campaign would be required. The ITS report 19-030 recommends a budget of up to \$6,000 to provide the necessary material and media support to ensure motorists and cyclists are aware of the recent updates to the Highway Traffic Act laws.

It is proposed to fund the Forman Avenue pedestrian crossover and the public awareness campaign from the Trails/BP Master Plan Implementation budget:

Trails/BP Master Plan Implementation \$250,000	R-R11-PWCA
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The installation of a new 4-way stop at the Matilda Street and Oakdale Avenue intersection would cost approximately \$3,600 and be paid for from the Roads Operating budget.

**Staff Recommendation: THAT Council approve a budget of up to \$18,000 for the installation of a Level 2 Type C pedestrian crossover on Forman Avenue just north of Oakdale Avenue;**

**THAT Council approve a budget of up to \$6,000 for a public awareness campaign for pedestrian crossovers;**

**THAT the Traffic and Parking By-law No. 159-2008, Schedule 14 – Higher and Lower Speed Limits be amended**

**By Adding:**

<b>Street</b>	<b>Between</b>	<b>Between</b>	<b>Maximum Limit</b>
<b>Matilda Street</b>	<b>Oakdale Avenue</b>	<b>Short Street</b>	<b>40 km/hr</b>
<b>Short Street</b>	<b>Matilda Street</b>	<b>Forman Avenue</b>	<b>40 km/hr</b>

**AND THAT the Traffic and Parking By-law No. 159-2008, Schedule 11 – Through Highways be amended**

**By Adding:**

<b>Street</b>	<b>Between</b>
<b>Matilda Street</b>	<b>From south side of Short Street to the north side of Oakdale Avenue</b>
<b>Matilda Street</b>	<b>From the south side of Oakdale Avenue to the north side Huron Street</b>

**By Deleting:**

<b>Street</b>	<b>Between</b>
<b>Matilda Street</b>	<b>From the south side of Short Street to the north side of Huron Street</b>




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Taylor Crinklaw, Project Engineer




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Ed Dujlovic, Director of Infrastructure and Development Services




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Rob Horne, Chief Administrative Officer



## MANAGEMENT REPORT

**Date:** June 11, 2019  
**To:** Infrastructure, Transportation and Safety Sub-committee  
**From:** Allison Jordan, Events Coordinator  
**Report#:** ITS-043  
**Attachments:** None

**Title:** Request for Exemption from Noise Control By-law 113-79 for the Stratford Summer Music's Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment Event

**Objective:** To consider the request from the organizers of the Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment event for an exemption from Noise Control By-law 113-79 for their event on Saturday, August 17, 2019.

**Background:** The City has been approached by organizers of the Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment event for an exemption from the City's Noise Control By-law. The event is held by Stratford Summer Music and is a first-time event of this nature for this group. The event is scheduled in Market Square from 9:00 p.m. to 11:00 p.m. on Saturday, August 17, 2019. Load-out for the event will occur between 11:00 p.m. and 11:30 p.m. The event location is within a Commercial Zone.

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 7:00 p.m. of one day to 7:00 a.m. next day;

**Commercial Zone** - Prohibited all day Sundays and Statutory Holidays, and from 11:00 pm of one day to 7:00 a.m. the next day (Monday to Thursday) and from 12:00 midnight of one day to 7:00 a.m. next day (Friday and Saturday);

Park Zone – Prohibited from 11:00 p.m. of one day to 7:00 a.m. next day; 9:00 a.m. on Sundays.

The loading, unloading, delivering, packing, unpacking, or otherwise handling of any containers, products, materials or refuse whatsoever, unless necessary for the maintenance of essential services or the moving of private household effects is also one of the sounds regulated by the By-law. [Schedule 2 clause 4] Prohibited Zones and Times:

Quiet Zone – Prohibited all day Sundays and Statutory Holidays, and from 7:00 p.m. of one day to 7:00 a.m. next day;

Residential Zone – Prohibited all day Sundays and Statutory Holidays, and from 9:00 p.m. of one day to 7:00 a.m. next day;

**Commercial Zone** – Prohibited all day Sundays and Statutory Holidays, and from 9:00 p.m. of one day to 7:00 a.m. next day;

Park Zone – Prohibited all day Sundays and Statutory Holidays.

The operation or use of musical instruments or noise making equipment. [Schedule 2 clause 17] Prohibited Zones and Times:

Quiet Zone – Prohibited at all times;

Residential Zone – Prohibited all day Sundays and Statutory Holidays, and from 7:00 p.m. of one day to 7:00 a.m. next day;

**Commercial Zone** – Prohibited from 1:00 a.m. of one day to 7:00 a.m. next day.

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.

The organizers for the event circulated a notice to residents within 120m on May 27 with a deadline for comments of June 14. As of the June 14 deadline, no concerns were received.

Notice of the request was also issued in the Town Crier with a deadline for comments of June 10. As of the June 10 deadline, the City has not received any concerns.

Previous outdoor movie events with live orchestras have been held in Market Square since 2017. Logistics for each event have been properly executed and events were well attended.

**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 m of the event location, designated within a commercial zone. No submissions were received.

The intent of the noise exemption is to permit the following:

- Noise produced by the event for the duration of the event from 9:00 p.m. to 11:00p.m. Unreasonable noise is prohibited per the unreasonable noise provision [Schedule 1 clause 8].
- Event tear down from 11:00 p.m. to 11:30 p.m. These hours are prohibited by the loading and unloading provision [Schedule 2 clause 4] in a Commercial Zone from 9:00 p.m. of one day to 7:00 a.m. next day.

The hours for the amplification of sound for the orchestra from 9:00 p.m. until 11:00 p.m. are permitted within the amplification of sound provision [Schedule 2 clause 2] in a Commercial Zone until 12:00 midnight on Saturdays and do not require an exemption.

The hours for the operation and use of musical instruments for the orchestra from 9:00 p.m. until 11:00 p.m. are permitted within the amplification of sound provision [Schedule 2 clause 2] in a Commercial Zone until 1:00 a.m. and do not require an exemption.

**Financial Impact:** None identified.

**Staff Recommendation:** **THAT approval be given to the request from the organizers of the Silent Screening of "The Phantom of the Opera" with Live Orchestra Accompaniment for exemptions from Noise Control By-law 113-79 in a commercial zone to permit the loading and unloading provision [Schedule 2 clause 4] from 11:00 p.m. to 11:30 p.m. and from the unreasonable noise provision [Schedule 1 clause 8] for the duration of the event from 9:00 p.m. to 11:00 p.m. on Saturday, August 17, 2019.**

A handwritten signature in blue ink that reads "Allison Jordan".

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Allison Jordan, Events Coordinator

A handwritten signature in black ink that reads "David St. Louis".

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David St. Louis, Director of Community Services

A handwritten signature in black ink that reads "Rob Horne".

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Rob Horne, Chief Administrative Officer



## MANAGEMENT REPORT

**Date:** June 26, 2019  
**To:** Infrastructure, Transportation and Safety Sub-Committee  
**From:** Mike Mortimer, Manager of Environmental Services  
**Report#:** ITS19-045  
**Attachments:** None

**Title:** The Promotion of Municipal Tap Water - Action Plan 2019

**Objective:** To provide information on the development of a social marketing campaign to promote the use of municipal drinking water; to provide information on additional opportunities to install water fountains at City facilities; to provide information on providing a city owned mobile water filling station at larger community events.

**Background:** On February 3, 2009, the Association of Municipalities Ontario (AMO) released a memo to members reinforcing its long standing position of promoting municipal drinking water. AMO encouraged members to contact the Ontario municipalities who have taken action to limit the use of bottled water in municipal facilities and support the use of municipal drinking water by residents and visitors.

On March 7, 2009, the Federation of Canadian Municipalities (FCM), which is Canada's national municipal organization, issued a resolution urging "all municipalities to phase out the sale and purchase of bottled water at their own facilities where appropriate, and where potable water is available, and that municipalities be urged to develop awareness campaigns about the positive benefits and quality of municipal water supplies".

In January 2018, a presentation was made by the Canadian Federation of University Women (CFUW) to the Infrastructure, Transportation and Safety Committee requesting that the City of Stratford actively promote the use of Stratford tap water and ban the use of single-use non-renewable plastic water bottles from all municipal premises and stop the provision of bottled water at all municipal functions.

A staff recommendation was ultimately brought forward as a result of this meeting in a Management Report by the Director of Infrastructure and Development Services. That recommendation forms the basis of the objectives of this report.

Although the proposal to ban bottled water was the objective of the presentation by CFUW, it is the City's intent to achieve this outcome through the promotion of municipal drinking water as a first step. If successful, a ban on bottled water could be revisited.

### **Analysis:**

#### Marketing Campaign

A marketing campaign would look at multiple aspects.

**Educational** - Updates to the City website will provide information on tap water and include educational material and videos.

**Community** - The procurement and utilization of a portable water filling station is planned for July 2019. This unit would be booked through the City of Stratford "Special Events" application process and would be subject to various guidelines.

**Promotional** - City of Stratford water bottles will be available for sale and for promotional purposes (limited supply each year).

#### Installation of Additional Filling Stations

Drinking water fountains have recently been upgraded or installed at multiple City buildings. This includes:

- City Hall (2)
- City Hall new washrooms (planned to be installed)
- Annex (3)
- Rotary Complex (4)
- Dufferin Arena (1)
- Allman Arena (2)
- Splash Pad (1)
- North Shore Washroom (1)
- Agri-Complex (1 procured, yet to be installed)

At the time of this report there have been no further requests for water filling stations to be installed. Where stations do not exist, or large participants are expected (events), a mobile water filling station is a practical solution.

#### Mobile Water Filling Stations

There are City functions where water fountains do not exist and therefore, the provision of potable water at these functions is to be accomplished through the purchase of a City owned mobile drinking water filling station. The only requirement for these units is access to a potable water connection which is usually accessible for these functions on City owned land.

**Financial Impact:** Upfront costs are approximately \$20,000. This has been included in the 2019 Water Operating Budget (G350-4325-4020). Annual costs to maintain the program would be budgeted for \$5,000. This annual budget would cover City events, maintenance of the unit and water bottle purchases.

- **Reusable Water Bottles**

The cost of water bottles is approximately \$8/bottle. Depending on the number of bottles purchased, the cost would be approximately \$2,000-\$3,000 for 250-300 promotional bottles.

- **Portable Unit**

The cost of a portable mobile unit has been quoted at approximately \$12,000.

- **Staff Time** – For the portable unit, it would take staff approximately 3 hours to set-up and disinfect the mobile unit for each usage. Approximate cost per event would be \$250 and costs would be part of water operations operating budget.
- **Disinfection/Maintenance** – There would be minimal costs to perform maintenance and disinfection on the mobile unit as material and chemical are already in stock and not a special purchase. Approximate cost per year is estimated at \$500.
- **Storage** – The water division already has a location where the mobile unit can be stored. It would be winterized for the colder months when not in use.

**Cost Recovery** - The water division recovers approximately \$2,000 per year on recyclable water parts (brass fittings, etc.). It is proposed that this money be put towards future promotional endeavors pertaining to the program of the promotion of tap water. For non-city events, there would be a flat rate charge to recover staff time for the mobilization and set up of the mobile water filling station.

**Staff Recommendation: THAT Council approve the Action Plan for the Promotion of Municipal Tap Water.**




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Mike Mortimer, Manager of Environmental Services




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Ed Dujlovic, Director of Infrastructure and Development Services

A handwritten signature in black ink that reads "Rob Horne". The signature is written in a cursive style, with the first letters of "Rob" and "Horne" being capitalized and prominent.

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Rob Horne, Chief Administrative Officer