



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: April 8, 2021

Report Number: PWES-2021-04

Subject: Riverside Drive Trail: Tecumseh-Windsor Border to Manning Road
Summary of Public Information Centres and Recommendation

Recommendations

It is recommended:

That Report No. PWES-2021-04 Riverside Drive Trail: Tecumseh-Windsor Border to Manning Road, Summary of Public Information Centres and Recommendation **be received**;

And that Report No. PWES-2021-04 and the video recording of the April 8, 2021 Special Council Meeting **be uploaded** on the Town's PlaceSpeak platform for 30 days to provide opportunity to receive further public input on the project;

And further that Administration **report back** to Council on the additional comments received with further and final recommendations for Council's consideration.

Executive Summary

Developing and expanding the Town of Tecumseh's active transportation facilities has been supported by Council to achieve a desirable and sustainable community that promotes healthy lifestyles. Trails are value-added infrastructure that connect people and places, bringing transformative benefits to communities.

The installation of the Riverside Drive Trail, a multi-use recreational trail, from the Tecumseh-Windsor border to Manning Road would connect the existing active transportation facilities of the Ganatchio Trail to the trails within Lakewood Park and the existing Riverside Drive and Manning Road Trails in the former Village of St. Clair Beach. This connection has been discussed in a number of previous studies and documents described herein.

The Town's Consultants, Bezair Partners and Dillon Consulting Limited, have prepared a presentation (see Attachment 7) for the April 8, 2021 meeting that summarizes the project process to date, the public consultation and comments received, and provides an evaluation of options and a recommendation on the trail location and alignment and design features, while having regard to context sensitivity.

In arriving at their recommendations, the consulting team evaluated several scenarios, as set out in Attachment 7. Evaluations included:

- consideration for whether the trail should be on the north or the south side of Riverside Drive;
- an alternative interior route for the trail (Lesperance to Dillon to Little River to Manning)
- alternative trail configurations and types;
- special considerations, for example, commercial parking, trees and utilities;
- public concerns, for example, safety, location and design, accessibility and flooding.

Based on the Consultants' fulsome review and analysis including the results of public consultation, and the comparative costs and key issues, the Consultants recommend proceeding with the detailed design and construction of a 2.4-2.7m wide asphalt, off-road multi-use recreational trail along the south side of Riverside Drive between the Tecumseh-Windsor border and Manning Road.

Project information and the video recording of the April 8, 2021 Special Council Meeting will be uploaded on the Town's PlaceSpeak platform for a 30-day period following the April 8th meeting. Administration will report back on any additional public input received during the 30-day period and make further and final recommendations for Council's consideration.

Background

Proposed Riverside Drive Multi-Use Recreational Trail Project

The installation of a 2.2-km long and 2.4 to 2.7-metre wide multi-use recreational trail has been proposed in the road allowance of Riverside Drive from the Tecumseh-Windsor border to Manning Road.

Supporting Studies and Policies

The following studies and policy documents support the installation of the Riverside Drive Trail and promote the enhancement of active transportation within the Town:

1. Parks and Recreation Master Plan (2010)

The Strategic Master Plan for Parks and Recreation Services for the Town of Tecumseh was adopted by Council in January 2011 (Motion: RCM-72/11). The Master Plan states that the Town will provide multi-use pathways and sidewalks as an alternate mode of transportation that will provide recreational, environmental and health enjoyment.

The Master Plan identified the installation of the Riverside Drive Trail, that would connect to the Ganatchio Trail at the Tecumseh-Windsor border and extend along Riverside Drive to Manning Road, as a 'High Priority' and recommended the construction of said extension to commence in 2019.

Refer to Attachment 1 for a map from the Parks and Recreation Master Plan depicting the proposed trail.

2. County Wide Active Transportation Study (CWATS) Plan (2012)

The CWATS Plan is a document that coordinates and integrates active transportation facilities between communities across the Windsor-Essex region and sets in place a plan to achieve them over a 20-year period. The County's active transportation network is comprised of on-road bike lanes, paved shoulders, signed routes along existing roads and multi-use pathways.

County Council adopted the CWATS Plan in 2012. Prior to its adoption, the CWATS Plan was endorsed by all Essex County municipalities including Tecumseh Council (Motion: RCM-304/12). An update to CWATS is currently underway which commenced in 2020 and anticipated to be completed in 2021.

The CWATS Plan had initially identified that paved shoulders were to be added to Riverside Drive between Lesperance Road and Manning Road (identified in the CWATS Plan as "Tec-7"). This was primarily based on the assumption that Riverside Drive would remain a rural cross-section. However, in October 2016, through Planning & Building Services Report No. 32/16, Tecumseh Council endorsed the construction of a 2.4-metre wide trail [as a Tecumseh CWATS Project] along Riverside Drive from the Windsor-Tecumseh boundary to Manning Road (Motion: RCM-372/16). The Town also formally requested a facility enhancement from "paved shoulders" to an "off-road trail" for segment Tec-7 of the CWATS Plan. This request was reviewed and approved by the CWATS Implementation Committee which is comprised of administrative representatives (planners and engineers) from all of the area municipalities and the County, and ultimately endorsed by County Council.

Refer to Attachment 2 for a map from the CWATS Plan (April 2019) depicting the proposed trail.

3. Tecumseh Transportation Master Plan (2017)

Council, at its regular meeting held December 13, 2016 received the Tecumseh Transportation Master Plan (TTMP) and provided direction to place the study on the mandatory 30-day review period. During the 30-day review period, there were no Part II Order submissions obtained from the public, and as such, the TTMP, dated June 29,

2017 became final and the Town was permitted to proceed with the implementation of the recommendations contained within the TTMP.

The TTMP establishes principles, policies and a network framework to guide the development of Tecumseh's future transportation system. The Tecumseh transportation system balances the needs of residents, businesses and recreational users in a way that is fiscally responsible.

The TTMP is inclusive of an Active Transportation Network for several reasons: it promotes Environmental Sustainability; it promotes personal Health; and it promotes Equity in transportation service. A network of key Active Transportation facilities has been developed in the TTMP to ensure connectivity in the larger network. This network has been coordinated with plans and recommendations from CWATS and the City of Windsor Bicycle Use Master Plan.

A "complete streets" approach to the planning, design, operation and maintenance of roads was adopted by Council via the Complete Streets Design Handbook prepared as a supplement to the TTMP. Going forward, the focus of streets will shift from a strong emphasis on auto mobility to a more balanced philosophy to better serve all modes to meet the needs of travellers of all ages and abilities.

Traditionally, roadway classification systems are structured on a hierarchy of classes focused primarily on mobility and access for private vehicles. A Complete Streets approach establishes a framework for street design that provides "streets for everyone." The multi-modal roadway classification system maintains hierarchy between road classes, but speaks to all modes of transportation and places greater emphasis on pedestrians, cyclists and transit users. This approach allows for streets to be designed according to their local context and provide a safe, comfortable and convenient environment for all users while maintaining traffic flow. Accordingly, minor arterial and collector roadways are recommended to have pedestrian facilities on both sides of the street with either on- or off-road cycling facilities.

The TTMP identifies Riverside Drive as a minor arterial from the Tecumseh-Windsor border easterly to Arlington Boulevard. The road classification of Riverside Drive changes at this point to an Urban Collector from Arlington Boulevard to Brighton Road. The TTMP also identifies an active transportation facility as being an "on and off road" on Riverside Drive from the Tecumseh-Windsor boundary to Brighton Road (see Attachment 3).

4. Town of Tecumseh New Official Plan (2021)

The new Official Plan was adopted by Town Council (By-law 2021-10) at their regular meeting held February 23, 2021. Section 9.4 of the new Official Plan supports the implementation of active transportation within the Town of Tecumseh to create a walkable and connected community.

Subsection viii) states: "...active transportation routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian

and cyclist comfort and safety and are designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act (AODA)..."

The new Official Plan further states, in subsection xi), that "the Town is committed to the development and ongoing enhancement of the County Wide Active Transportation System (CWATS) Master Plan in partnership with the County of Essex and the lower tier CWATS partners. In accordance with the timetable of the CWATS plan, as funding permits, the Town will continue to extend on-and off-road systems annually both to complete the Town's portion of the CWATS system and to provide the linkages to it and the local communities and facilities it serves. The Town will embrace other opportunities and initiatives that will enhance active transportation in the Town."

Schedule "E-2" identifies the active transportation facility on Riverside Drive as being a "CWATS and Tecumseh on and off road" facility.

5. Provincial Policy Statement (2020)

Ontario's Provincial Policy Statement 2020 (PPS) provides clear policy direction on land use planning to promote strong communities, a strong economy, and a clean and healthy environment. The PPS prioritizes Active Transportation in land use planning:

Section 1.5, Public Spaces, Recreation, Parks, Trails and Open Space, specifies the following:

1.5.1 Healthy, active communities should be promoted by:

a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources;

Section 1.6.7, Transportation Systems, further supports Active Transportation within the community:

1.6.7.3) A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Municipal Class Environmental Assessment

The *Ontario Environmental Assessment (EA) Act* recognized that certain municipal undertakings occur frequently, are small in scale, have a generally predictable range of effects or have a relatively minor environmental significance. To ensure that a degree of

standardization in the planning process is followed throughout the Province, the EA Act contemplated the use of the Class Environmental Assessment (Class EA) procedure for projects which require approval under the Act but which are not considered to be major environmental works. The Municipal Engineers Association (MEA) document titled 'Municipal Class Environmental Assessment (October 2000 as amended in 2007, 2011 and 2015)', describes the procedure for undertaking a Class EA for municipal projects.

Projects undertaken by municipalities vary in their environmental impact, and are classified within the Class EA document in terms of Schedules: A, A+, B and C. **Multi-Use pathways and trails are considered to be Schedule A+ projects.**

Schedule A+ projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are preapproved and may proceed to implementation; however, the public is to be advised prior to project implementation (i.e. a notification of construction commencement would satisfy this requirement).

A Great Opportunity for Interconnectivity with Existing and Future Multi-Use Recreational Trail Networks

The expansion and interconnection of the Town's active transportation facilities has been supported by Council to achieve a desirable and sustainable community that promotes healthy lifestyles. The installation of the multi-use recreational trail on Riverside Drive from the Tecumseh-Windsor border to Manning Road is a key component for interconnectivity to existing and future networks, which are outlined within the Town's TTMP and include the following:

1) Ganatchio Trail – City of Windsor

The multi-use Ganatchio Trail, located in the City of Windsor, is a two-lane paved pathway catering to rollerbladers, joggers, cyclists and walkers and is approximately 8-km long and 4.5 meters wide. The Ganatchio Trail terminates at the Tecumseh-Windsor border just west of Winclare Road, on the south side of Riverside Drive. It then continues for approximately 300 metres into the Town with a width of approximately 1.8 metres to Lesperance Road.

2) Riverside Drive Trail – Manning Road to Brighton Road

A multi-use trail was constructed in 1995/1996 within the road right-of-way along the south side of Riverside Drive in the former Village of St. Clair Beach from Manning Road easterly to Brighton Road. This trail is approximately 2-km long and varies between 2.4-2.6 meters wide.

Prior to this trail construction, the Village of St. Clair Beach received numerous objections from residents concerned about the potential conflict between vehicles and trail users, drainage of stormwater, the lack of a buffer zone between motorists and trail users, conflict between patrons of businesses and trail users, and lowering of property value to abutting homeowners to name a few.

Through the process of public consultation, the members of the St. Clair Beach Pathway Committee considered the concerns expressed by the residents and included a number of features into the design of the trail to address the key concerns: safety (i.e. stop sign poles at roadway intersections); drainage (local storm drainage upgrades); and beautification (well maintained trail with garbage cans installed at the commercial area and park).

There is a section between Arlington Boulevard and Kensington Road where there is a mixture of paved boulevard and sidewalks that exist, however there are plans to replace that in the near future with a multi-use trail for interconnectivity to the existing trails to the east and west.

3) Brighton Road Trail – Riverside Drive to south of Tecumseh Road

In 2006 the Town began planning for improvements to the Brighton Road corridor, which included road reconstruction, a new storm sewer and the installation of a sidewalk on the west side and a multi-use trail on the east side of the road. There were a number of objections at that time from the public on the proposed installation of the sidewalk and multi-use trail. The improvements were constructed in 2008/2009 which included the sidewalk and multi-use trail, which are both highly used today by all users. The multi-use trail on Brighton Road is 1-km long and varies between 2.4-3.0 metres wide and connects users to the Riverside Drive Trail (Brighton to Manning) and the Tecumseh Road Trail (Brighton to Manning).

4) Lakewood Park North & South

Lakewood Park is situated along Manning Road and divided into a northern and southern section by Riverside Drive. Lakewood Park North is 7 acres and has 420 metres of shoreline along Lake St. Clair, which includes access to a beach, and has approximately 850-m of internal trails that are 2.7 metres in width.

Lakewood Park South is 63 acres and has approximately 3.1-km of internal trails that vary between 2.4-3.0 metres in width and vary in surface type (asphalt and gravel). The park is heavily used for recreation and special events of all types. This trail network is also integrated with the trails located along Riverside Drive and Manning Road.

5) Manning Road Trail – Riverside Drive to Village Grove

There is an existing multi-use trail along the eastern side of Manning Road that is approximately 1.1-km long and is 2.4-2.6 metres in width. It runs adjacent to Lakewood Park and has a number of interconnections with the park trails.

It is planned that the Manning Road trail will be reconstructed and enhanced as part of the Manning Road Phase 3 Improvements which are tentatively scheduled to commence in 2022 (subject to Council approval).

6) Lesperance Road Trail – Riverside Drive to McNorton Street

The Town's TTMP identifies an active transportation facility as being an "on and off road" on Lesperance Road from Riverside Drive to McNorton Street. The PWES 5-Year Capital Works Plan had also identified the construction of this trail within the next few years. The addition of this trail on Lesperance will expand the Town's trail network and provide the critical north-south connection which would connect Riverside Drive Trail to the McNorton Street Trail which is located from Lesperance Road to the Tecumseh/Windsor border. This would provide a looped system into the City's larger active transportation network and Ganatchio Trail system. It also would connect to the existing 3.0 metre wide sidewalk on the west side of Lesperance Road from McNorton to Tecumseh Road leading into the Town's Main Street area.

The future multi-use trail on Lesperance Road would be 1.8-km long and may vary between 2.7-3.0 metres wide. The right-of-way width along Lesperance Road in this section is 33 metres and provides the opportunity for a wider multi-use trail.

Comments

At the October 25, 2016 Regular Meeting of Council, Council approved the recommendations in Planning and Building Services Report No. 32/16 (Motion: RCM-372/16), which consisted of:

1. The construction of a 2.4-metre-wide trail having a length of approximately 2.4 kilometres along Riverside Drive from the Town of Tecumseh/City of Windsor municipal boundary to Manning Road, at a total estimated cost of \$775,000 be endorsed as a 2017 Tecumseh CWATS Project, more specifically identified as segment Tec-7 in the CWATS Plan; and
2. The Town formally request a facility enhancement from "paved-shoulders" to an "off-road trail" for segment Tec-7 of the CWATS Plan and that the project be submitted to the CWATS Committee as a 2017 project that will include the following tasks:
 - i. Final evaluation of preferred trail location on north or south side of Riverside Drive;
 - ii. Preparation of a detailed trail design (including driveway refurbishing, drainage works, landscaping treatments);
 - iii. A public consultation process by way of an Open House;
 - iv. Consideration for funding for the Riverside Drive trail as part of the 2017 Public Works and Environmental Services Capital Works Plan;
 - v. Construction of the Riverside Drive trail, subject to the foregoing funding approval; and
3. Funding for the Riverside Drive trail be considered as part of the 2017 Public Works and Environmental Services Capital Works Plan, and that it be evaluated in the context of a project prioritization process to be developed by Administration that would assist in providing rationale towards the ranking of competing projects.

At the December 13, 2016 Regular Meeting of Council, Council approved the recommendations of Public Works & Environmental Services Report No. 54/16 titled “2017-2021 PWES Capital Works Plan” that approved projects for 2017 and a five-year capital project list for 2017-2021 that included the Riverside Drive Trail. Council authorized Administration to complete the engineering design in 2017 with Bezaire Partners being retained to complete the design work for the Riverside Drive Trail (Motion: RCM-442/16).

In accordance with Council’s direction given at the October 25, 2016 regular meeting of Council, Administration held Public Information Centres to introduce the project to the public and to encourage dialogue regarding the proposed trail and gather feedback respecting the location of the trail.

Public Consultation

There was extensive public consultation throughout this process which exceeded the requirements under the Municipal Class EA for Schedule A+ projects.

Town of Tecumseh Administration provided notification of the proposed trail extension along Riverside Drive to residents via social media, posted on the Town’s website and a hand-delivered invitation to property owners along Riverside Drive, from the Windsor-Tecumseh border to Manning Road, to attend public meetings. The Town held two Public Information Centres on the Riverside Drive Trail.

1. Public Information Centre No. 1 – September 13, 2017

The Town held its first Public Information Centre (PIC No.1) on September 13, 2017 to provide an opportunity for residents to learn about the Town’s initiative to construct a multi-use recreational trail along Riverside Drive and to gather feedback from the public on the proposed trail and the trail location - in the public right-of-way on the south side of the road or on the north side of the road.

Thirty-two (32) stakeholders attended PIC No.1. Generally, the attendees were in favour of the trail extension and wanted to see it proceed. Attendees were evenly split on whether the trail should be located on the north or south side of Riverside Drive. A copy of the PIC No.1 Display Boards can be found in Attachment 4 and a summary of the comments received from the attendees and the corresponding response from the Consultant are provided on page 1 of Attachment 5.

2. Public Information Centre No. 2 – June 6, 2018

The purpose of the second PIC was to communicate the results from the first PIC and to present the recommendation to align the trail along the south side of Riverside Drive. PIC No.2 was held in Council Chambers on June 6, 2018 and was well attended with 73 stakeholders. A copy of the PIC No.2 Display Boards can be found in Attachment 5, and a summary of the results of PIC No.2 is provided in Council Presentation in Attachment 7.

The themes of the comments received from the public related to:

- pedestrian and vehicle safety;
- drainage and flooding;
- loss of parking and property in front of buildings;
- spatial concerns, obstructions and maintenance;
- alternative options;
- support for the trail on the south side; and
- financial issues.

Tecumseh Accessibility Advisory Committee Meeting – June 26, 2018

In addition to the Public Information Centres that were held, the project was also presented to the Tecumseh Accessibility Advisory Committee (TAAC) at their June 26, 2018 meeting. The Town's Consultant, Bezaire Partners, provided an overview of the Riverside Drive Trail project along with the options for the trail location (north/south side of Riverside Drive). There was reference to PIC No.2 where the public was asked to provide comments on the location of the trail. It was also indicated that there appears to be strong public support for the trail to be constructed in the area.

The accessible features that will be incorporated into the project were identified and included: construction of the trail at road level, barrier free, installation of tactile indicators strips and signage at intersections. The recommendation that was presented at PIC No.2 was highlighted, where the location for the trail would be on the south side of Riverside Drive to be universally accessible to everyone, particularly having regard to the significant population in the connecting neighbourhoods to the south and the fact that the existing trails to the east and west of this segment are already on the south side. Both of these considerations remove the need for users to cross Riverside Drive to access the proposed trail.

Minutes for the June 26, 2018 TAAC Meeting were adopted at the July 10, 2018 Regular Meeting of Council (Motion: RCM-206/18).

Presentation to Council by Bezaire Partners & Dillon Consulting Limited – April 8, 2021 Special Council Meeting

The Town's Consultants, Bezaire Partners and Dillon Consulting Limited, will be in attendance at the April 8, 2021 Special Council Meeting to make a presentation (see Attachment 7) that summarizes the project process to date, the public consultation and comments received, and provides an evaluation of options and recommendation on the trail location and alignment and design features, while having regard to context sensitivity.

In arriving at their recommendations, the consulting team evaluated several scenarios, as set out in Attachment 7. Evaluations included:

- consideration for whether the trail should be on the north or the south side of Riverside Drive;
- an alternative interior route for the trail (Lesperance to Dillon to Little River to Manning);

- alternative trail configurations and types;
- special considerations, for example, commercial parking, trees and utilities;
- public concerns, for example, safety, location and design, accessibility and flooding.

Based on the Consultants' fulsome review and analysis including the results of public consultation, and the comparative costs and key issues, the Consultants recommend proceeding with the detailed design and construction of a 2.4-2.7m wide asphalt, off-road multi-use pathway along the south side of Riverside Drive between the Tecumseh-Windsor border and Manning Road.

The summary conclusions supporting this recommendation are contained in the Consultant's presentation (Pages 65 to 69 of Attachment 7) and replicated as follows:

1. Fills the "Gap" providing continuity between the existing facilities to the east (Lakewood Park) and west (Ganatchio Trail).
2. Serves the Target Population and promotes Equity and Inclusiveness within the Town's active transportation network (All Ages and Abilities).
3. Provides Separation from motorists increasing safety and security for users.
4. Improves Pedestrian Connectivity along the south side of Riverside Drive.
5. While there are road crossings, the trail is highly visible and appropriate crossing treatments will be implemented.
6. More room to handle drainage on south side.
7. Doesn't require relocating fire hydrants.
8. We recommend constructing the trail a bit wider – 2.4 to 2.7m (9 ft.).
9. Crosses fewer driveways than north and alt. route.
10. Fewer catch basins to relocate or adjust.
11. Allows residents on south side to move along the road to get to a safe crossing point.
12. Doesn't require major road reconstruction.
13. Doesn't require removal of existing sidewalk infrastructure on the north side.
14. There are good comparative examples of local trails designed in the same manner as this.
15. Alternate routes are longer and don't resolve issues.
16. Alternative facility types do not serve the intended purpose.

17. There are no situations along the route where the trail could not be accommodated.

18. The proposal is a good match to existing trails to the east and west.

Next Steps

Following Council's motion to receive this Administrative Report, a copy of Report No. PWES-2021-04, the Consultant's Presentation and the video recording of the April 8, 2021 Special Council Meeting will be uploaded to PlaceSpeak for 30 days. This will provide the opportunity for further public input on the project.

Following that, a report will be brought to Council on the additional public comments received via PlaceSpeak and by other means, and will provide further and final recommendations for Council's consideration.

Consultations

Chief Administrative Officer
Financial Services
Parks & Recreation Services
Planning & Building Services
Bezair Partners – Urban Planners, Landscape Architects
Dillon Consulting Limited
Ontario Provincial Police

Financial Implications

Project approval and funding allocation for the Riverside Drive Trail was initially approved at the December 13, 2016 Regular Meeting of Council, through Public Works & Environmental Services Report No. 54/16 titled "2017-2021 PWES Capital Works Plan" (Motion: RCM-442/16). The Riverside Drive Trail project was carried through subsequent 5-Year PWES Capital Works Plans and project estimates and funding allocations have been adjusted as needed.

At the December 8, 2020 Regular Meeting of Council, Council approved additional funding for the Riverside Drive Trail as part of Report PWES-2020-33 Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects (Resolution: RCM-375/20), for a total project cost of \$1,239,300. The increase in the project cost is attributed to: allowance for excess soil (new legislation); allowances for minor property acquisition/easements (if required); engineering/contract administration and; widening the trail in certain areas from 2.4 to 2.7m.

Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input checked="" type="checkbox"/>	Integrate the principles of health and wellness into all of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Cheryl Curran, BES
Project Technician

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Planning & Building Services

Reviewed by:

Paul Anthony, RRFA
Director Parks & Recreation Services

Reviewed by:

Tom Kitsos, CPA, CMA, BComm
Director Financial Services & Chief Financial Officer

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	PWES-2021-04 Attachment 1 – Parks & Recreation Master Plan – North District Map 1
2	PWES-2021-04 Attachment 2 – County Wide Active Transportation System – Map C-7 Tecumseh
3	PWES-2021-04 Attachment 3 – Transportation Master Plan – Active Transportation Network Figure ES15
4	PWES-2021-04 Attachment 4 – PIC No.1 Display Boards
5	PWES-2021-04 Attachment 5 – PIC No.2 Display Boards
6	PWES-2021-04 Attachment 6 – Updated Riverside Drive Trail Drawings
7	PWES-2021-04 Attachment 7 – Bezaire Partners and Dillon Consulting Limited Council Presentation