Town of
**Saugeen Shores**

# Parks & Trails **Master Plan**






November, 2004

Monteith Brown planning consultants

in association with

Stantec

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*Prepared by:*

Monteith Brown planning consultants

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Stantec

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# ACKNOWLEDGEMENTS


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# INTRODUCTION

## 1.1 Overview

"The Town of Saugeen Shores recognizes the importance of the role of parks, open space and trails in contributing to social, cultural, environmental and economic well-being, enhancing quality of life, and creating an attractive and desirable place to live."

The consolidation of physical assets, changing demographic composition of the community and current and emerging parks and trails needs and expectations have created the need to integrate and update the Town of Saugeen Shores' parks and trails strategies and policies.

This Parks and Trails Master Plan is the first for the amalgamated municipality. Prior to amalgamation, the provision of parks and trails fell within the administration of the three former area municipalities, including the Towns of Port Elgin and Southampton and the rural area known as Saugeen Township. Since amalgamation in 1999, all physical assets for parks and trails and all public open space holdings have been consolidated within the Town of Saugeen Shores. The Master Plan serves both as a background document identifying all existing physical parks and trails assets in the Town of Saugeen Shores, and as a strategy for the future provision of parks and trails facilities.

Despite a declining population over the past decade, the Town has experienced modest growth in the past two years. Continued population growth is expected along with further changes in the demographic structure of the municipality. The Master Plan has been designed to be flexible in order to deal with forces of change such as emerging socio-demographic and leisure trends, thereby ensuring that an appropriate level and variety of parks and trails facilities are sustained into the future. The Master Plan also identifies current and future parks and trails needs and priorities and provides the Town with a planning tool detailing how these needs can be met in a fiscally responsible manner.

The Town of Saugeen Shores recognizes the important role of parks, open space and trails in contributing to social, cultural, environmental and economic well-being, enhancing quality of life, and creating an attractive and desirable place to live. Parks and trails are valued community assets and a key objective of this Plan is to ensure their protection and enhancement as a recreational resource for local residents, tourists and future generations.

This document summarizes the research, inventory and analysis of the parks and trails amenities and facilities which are available within the Town of Saugeen Shores and provides recommended actions based on the analysis which has been undertaken. The Plan builds upon initiatives that the municipality has undertaken since it amalgamated in 1999, including the Playground Inventory Report, the Waterfront Access Report, and the Town's Official Plan.

## 1.2 Purpose of the Plan

"The purpose of the Parks and Trails Master Plan is to provide a strategy for the provision of a balanced and integrated system of parks and trails for the entire municipality to the year 2014."

The purpose of the Parks and Trails Master Plan is to provide a strategy for the provision of a balanced and integrated system of parks and trails for the entire municipality to the year 2014. It includes recommendations for maintaining, improving and managing existing parks and trails and associated facilities as well as a plan for future parks and trails development.

The process of preparing the Master Plan has been guided by the philosophy that, in order to be effective, the Plan must recognize the diverse needs of Saugeen Shores residents, must be forward-thinking, fiscally and environmentally responsible and community-driven. Therefore, the recommendations of the Master Plan are a culmination of community input, in-depth research and sound planning practices.

## 1.3 Scope of the Plan

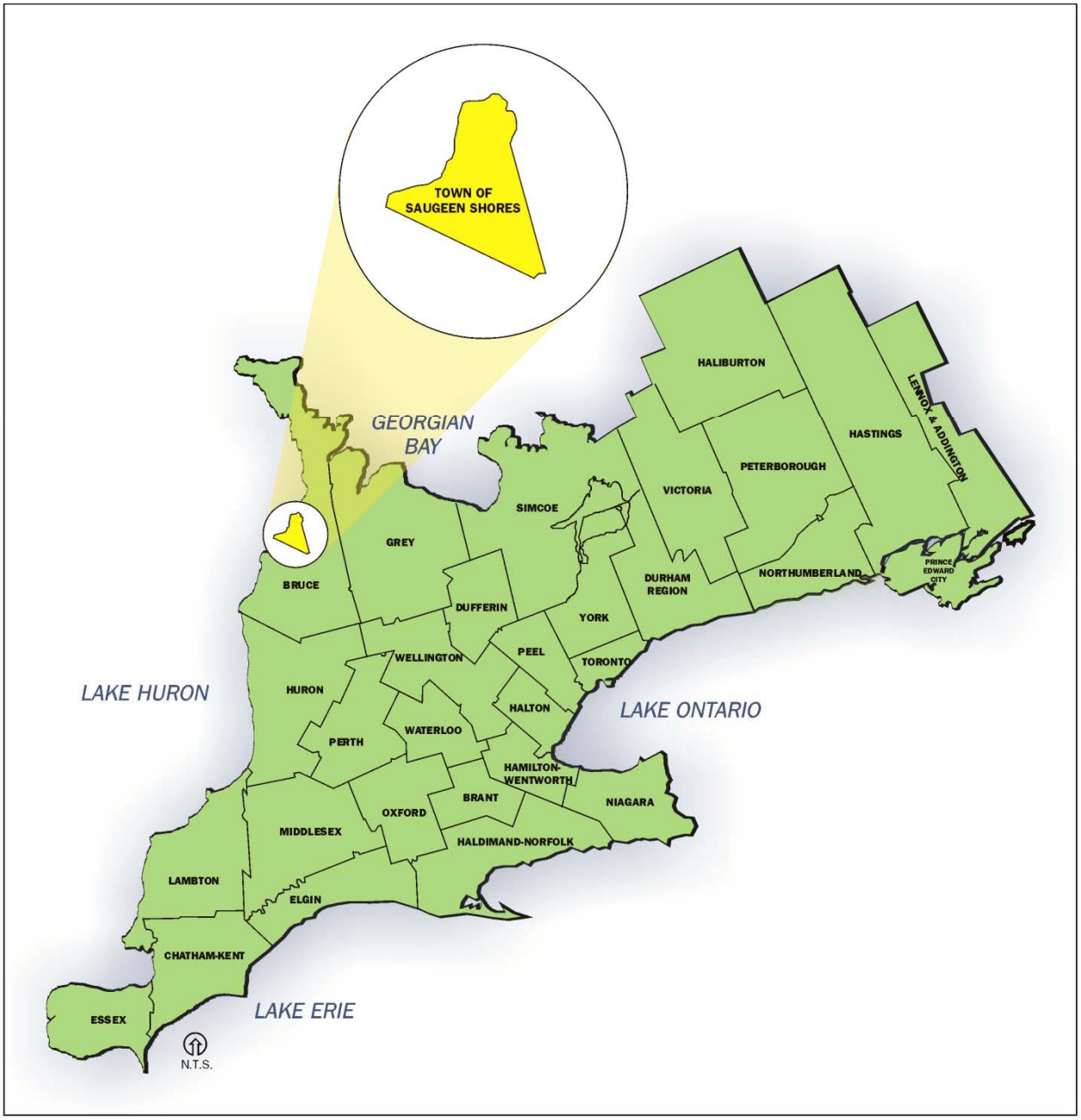
The Plan includes an analysis of all municipally-owned parks, open space and trails in Saugeen Shores and identifies strengths, weaknesses, opportunities and constraints of the current system. A focus of the Plan is linking the parks and trails system through the provision of new parkland and development of new trail connections. Physical improvements to existing parks, trails and associated facilities, as well as changes to existing policies related to the provision and management of parks and trails are also recommended.

The Plan does not address the provision of recreation facilities and related service delivery/programming issues, which are anticipated to be dealt with through the preparation of a Recreation Master Plan.

## 1.4 Study Area

The study area for the Parks and Trails Master Plan encompasses the entire Town of Saugeen Shores, which is located within Bruce County (see Figure 1-1 for regional location). The Plan also looks beyond the boundaries of Saugeen Shores for the purposes of determining potential trail linkages to adjacent municipalities and connections to County and inter-regional trail systems.

FIGURE 1-1: TOWN OF SAUGEEN SHORES - REGIONAL LOCATION



## 1.5 Plan Organization

The Town of Saugeen Shores Parks and Trails Master Plan is divided into seven (7) sections as follows:

1. Introduction
   Provides an overview of the study and information on the Plan's purpose, content, and organization.

2. Guiding Principles
   This section provides a set of goals/statements that provide direction for the Plan's recommendations.

3. Planning Context
   Identifies the key demographic and leisure trends impacting Saugeen Shores' parks and trails system.

4. Public Consultation
   Summarizes the public consultation process and input received through meetings, workshops and questionnaires.

5. Parks and Open Space
   Examines municipal parks, open space and waterfront areas including an inventory of existing parks and related facilities and an assessment of the current supply of municipal parkland, provision standards, parkland classification, parks policies, future parkland needs and priorities.

6. Trails
   Examines the municipal trail system, including an inventory of existing trails and related facilities and an assessment of future trail development and linkage opportunities, trail uses and hierarchy, design details and specifications.

7. Implementation Strategy
   Identifies a strategy for implementing the Plan's recommendations including a 10-year capital development phase-in plan and a process for monitoring and updating the Plan.

# 2.0 GUIDING PRINCIPLES

## 2.1 Overview

*Guiding principles are key statements or goals that provide direction for the Master Plan's recommendations. All recommendations must be consistent with the intent of the principles. The needs and opinions expressed through the consultation process helped to shape the principles of the Plan. The guiding principles were presented to the community at a public meeting (August 2004) and were strongly supported by the majority in attendance. The original (draft) guiding principles were revised where necessary to address concerns identified at the meeting.*

## 2.2 Guiding Principles

*The following are the guiding principles/goals of the Parks and Trails Master Plan:*

*(a) To provide an equitable and accessible distribution of parks and open space;*

*(b) To provide a diverse range of park spaces, opportunities and activities that meet the needs of users;*

*(c) To recognize the contribution that parks and trails make to the health and well being of residents and to the aesthetics and economic vitality of the Town of Saugeen Shores;*

*(d) To provide a parks and trails system that is safe for everyone to enjoy throughout the four seasons (i.e. through appropriate design and trail routing) regardless of age, physical limitations or economic status (barrier-free access);*

*(e) To develop a unified system of parks, open space and trails through signing and marketing and wherever possible link existing and future parks with trails;*

*(f) To accommodate all suitable trail uses as determined, develop trails to reasonable standards for the intended uses, and match uses with resources;*

*(g) To encourage the use of trails for recreation, alternative modes of transportation (e.g. walking, cycling) and tourism;*

(h) To optimize existing trails and fill in the gaps to develop a continuous trail network, and provide trail loops and links;

(i) To develop trails on public lands and on private lands where ownership agreements are possible;

(j) To ensure a clear distinction between lands accessible by the public and lands in private ownership;

(k) To preserve, protect and enhance unique natural features and heritage resources.

The Guiding principles are not listed in order of priority. However, based on input received through public consultation, key priorities in the Parks and Trails Master Plan should include protection and enhancement of the natural environment, recognizing the contribution of trails to health, quality of life and aesthetics, providing an equitable and accessible distribution of parks and trails, and ensuring distinction between public and private lands.

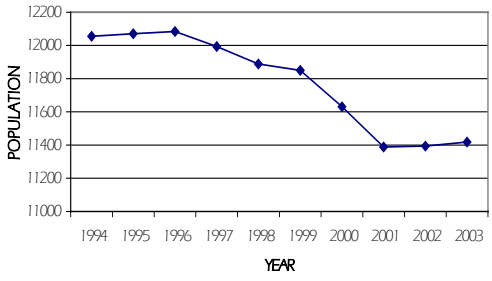
# 3.0 PLANNING CONTEXT

## 3.1 Socio-Demographic Analysis

*The socio-demographic characteristics of Saugeen Shores (including household income and size, population growth, and labour force composition) play a significant role in determining current and long term parks, open space and trail/linkage requirements. The implications of the identified trends on parks and trails planning in Saugeen Shores are summarized in this section. The analysis is derived from the 1996 and 2001 census data provided by Statistics Canada.*

### 3.1.1 Population

FIG. 3-1
TOWN OF SAUGEEN SHORES,
POPULATION 1994-2003




SOURCE: TOWN OF SAUGEEN SHORES, 2004

*The Town of Saugeen Shores has experienced a declining population over the last ten years and the census data from Statistics Canada shows a 5.8% decrease in population from 1996 to 2001. However, more recent data shows the Town with a 2003 population of 11,418 which represents a slight increase in population from 2001 (see Figure 3-1). Recent development activity and regional and local employment opportunities suggest that continued growth may be expected in the future. The Town's population forecasts indicate a potential increase in population of 5,000 residents over the next 10 years, which will bring increased demands for parks and trails facilities and services.*

### 3.1.2 Age Composition

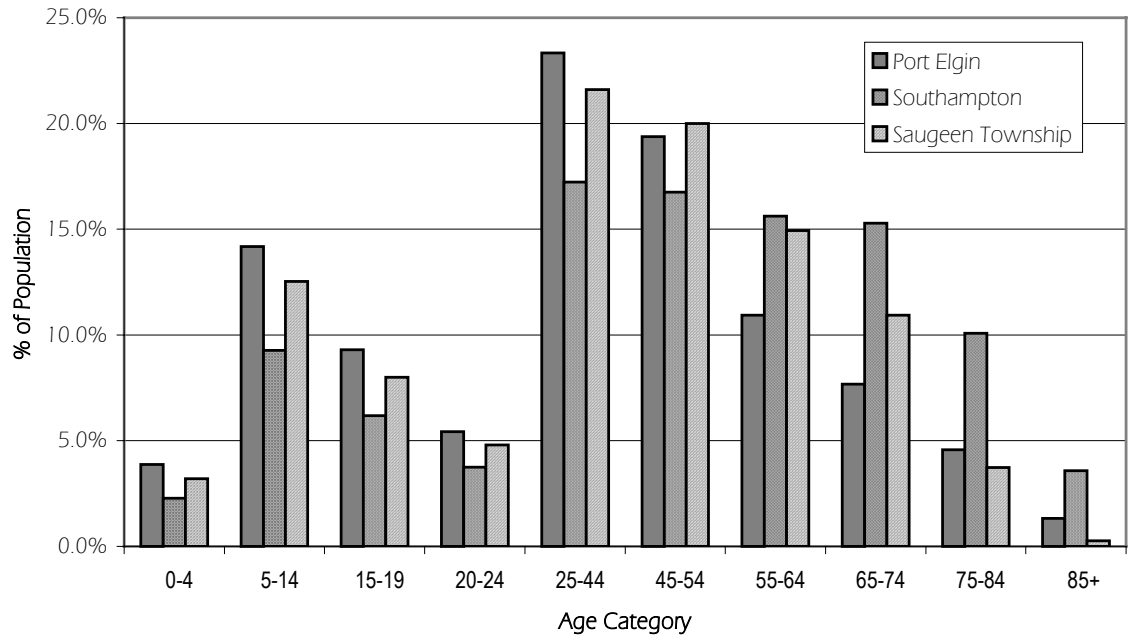
"…Saugeen Shores has an aging population… 31% of the population is over the age of 55 compared to only 22% provincially."

*Even more so than most municipalities in Ontario, Saugeen Shores has an aging population. The median age of the Town's population increased from 37 years in 1996 to 45 years in 2001. This is higher than the provincial average which showed a more modest increase from 35.6 years in 1996 to 37.2 years in 2001. In Saugeen Shores, 31% of the population is over the age of 55 compared to only 22% provincially.*

*Within the municipality, there are differences in the age structure of the two settlement areas. The median age in Port Elgin is 42 years with 24.5% of Port Elgin residents over the age of 55. Southampton has a much older age profile with a median age of 52 years in 2001 and 45% of residents over the age of 55. In former Saugeen Township, the median age is 45 years and 30% of residents are over the age of 55.*

These statistics are indicators that the Town (particularly Southampton) is becoming a popular retirement destination for aging baby-boomers. Housing developments such as Faith Maple Estates (1 storey townhomes exclusively for 55+ age group) and Elgin Estates Sandy Acres (136-lot Adult Lifestyle Community targeting mature "empty nesters") further illustrate this trend. Figure 3-2 illustrates the current (2001) age composition of the Town's settlement areas.

Fig. 3-2: Town of Saugeen Shores, Population Distribution by Age Cohort




SOURCE: Statistics Canada 2001 Census Data and Monteith Brown Planning Consultants

"Trails are a recreational facility which can serve all ages... the Town should seek to place greater emphasis on trails and linkages."

The older age profile of the Town's population supports a greater emphasis on passive park spaces and passive trails. However, although the demand for passive park opportunities will increase, the Town will still need to provide active recreational opportunities for children and youth, for nearly 25% of the population in Saugeen Shores is under the age of 20 . While the aging trend may indeed mean more emphasis on benches, seating areas and passive walking trails, it is also important to note that the "new senior" is showing a strong commitment to fitness.

Trails are a recreational facility which can serve all ages. For this reason, the Town should seek to place greater emphasis on trails and linkages. However, attractive parks

and waterfront areas are also important as they attract new businesses, residents and tourists to a municipality.

### 3.1.3 Household Income

The median household income in Saugeen Shores is higher than the provincial median household income - $55,883, compared to $53,626. Income is a strong determinant in leisure participation; lower income households tend to have lower levels of participation, while higher income households often have higher rates of participation.

### 3.1.4 Household Characteristics

Saugeen Shores has a slightly higher percentage of one person households (25% compared to the provincial average of 23%) and also has a smaller average household size (2.45 persons per household compared to the provincial average of 2.70) which can be attributed to the Town's older age profile (e.g. empty nesters, etc.). From 1996 to 2001, household size decreased rapidly in Saugeen Shores (2.62 to 2.45 persons per household) compared to the provincial decrease (2.74 to 2.70 persons per household).

Southampton has a markedly smaller average household size (2.28) than both Port Elgin (2.51) and former Saugeen Township (2.57), which is consistent with the older age structure of the Southampton population. Household size decreased by the same magnitude in all three areas from 1996 to 2001.

" A high quality trail system linking residential areas with employment destinations should be emphasized to provide greater opportunities for alternative modes of transportation (e.g. walking, cycling)…"

### 3.1.5 Labour Force

Saugeen Shores' largest employment sector is the service industry, which underscores the importance of seasonal tourism to the local economy. The unemployment rate in 2001 was lower in Saugeen Shores than in the province as a whole (4.5% compared to 6.1% provincially).

More than 80% of the employed labour force in Saugeen Shores travels to work by private automobile, compared to 72% provincially. A high quality trail system linking residential areas with employment destinations should be emphasized to provide greater opportunities for alternative modes of transportation (e.g. walking, cycling) to and from work. Providing opportunities for non-motorized travel has

numerous benefits such as promoting a healthy lifestyle and reducing traffic congestion on area roads, as well as environmental benefits such as reducing fuel consumption, decreasing greenhouse gas emissions and improving air quality.

### 3.1.6 Seasonal Population and Tourism

Seasonal residents significantly increase the population of the municipality through the summer months. Detailed data on the number of seasonal residents in the Town is not readily available. Seasonal populations add to the demand for parks and trails, particularly along the waterfront, during the peak usage period (late spring to early fall).

"In marketing Saugeen Shores as a tourism destination, a balance between the needs of residents and visitors will need to be maintained."

In addition to seasonal residents, the Town's waterfront draws many visitors from other areas in the province. Again, this adds to the demand for parks and trails during the peak usage period.

Parks, open spaces and trails and the programming of those spaces are part of what the Town of Saugeen Shores is marketing to tourists. In marketing Saugeen Shores as a tourism destination, a balance between the needs of local residents and visitors will need to be maintained.

## 3.2 Trends Affecting Demand for Parks & Trails

Table 3-1 provides a summary of the major trends which are influencing the demand for municipal parks and trails facilities and services. By understanding trends that are related to demographics, participation, and facility development, changes in the demand for parks and trails can be anticipated. Input received during the public consultation process has assisted in identifying trends that are specific to Saugeen Shores.

PARTICIPATION RATES FOR TRAIL-ORIENTED ACTIVITIES, ONTARIO

| Activity | Participation Rate | Annual Growth Rate (1998 to 2001) |
|---|---|---|
| Recreational Walking | 30% | 4.9% |
| Recreational Cycling | 20% | 2.3% |
| Hiking | 16% | 2.9% |
| Snowmobiling | 14% | 3.5% |
| Horseback Riding | 9% | 1.5% |
| ATV/Dirt Bike Users | 8% | 5.6% |

Source: Ontario Ministries of Citizenship, Culture and Recreation; Natural Resources; Economic Development, Trade and Tourism; and Statistics Canada

Table 3-1: Key Trends Affecting Parks, Open Space and Trails

| CATEGORY | TREND | DESCRIPTION / IMPLICATIONS |
|---|---|---|
| Socio-Demographic & Lifestyle | Aging | ▪ 55+ age group more active than before<br>▪ increased demand for passive park opportunities and trails;<br>▪ greater attention to accessibility in park/trail design. |
| | Barrier to Participation: Lack of Time | ▪ #1 barrier to participation in physical activities is "lack of time";<br>▪ translates to increased demand for unstructured opportunities for recreation: trails for walking, accessible parks spaces;<br>▪ destination trails increasingly popular - people are now looking for high intensity, short duration experiences close to home. |
| Participation | Children & Youth | ▪ activity levels among children and youth declining;<br>▪ youth looking for more unstructured opportunities/extreme sports and adventure (skateboarding, mountain biking bmx);<br>▪ popular activities for children: soccer, in-line skating. |
| | Adult Activity Patterns | ▪ adults more active than earlier generations;<br>▪ greater demand for trails, passive parks, community gardens, bird watching opportunities, some demand for playing fields; |
| | The "Green Movement" | ▪ outdoor leisure pursuits fastest growing; greater interest in and concern for the environment;<br>▪ ecosystem is an important measure of community health;<br>▪ "Greenways" serve as corridors for wildlife; popularity of multi-use trails; trend towards naturalization and reduced pesticides. |
| | Health & Wellness | ▪ parks, open spaces and trails are a cost effective way of addressing the need to improve fitness levels;<br>▪ the opportunity of commuting on a trail or to use a trail while visiting another area allows people to maintain health and fitness while at home or away as part of a daily routine. |
| | Recreation as Entertainment and Education | ▪ increased desire for family entertainment; special events in the parks; interest in multi-cultural events.<br>▪ people seeking educational opportunities - Trails represent an opportunity to learn new activities and provide interpretive information such as local history, geology, culture, industry, etc. |
| | Sport Field Demand Changing | ▪ soccer still growing but leveling off; baseball declining; (adult slo-pitch the exception); football growing in popularity;<br>▪ trend to universal field template. |
| Service Delivery | Volunteerism in Decline | ▪ need to attract growing seniors cohort and youth as volunteers; decline in the number of volunteers. |
| | School Board Financial Pressures | ▪ lack of accessibility & affordability of school facilities for community use resulting in increased pressure on municipality - new Provincial initiative developed to address this issue. |
| | Economic Development/ Tourism Benefits | ▪ need to balance local needs with tourism;<br>▪ cultural tourism and ecotourism growing - trails are an important part of learning about natural features and functions. |
| | Partnerships | ▪ greater need for creative arrangements with other providers;<br>▪ need to recognize and support community partners. |
| | Aging Infrastructure | ▪ "Tired" parks and trails facilities an issue province-wide. |

Source: Monteith Brown Planning Consultants and Stantec Consulting, 2004

## 3.3 Best Practices in Parks and Trails Management and Policy Development

Table 3-2 provides a summary of best practices in parks planning and development which are applicable to Saugeen Shores. "Best practices" stem from extensive research and direct parks, trails and recreation planning experience in a wide range of municipalities in Canada and the U.S.

Table 3-2: Best Practices in Parks and Trails Management and Policy Development

| BEST PRACTICES | DESCRIPTION |
|---|---|
| Doing More with Less | ▪ park naturalization programs to reduce maintenance costs;<br>▪ park renewal or conservation funds (special funds that are earmarked specifically for renewal of facilities) are seen as one way of ensuring that there are sufficient dollars to maintain parks;<br>▪ trails serve a wider demographic and have a higher return on investment than other traditional recreational facilities. |
| Partners in Parks | ▪ public/public, public/private and public/not-for-profit partnerships are being recognized as a means of allowing a community to leverage resources;<br>▪ Earth Day provides an opportunity to mobilize community groups to clean up parks, trails and stream areas;<br>▪ adopt-a-park program and neighbourhood associations to assist in park maintenance, monitoring and clean-up. |
| Multi-Field Sport Parks | ▪ traditional single field is being replaced with multi-field parks which can provide amenities such as parking, concession stands and washrooms more efficiently;<br>▪ builds on aspect of convenience and consumer demand for high quality facilities;<br>▪ accommodate tournaments as well as provide opportunities for households to have multiple participants at the same location at the same time. |
| Park Upgrading | ▪ devote resources to providing higher quality amenities and facilities at existing parks to improve safety and accessibility and support a diverse range of activities;<br>▪ provide amenities such as water, power sources, bandshells, washrooms, bicycle parking and staging areas to address increasing demand for special events in parks. |
| Balance Parkettes and Bigger Parks | ▪ provide a balanced range of park sizes to provide residents with convenient access to parks and green spaces while consolidating park features such as playing fields;<br>▪ consider taking small amounts of parkland in areas such as the core for the purposes of greening. |
| Greening | ▪ benches, special landscape treatment, tree planting, paths, picnic tables, public art and gardens are features which can serve to enhance a park - making it a green space and community gathering place |
| Environmental Management and Sustainable Development | ▪ demarcation program to reduce private encroachment on public greenspaces;<br>▪ adopt "soft" shoreline protection practices which use vegetation and planting over hard engineering (such as gabion baskets);<br>▪ opportunities where people can enjoy nature without exploiting it are highly valued;<br>▪ more attention is being paid to the environmental impact of manicured parkland -many areas are implementing naturalization programs;<br>▪ trails are an important part of ecotourism. |

*Source: Monteith Brown Planning Consultants and Stantec Consulting, 2004*

# 4.0 PUBLIC CONSULTATION

## 4.1 The Process

*Community consultation was a key component in preparing the Parks and Trails Master Plan.*

A number of public consultation techniques have been employed as part of the Parks and Trails Master Plan process, including two public meetings comprised of presentations, discussion periods and question and answer forums, parks and trails questionnaires, and a roundtable session with trail user groups.

The first public meeting was held to provide an overview of the project to members of the public and gather input on parks and trails related issues. A total of 65 people attended, including members of the public, Councillors and Town Staff. Following a formal presentation of background information on parks and trails and preliminary guiding principles, the meeting was open to questions and comments from the public during the discussion period and informal question and answer forum.

At the public meeting, a questionnaire was distributed to gather information and opinions on specific parks and trails topics and issues and to assess the level of support for the preliminary guiding principles identified in the presentation. The questionnaire is included as Appendix 1. In total, 23 questionnaires were completed and submitted by members of the public.

The next stage of public consultation involved a Roundtable Session with key stakeholders and trail user groups. The session involved an in-depth discussion on trails-related issues and the identification of opportunities and constraints for future trail linkages and expansion of the existing trail system.

A second public meeting was held to present the Draft Master Plan to the public and obtain feedback to assess the level of agreement with the recommendations. A total of 57 people attended, including members of the public, Councillors and Town Staff. The majority of participants at the meeting showed general agreement with the directions provided by the Master Plan, however participants also identified new information related to specific trail segments proposed for future development that requires further consideration.

A comment sheet (see Appendix 2) was distributed to provide an opportunity for written responses to the proposed parks and trails recommendations. A total of 20 comment sheets were completed and returned.

The above consultation has assisted in the identification of the most pressing park and trail needs and priorities (now and in the future) in Saugeen Shores. Input received has been incorporated into the Master Plan where appropriate.

## 4.2 Consultation Summary

The following is a summary of the input received through the Master Plan's public consultation program.

### 4.2.1 Strengths and Weaknesses of the Parks, Open Space and Trails System

The community identified the following strengths of the parks, open space and trails system:

- the creation, maintenance and financial support of the Rail Trail between Port Elgin and Southampton as a non-motorized trail;
- the level of provision of children's playground equipment;
- the level of park maintenance;
- promotion and support of public use of the beach and harbour facilities.

The following weaknesses were identified:

- enforcement of by-laws related to trail and park use;
- lack of signage at parks and along trails, including directional/wayfinding signs, rules and warnings (e.g. trail use, dogs, etc.), and interpretive/educational signs;
- not enough small passive park areas are provided;
- lack of opportunities for alternative modes of transportation;
- more emphasis on greening, especially in the commercial core of settlement areas.

### 4.2.2 Public Priorities and Directions

*Input received during the consultation process indicated the following community priorities (in no particular order):*

- *protection and enhancement of the natural environment;*
- *recognizing the contribution of trails to health, quality of life and aesthetics;*
- *providing an equitable and accessible distribution of parks and trails;*
- *ensuring distinction between public and private lands (resolve encroachment issues and ensure no negative impacts of trails and waterfront access points on adjacent private land uses);*
- *defining the function of parkland and trails (clarifying and enforcing permitted uses);*
- *addressing existing and potential safety issues related to trails (especially the use of waterfront roads for walking, cycling, rollerblading, etc. and the crossing of Hwy. 21);*
- *developing a rail trail link between Port Elgin and MacGregor Point Provincial Park (for non-motorized uses only);*
- *improving signage for the trail system;*
- *consideration of leash-free dog areas in parks; permitting dogs on trails provided they are leashed and cleaned-up after;*
- *preventing the unauthorized use of the trail system by motorized vehicles.*

*The consultation process also identified a number of smaller issues related to specific parks. These issues are identified in the summary of the park-by-park analysis included as Appendix 3.*

# 5.0 PARKS AND OPEN SPACE

## 5.1 Overview



Parks and Open Space contribute to the quality of life in Saugeen Shores by providing opportunities for active and passive recreation and outdoor venues for social, cultural, interpretive and other activities and community events. Parks and open space also serve to protect and preserve the natural environment and add to the aesthetics of the Town of Saugeen Shores.

This section of the Master Plan contains an assessment of the Town's Parks and Open Space system and provides direction for the continued management of this valuable community resource.

## 5.2 Park Classification System

"… a parks classification system helps to focus planning, development and management efforts in a manner that balances public needs and expectations with dimensions related to physical, natural and financial resources."

A parks classification system defines the role and characteristics of the various types of municipal parkland and is an important element of parks and open space planning. The establishment of a parks classification system helps to focus planning, development and management efforts in a manner that balances public needs and expectations with dimensions related to physical, natural and financial resources. Through a classification framework, a consistent management approach can be created that improves equity and responsiveness to community needs.

A parks hierarchy defines the various aspects of each park type, including such items as the general intensity of development, intended service area, and potential complement of facilities and amenities. Decisions relating to the future planning, acquisition and development of park resources should be guided by Official Plan policies that identify a park classifications system.

The current Town of Saugeen Shores Official Plan does not define a park classification system. However, the upcoming five-year review of the Town's Official Plan provides an opportunity to establish a parks classification system. It is recommended that the parks classification system shown in Table 5-1 be incorporated into the parks and open space policies of the Official Plan as part of the five-year review.

Table 5-1 Recommended Parkland Classification System for the Town of Saugeen Shores

| PARK TYPE | DEFINITION |
|---|---|
| Parkette | - Provides limited recreation opportunities for local neighbourhood, downtown area, beaches, along walkways etc. where the range of facilities and activities may be less than a neighbourhood park and could be as little as a small landscaped area or open space providing visual benefit;<br>- Size is generally less than 0.5 ha;<br>- Does not contain sports fields;<br>- Examples: benches, fountains, swings, short pathways, etc. |
| Neighbourhood Park | - Serves passive and active parkland needs within local neighbourhood area but does not provide a high enough level of amenities to draw people from the larger community;<br>- Typically a service radius of 5-10 minutes walking distance (800 metres), within safe and convenient walking distance of majority of neighbourhood residents;<br>- Park size is generally less than 2 hectares per park;<br>- Example of facilities/amenities include a backstop for children's baseball, junior-sized soccer fields/playfields, playground equipment, paved areas for informal games/basketball, shaded areas for passive recreation and could include small parking areas if needed. |
| Community Park | - Service passive and active parkland needs of the community/settlement area;<br>- Generally 15-20 minutes walking distance;<br>- Ideal size ranges from 3 to 8 ha;<br>- Central to service population, accessible by automobile and bicycle, frontage on major traffic route, may be co-ordinated with secondary school sites;<br>- Facility examples: multiple regulation-sized soccer fields, softball and baseball diamonds, football fields, tracks, swimming pools, arenas, picnic pavilions, parking facilities, etc. or special purpose facilities (bandshell, civic features). |
| Regional Park | - Accessible to entire community and also attract visitors from outside the community;<br>- Location dependant on areas of unique character/significance;<br>- Size may vary depending on characteristics, but typically 5 ha or larger;<br>- Accessible by automobile, secondary access by pedestrian and bicycle paths;<br>- Regional destination for multi-purpose or specialized activities;<br>- Facility/amenity examples: large public beaches, associated harbour/boat launch & marina facilities. |
| Greenspace | - Environmental lands (woodlands, wetlands, hazard areas, etc.), with some passive leisure opportunities;<br>- An area of parkland in its natural state used for conservation and/or preservation;<br>- Environmental resources with ecological and biological functions that contribute to the health of the community;<br>- May or may not be publicly accessible. |







## 5.3 Parkland Supply & Provision Standards

*This section provides an analysis of the existing supply of parkland in the Town of Saugeen Shores and recommends provision standards to assist in guiding parkland acquisition and park development priorities.*

### 5.3.1 Existing Supply of Parks and Open Space

*There are currently 39 parks in the Town of Saugeen Shores. Table 5-2 provides a list of all existing Town parks, and identifies the park type based on the classification system recommended in Section 5.2. A description of the amenities/facilities provided and an analysis of the issues identified for each park is provided as Appendix 3.*

Gross Parkland Supply

*The total land area of all municipal parkland is 89 hectares (220 acres), including 7.7 ha (19 acres) of undeveloped parkland dedicated through planned, new development. Based on a 2003 population of 11,418, the current level of parkland provision in Saugeen Shores is* **7.8 hectares of parkland per 1,000 population**. *However, the actual total amount of parkland is much higher since this estimate does not include land provided at schools, Provincial Parks, Conservation Areas or private parks such as the CAW Family Education Centre. This parkland cannot be used to determine municipal parkland provision standards since public access to these areas may be limited and/or require payment of a fee, and the planning and use of these areas are beyond the control of the municipality. The analysis of parkland supply also does not include trail areas (e.g. Rail Trail) except those within parks.*

Net Parkland Supply

*The net supply of municipal parkland in Saugeen Shores is conservatively estimated at* **51 hectares** *or* **4.5 ha/1,000 population.** *Net parkland supply refers to publicly accessible parkland and does not include lands dedicated for future parks, lands used for non-park related uses, and parks that require a fee for access.*

*Therefore, the land dedicated as future parks for new development, the area occupied by public works buildings, the marina, restaurant and harbour centre at Port Elgin*

Table 5-2: Existing Parks in the Town of Saugeen Shores

| | Location | Classification | Size | |
|---|---|---|---|---|
| | | | Hectares | Acres |
| ACTIVE PARKS | | | | |
| Biener Park | Port Elgin | Community | 2.6 | 6.4 |
| BMX Park | Port Elgin | Community | 1.4 | 3.5 |
| Cameron Park | Port Elgin | Community | 4.3 | 10.6 |
| J.H. Robertson Sports Fields[1] | Port Elgin | Community | 3.7 | 9.1 |
| Lakeview Park Campground[2] | Port Elgin | Community | 8.2 | 20.2 |
| Skateboard Park | Port Elgin | Community | 1.8 | 4.4 |
| Helliwell Park | Southampton | Community | 3.0 | 7.5 |
| Jubilee Park | Southampton | Community | 2.8 | 6.9 |
| Sparks Corner[3] | Township Area | Community | 1.2 | 2.9 |
| TOTAL (Active Parks) | | | 29.0 | 71.7 |
| PASSIVE PARKS | | | | |
| Coulter Parkette | Port Elgin | Parkette | 0.03 | 0.06 |
| Davey Park | Port Elgin | Neighbourhood | 0.9 | 2.3 |
| Eric Eastwood Park | Port Elgin | Neighbourhood | 0.7 | 1.8 |
| Nodwell Park | Port Elgin | Neighbourhood | 4.3 | 10.6 |
| Northshore Park | Port Elgin | Neighbourhood | 1.2 | 3.0 |
| Police Parkette | Port Elgin | Parkette | 0.1 | 0.2 |
| Port Elgin Beach Park[4] | Port Elgin | Regional | 14.7 | 36.3 |
| Town Pond | Port Elgin | Greenspace | 2.0 | 4.9 |
| Waterloo Park | Port Elgin | Neighbourhood | 0.1 | 0.3 |
| Adelaide Street Playground | Southampton | Parkette | 0.1 | 0.3 |
| Bay and Island / Longdock | Southampton | Parkette | 0.5 | 1.3 |
| Chantry Park | Southampton | Parkette | 0.1 | 0.3 |
| Fairy Lake[5] | Southampton | Community | 5.9 | 14.5 |
| Morpeth Street Playground | Southampton | Parkette | 0.1 | 0.3 |
| Palmerston Street Playground | Southampton | Parkette | 0.1 | 0.3 |
| Peel Street Playground | Southampton | Parkette | 0.1 | 0.3 |
| Perkins Park | Southampton | Neighbourhood | 0.5 | 1.3 |
| Pioneer Park | Southampton | Neighbourhood | 0.2 | 0.5 |
| Sandpiper Court Park | Southampton | Neighbourhood | 0.1 | 0.3 |
| Scubby's Point[6] | Southampton | Parkette | 0.5 | 1.3 |
| Sharman Park | Southampton | Parkette | 0.1 | 0.3 |
| Southampton Tourist Camp | Southampton | Regional | 3.3 | 8.2 |
| South Street Playground | Southampton | Parkette | 0.1 | 0.3 |
| Centennial Park | Township Area | Greenspace | 8.1 | 20.0 |
| Chesley Street Park | Township Area | Community | 0.4 | 1.1 |
| Denny's Dam Conservation Area[7] | Township Area | Regional | 2.9 | 7.1 |
| Fisherman Park | Township Area | Greenspace | 3.7 | 9.1 |
| Gobles Grove Playground | Township Area | Parkette | 0.1 | 0.3 |
| Oak-Birch Park | Township Area | Greenspace | 1.5 | 3.7 |
| Total (Passive Parks) | | | 52.5 | 129.7 |
| TOTAL (Active and Passive Parks) | | | 81.5 | 201.4 |

[1] J.H. Robertson Sports Fields - land owned by Bluewater District School Board.

[2] Lakeview Park is a campground - only a small portion of the 20 acre park (i.e. the ball diamond) should be considered as parkland.

[3] Sparks Corner soccer field is on land owned by Pentecostal Holding Corp.

[4] Port Elgin Beach - property shared with public works buildings, Harbour Centre, Marina, Restaurant, etc. (only 4 acres of parkland)

[5] This includes the area of the Lake (approximately 7.5 acres) which should not be considered as parkland.

[6] Scubby's Point is on land owned by the Department of Fisheries and Oceans.

[7] Denny's Dam Conservation Area is owned by the Ministry of Natural Resources.

Beach Park and the area of Fairy Lake are not included in net parkland supply. Also, the Port Elgin Tourist Camp (Lakeview Park) is partially excluded since the park's facilities (other than the ball diamond) are reserved for use by the campground visitors and are not open daily to the general public. Similarly, the Southampton municipal tourist camp is also not included. Centennial Park is owned by the Town but is currently leased to the province; this park is not include in net parkland supply since it is currently only accessible for public use from within MacGregor Point Provincial Park (fee required).

There are four 'municipal' parks located on lands that are not owned by the Town, including the J.H. Robertson Sports Fields, Scubby's Point, Denny's Dam and Sparks' Corner. Since there are agreements in place allowing public use of these parks, they are included here as municipal parks for the purposes of determining existing municipal parkland supply.

### 5.3.2 Recommended Provision Standards

Table 5-3 identifies the current supply, provision level, and recommended provision standards for each class of parkland and total parkland. In the planning of parks and open space, these provision standards should be considered as "targets." They are intended as a guide for future parkland acquisition and park development priorities and should be incorporated into the parks and open space policies of the Town's Official Plan as part of the upcoming five-year review.

Table 5-3 Existing Supply of Parkland and Recommended Provision Standards

| CLASSIFICATION | TOTAL LAND AREA* | CURRENT PROVISION LEVEL | RECOMMENDED PROVISION STANDARD |
|---|---|---|---|
| Neighbourhood Park | 8.0 ha | 0.7 ha/1,000 | 1.0 ha/1,000 |
| Community Park | 24.6 ha | 2.2 ha/1,000 | 2.0 ha/1,000 |
| Regional Park | 9.6 ha | 0.8 ha/1,000 | 0.5 ha/1,000 |
| Other (Parkettes, Greenspace) | 8.9 ha | 0.8 ha/1,000 | 0.5 ha/1,000 |
| **TOTAL** | **51.1 ha** | **4.5 ha/1,000** | **4.0 ha/1,000** |

* Net parkland area excluding areas occupied by buildings, water bodies (i.e. Fairy Lake), and campground areas.





Active and Passive Parkland

Referring back to Table 5-2, a breakdown of active and passive parkland is provided based on the following definitions:

> *"Active Parks" are those that provide playing fields and facilities required for organized sports activities for evening and daytime use. An active park can accommodate various activities such as ball, soccer, tennis, picnic areas, playgrounds, etc.*

> *"Passive Parks" are generally creative landscaped areas designed for aesthetic appeal and passive leisure activities. They may include natural areas as well as playgrounds and picnic areas. Passive parks are used for activities such as walking, sitting, casual play, viewing and birdwatching.*

For those parks containing both active and passive elements, the park is classified based on its predominant use. This distinction assists in determining the balance between the provision of active and passive parkland relative to the needs of the community.

The Town currently has a fairly equal balance of active and passive parkland (42% active and 58% passive). The current net supply of parkland in Saugeen Shores equates to 1.9 ha of active parkland and 2.6 ha of passive parkland per 1,000 population.

The Town should continue to aim for a balance of active and passive park spaces. However, as Saugeen Shores' population ages, it is anticipated that the Town will need to place greater emphasis on its passive park spaces, particularly in the Southampton settlement area where the population is older (see socio-demographic analysis included in Section 3). The Town's age profile suggests that fewer playing fields and more amenities to serve an aging population will be needed, although further research and consultation with sports field user groups is needed to determine current and future sports field requirements.

The Town has a number of opportunities to balance passive and active parkland through the development of parks on lands dedicated by new residential growth. The

future development of new parks in these locations should consider the need to balance active and passive parkland as well as the needs of future residents and sports field/leisure user groups who will be using these parks.

## 5.4 Parks and Open Space Requirements

The acquisition of parkland did not emerge as a priority through the community consultation process. However, with continued growth anticipated over the next 10 years, there may be demand for additional passive park amenities as well as sports field facilities.

### 5.4.1 Current Parkland Requirements

The current parkland requirements are shown in Table 5-4.

Table 5-4: Current Parkland Requirements (2004)

| CLASSIFICATION | EXISTING SUPPLY* | RECOMMENDED STANDARD | CURRENT REQUIRMENTS** | ADDITIONAL PARKLAND REQUIRED |
|---|---|---|---|---|
| Neighbourhood Parkland | 8.0 ha | 1.0 ha/1,000 | 11.4 ha | 3.4 ha |
| Community Parkland | 24.6 ha | 2.0 ha/1,000 | 22.8 ha | 0 ha |
| Regional Open Space | 9.6 ha | 0.5 ha/1,000 | 5.7 ha | 0 ha |
| Other (Parkettes, Greenspace) | 8.9 ha | 0.5 ha/1,000 | 5.7 ha | 0 ha |
| TOTAL ADDITIONAL PARKLAND REQUIRED | | | | 3.4 ha |

*Net parkland area excluding areas occupied by buildings, water bodies (i.e. Fairy Lake), and campground areas.
**Based on a 2003 population of 11,418.

Based upon the recommended provision standards, 3.4 hectares of neighbourhood parkland is currently required. However, this deficit will be eliminated by the development of the 7.7 ha of parkland dedicated to the Town from planned subdivisions. The current supply of Community Parkland exceeds the current requirements. Due to the extent of the existing supply of regional parkland provided by the Province and Saugeen Valley Conservation Authority, no additional parkland of this type is required. If the Town is not able to provide adequate neighbourhood parkland to meet the current demands, much of the demand will continue to be absorbed by the surplus of community and regional parkland. The acquisition of additional parkland is not recommended in the short term. The Town should develop new neighbourhood parks on dedicated lands as new residential subdivisions are constructed.

### 5.4.2 Future Parkland Requirements

The Town's population forecasts indicate a potential increase in population of 5,000 residents over the next 10 years. If this level of growth is realized, the corresponding parkland requirements are as shown in Table 5-5:

Table 5-5: Future Parkland Requirements (2014)

| CLASSIFICATION | EXISTING SUPPLY* | RECOMMENDED STANDARD | 2014 REQUIRMENTS** | ADDITIONAL PARKLAND REQUIRED |
|---|---|---|---|---|
| Neighbourhood Parkland | 8.0 ha | 1.0 ha/1,000 | 16.4 ha | 8.4 ha |
| Community Parkland | 24.6 ha | 2.0 ha/1,000 | 32.8 ha | 8.2 ha |
| Regional Open Space | 9.6 ha | 0.5 ha/1,000 | 8.2 ha | 0 ha |
| Other (Parkettes, Greenspace) | 8.9 ha | 0.5 ha/1,000 | 8.2 ha | 0 ha |
| TOTAL ADDITIONAL PARKLAND REQUIRED | | | | 16.4 ha |

*Net parkland area excluding areas occupied by buildings, water bodies (i.e. Fairy Lake), and campground areas
** Based on a population increase of 5,000 people over the next ten years.

Based on the above analysis, additional neighbourhood and community parkland is expected to be required by the year 2014. This need will be met in part by the 7.7 hectares of existing dedicated parkland. Parkland dedication requirements provide in the range of 1.2 hectares of parkland per 1,000 population, which will add another 6 hectares of parkland by the year 2014. The Town will need to acquire an additional 2.7 hectares of parkland for neighbourhood and community parks by the year 2014 to meet the recommended provision standards.

Due to the extent of the existing supply of regional parkland, no additional parkland of this type is expected to be required over the next 10 years. Therefore, if the Town is not able to provide adequate neighbourhood and community parkland to meet the projected demands in the coming years, much of the demand will be absorbed by the surplus of regional parkland.

### 5.4.3 Strategies for Parkland Acquisition and Development

The analysis of current and future parkland requirements shows that the Town will need to develop additional neighbourhood and community parks in order to meet the demand generated by anticipated growth over the next 10

years. However, the Town currently owns some parkland that is limited in its ability to meet these future needs due to the current use and/or other characteristics of the land parcel. Some park properties may better assist the Town in meeting future parks and trails needs by providing a source of revenue (i.e. by selling or leasing the property) which in turn can be used to fund parkland acquisition and future park development.

Centennial Park

Centennial Park is an example of parkland having limited ability to meet neighbourhood and/or community park needs. Centennial Park is currently leased to the Ministry of Natural Resources (MNR) and forms a day use area of MacGregor Point Provincial Park. The Town could consider selling all or a portion of the parcel when the lease expires in 2007 (or alternatively continuing to lease the lands).

Prior to expiration of the lease agreement, it is recommended that the Town enter into discussions with the MNR and representatives from MacGregor Point Provincial Park regarding the future use of the property. The following options should be considered:

(1) the potential sale of all or a portion of the property to MNR for continued use as part of MacGregor Point Provincial Park over the long term;

(2) extending the current agreement or entering into a new agreement for the continued lease of all or a portion of the lands to MacGregor Point Provincial Park;

(3) if the property or a portion of the property is not needed as part of MacGregor Point Provincial Park, explore the potential for use of all or part of the site for a municipal park and/or nature preserve;

(4) explore the potential creation and sale of one or more residential building lots fronting on Fourth Concession Road, subject to the outcome of considering Options 1 to 3 above and a detailed assessment of environmental features and constraints.

These options should be considered in the order that they are identified above, with the highest priority given to

Option 1. Consultation with local landowners should be undertaken if a change in use of the property is considered.

Other Surplus Parklands



There is a park parcel located on the west side of High Street near the east end of Lord Elgin Place in Port Elgin that is currently undeveloped for park purposes. The parcel is approximately 1.2 hectares in area and is adjacent to Nodwell Park. This park parcel is referred to as "Biener Park" by Town Staff and some local residents, but for the purposes of this Master Plan and to avoid the confusion of duplicate park names (i.e. Biener Park is identified as Park #1 on the Parks Inventory Map - see Map 1), this land is herein considered to be part of Nodwell Park.



The existing "developed" portion of Nodwell Park is of sufficient size and provides an adequate range of facilities and amenities to serve as a good Neighbourhood-level park. It does not appear that the adjacent vacant park parcel is required to meet the current park needs of the local area or for any future expansion or addition of new facilities/amenities at Nodwell Park.

Since the vacant parcel is deemed surplus in relation to the parkland needs of the local neighbourhood, and since the parcel is separated from the existing developed park by a tree line and has frontage on a public road, it is recommended that the Town explore in greater detail the opportunity for future sale and alternative use (e.g. residential) of the property. Revenues generated by the sale of this surplus parkland would assist in funding the recommended installation of additional accessible play equipment at Nodwell Park as per the playground replacement program that forms part of this Master Plan, as well as other park and trail development priorities identified.

In considering the future sale of this park parcel, it is recommended that the Town undertake a detailed assessment of site characteristics (e.g. access, servicing, environmental constraints, etc.) to assess development potential, consult with adjacent landowners, and maintain a portion of the site to provide pedestrian access from Lord Elgin Place directly to the existing Nodwell Park.




Municipal Campgrounds

The Port Elgin and Southampton Tourist Camps also provide an opportunity for revenue generation to assist with future park and trail development and/or parkland acquisition. With exception to the ball diamond located at Lakeview Park (Port Elgin Tourist Camp), the campgrounds do not serve a park function for local residents as they cater mainly to tourists and visitors. The Town's involvement in the operation of these parks has been questioned in the past and there may be an opportunity to sell or lease the campgrounds for private operation. Given the ideal waterfront location of the campground properties, there is potential for revenue generation by the sale/lease of this land. Further consideration of this opportunity requires a more detailed investigation of the potential revenues generated by the sale/lease of these properties as compared to annual operating revenues generated by the campgrounds, as well as the impacts of turning over these key waterfront properties to private ownership.

Recommendation: That the Town investigate the potential sale/lease of the municipal campgrounds subject to more detailed analysis of the following issues:

- potential future uses of the properties if they are sold to private interests;
- the loss of control over the quality of the campground facilities and amenities provided, months of operation, etc.
- consultation with local landowners and campground users to address concerns of the public;
- financial impacts: potential revenues generated by the sale of these properties as compared to annual operating revenues;
- land use and community impacts of turning over these key waterfront properties to private ownership.

If the outcome of this analysis is that the municipal campgrounds are retained under municipal ownership, the provision of additional facilities (e.g. recreation centre/games room) and improvement of existing playground areas at the campgrounds are recommended.

### 5.4.4 Upgrading and Improvement of Existing Parks

The park-by-park analysis included as Appendix 3 identifies a number of park-specific recommendations to resolve existing issues and focus park improvement/upgrading priorities. Table 5-6 provides a summary of recommended improvements for each park:

Table 5-6: Recommended Improvements to Existing Parks in the Town of Saugeen Shores

| Park | Location | Recommended Improvements |
|---|---|---|
| Adelaide Street Playground | Southampton | - replace swing set as per playground replacement program<br>- install signage regarding waterfront/beach access |
| Bay and Island / Longdock | Southampton | - install playground identification signage and directional signs for waterfront/beach access<br>- improve maintenance (e.g. sand raking near playground area, heavy sand accumulation on dune boardwalk) |
| BMX Park | Port Elgin | - install park identification signage to improve awareness/visibility |
| Cameron Park | Port Elgin | - tennis courts should be removed or rebuilt as multi-purpose courts |
| Chantry Park | Southampton | - install creative play unit as per playground replacement program<br>- install signage regarding waterfront/beach access |
| Coulter Parkette | Port Elgin | - add trees/landscaping (greening) |
| Davey Park | Port Elgin | - complete removal of stand-alone play equipment and install new play unit in 2007as per playground replacement program<br>- consider a gazebo or other structure as a shelter for picnics, gatherings, etc.<br>- install park identification signage |
| Denny's Dam Conservation Area | Township Area | - improve maintenance (e.g. garbage pickup)<br>- consider walking trail along the Saugeen River |
| Eric Eastwood Park | Port Elgin | - repair or replace basketball hoops with sturdier construction |
| Fairy Lake | Southampton | - opportunity for interpretive signage (i.e. industrial history of the site) |
| Fisherman Park | Township Area | - remove "board of parks" sign |
| George Marion Park | Southampton | - Install benches, toddler swing set and slide, flower beds and trees |
| Gobles Grove Playground | Township Area | - install playground identification signage and a sign regarding waterfront/beach access<br>- paint slide and swing set<br>- install new creative play unit as per replacement program |
| J.H. Robertson Sports Fields | Port Elgin | - consider burying overhead powerlines<br>- remove or fix unused light standards along pathway<br>- widen pathway |
| Jubilee Park | Southampton | - install park identification signage<br>- install handicap accessible play equipment as per playground replacement program |
| Lakeview Park Campground | Port Elgin | - consider moving ball diamond to Biener Park in consultation with community and ball user groups<br>- in conjunction with above, add new facilities such as games room, laundromat, etc. and/or expand number of campsites (subject to investigation of potential sale of campground recommended in section 5.4.3) |
| Morpeth Street Playground | Southampton | - install signage regarding waterfront/beach access<br>- replace swing set |

| Park | Location | Recommended Improvements |
|---|---|---|
| Nodwell Park | Port Elgin | - add signage indicating trail access<br>- paint swing set<br>- support new trees<br>- install additional accessible equipment as per playground replacement program<br>- consider sale and/or alternate use of northerly parcel (currently an unused open field which is not well connected to the southerly park area) |
| Northshore Park | Port Elgin | - improve maintenance (e.g. garbage pick-up)<br>- add barbecue pits, consider adding parking if possible<br>- opportunity for historical marker/interpretive or education signage |
| Oak-Birch Park | Township Area | - remove "board of parks" sign<br>- post rules re: no fires/camping<br>- resolve maintenance issue - littering/garbage pickup |
| Palmerston Street Playground | Southampton | - install signage regarding waterfront/beach access<br>- replace swing set, add slide as per playground replacement program |
| Peel Street Playground | Southampton | - replace swing set with arch swing as per playground replacement program |
| Perkins Park | Southampton | - consider adding playground equipment to replace old equipment at nearby Sandpiper Court Park |
| Police Parkette | Port Elgin | - rename - police station is no longer adjacent to parkette<br>- add trees/landscaping (greening) |
| Port Elgin Beach Park | Port Elgin | - install new playground equipment as per playground replacement program |
| Scubby's Point | Southampton | - consider opportunity for interpretive signage regarding historical, natural or cultural significance of the Saugeen River mouth |
| Sharman Park | Southampton | - remove "Board of Parks" sign<br>- consider opportunity for interpretive signage regarding historical, natural or cultural significance of the Saugeen River mouth |
| Skateboard Park | Port Elgin | - consult with youth about possible improvements to existing park or potential development of a new park with more diversified facilities and equipment of sturdier construction |
| South Street Playground | Southampton | - install signage regarding waterfront/beach access<br>- replace swing set and install creative play unit as per playground replacement program |
| Town Pond | Port Elgin | - install directional/trail signs and rules signage (vandalism and littering identified as issues) |
| Waterloo Park | Port Elgin | - fix hockey nets<br>- install new play unit as per playground replacement program |

In addition to the park improvements outlined in Table 5-6, Biener Park in Port Elgin presents an unique opportunity to provide a consolidated, centralized sports field park suitable for hosting soccer and/or baseball tournaments. Biener Park currently has an area of 2.6 hectares (6.4 acres) and is located on Joseph Street adjacent to Northport Elementary School in Port Elgin. The park has two ball diamonds (with lights) and one adult soccer field.





The existing park facilities only occupies a portion of the total site area. An additional 2.8 hectares (6.9 acres) of undeveloped land is dedicated as parkland in conjunction with an adjacent plan of subdivision. This dedication more than doubles the size of the existing park, providing an opportunity for additional facilities and amenities.

It is recommended that the Town consult with local sports teams/organizations to investigate the potential to consolidate stand-alone sports fields (e.g. Lakeview Ball Diamond) to Biener Park as a centralized ball and/or soccer tournament facility. Further, in developing Biener Park as a multi-field outdoor sports tournament park, the Town should continue to improve and develop the park by adding additional sports fields as the need arises, as well as supporting facilities such as a concession/storage building, batting cages, larger washroom building and more parking.

The need for additional sports fields in Saugeen Shores should be investigated in detail through the preparation of a recreation master plan before money is invested in adding more soccer fields, baseball diamonds, etc.

As a community park with lighted sports field facilities, primary access to Biener Park should be provided from a main roadway rather than a residential street (such as Joseph Street, which currently serves as the primary access to the park). The current access and parking situation at Biener Park is inadequate since the access relies on crossing private lands and the gravel parking area is owned by the adjacent elementary school. It is recommended that access to Biener Park should be provided by a future extension of Bruce Street, and future planning of the area should give consideration to the possibility of providing direct access to the park from Waterloo Street and/or Goderich Street. It is also recommended that sufficient parking be provided for the ball diamonds and soccer field to eliminate the demand for on-street parking along Joseph Street by park users. A park identification sign is also needed.

### 5.4.5 Parkland Dedication

The Planning Act enables municipalities to acquire land for parks or other public recreational purposes through development approvals. Generally the dedication requirements of the Planning Act provide in the range of 1.2

ha of parkland per 1000 population. In order to acquire parkland through development approvals, a municipality must have Official Plan policies identifying the dedication requirements.

Policy Recommendations

Section 3.5.4 Open Space Policies of the Town of Saugeen Shores Official Plan specifies the Town's current parkland dedication policies. As a condition of development or redevelopment of land (including severances), the Town requires a 5% conveyance of land for park purposes. The policies do not include any parkland dedication requirements for commercial or industrial development and the alternative residential requirement of 1 hectare of parkland per 300 residential units is also not included. During the five-year review of the Town's Official Plan, consideration should be given to including these requirements in the policies of the Plan to allow the Town to maximize parkland dedication received through development. The alternative residential requirement of 1 ha per 300 residential units is important for developments at densities greater than 15 units per hectare as it yields more parkland dedication than the application of the 5% requirement.

"… it is recommended that the dedication of parkland from development should continue to be the primary method or parkland acquisition."

Since the Town currently has a good supply of parkland, it is recommended that the dedication of parkland from development should continue to be the primary method of parkland acquisition. Alternatively, the Town should consider requiring cash-in-lieu of parkland as a condition of development to assist in funding future parks and trails development and improvements/upgrades to existing facilities.

Section 3.5.4 of the Town's current Official Plan establishes logical circumstances where cash-in-lieu of parkland dedication may be accepted (e.g. adequate parkland is already available to serve neighbourhood requirements and/or the park dedication would be unsuitable for park purposes).

Dedicated Lands

Table 5-7 identifies the lands dedicated for future park development by location. These dedicated lands provide

opportunities to develop new neighbourhood and community parks to serve current and/or future residents.

The most significant area of parkland dedication is associated with the planned Bluewater Estates subdivision in Port Elgin. While this land area is suitable for a community park providing sports fields and other amenities requiring large amounts of land, the need for additional community-level parkland has not been demonstrated in the analysis of parkland requirements. Based on the parkland requirements determined in section 5.4.1 and 5.4.2 of this Plan, the Town should assign a higher priority to the development of additional *neighbourhood* parks in the short to medium term since there is currently a surplus of community parkland. Furthermore, the Plan recommends that Biener Park should be developed as the primary formal multi-field outdoor community sports park in Port Elgin. It is therefore recommended that the lands dedicated by Bluewater Estates be developed as a neighbourhood-level park.

Generally, less than 2 ha of land is needed to provide sufficient land for a neighbourhood park based on the recommended standards for this park type. Therefore, in meeting the neighbourhood parkland needs of future residents of Bluewater Estates, the Town should consider accepting a reduced amount of parkland dedication in this location, and require cash-in-lieu for the remainder to assist in funding the development of the park. The amount of parkland dedication required should be reduced by 1 to 1.5 hectares. It is further recommended that the Town develop these dedicated lands as a neighbourhood park providing a range of amenities such as playground equipment, informal sports fields/passive open space, a picnic area and/or a multi-use pathway for future residents of the area. Other facilities/amenities that should be considered include washrooms, outdoor taps, shelter/gazebo, picnic tables, gardens, etc. New and innovative play facilities, such as a splash pad/water play features should also be considered.

Table 5-7: Parkland Dedication

| Location of Parkland Dedication | Area | |
|---|---|---|
| | Hectares | Acres |
| Port Elgin - North of Bruce Road 25, West of Hwy. 21 (Kuperus) | 0.450 | 1.11 |
| Port Elgin - Near South End of Bruce Street (Bluewater Estates Subdivision/Fenton) | 3.59 | 8.87 |
| Port Elgin - West Side of Queens Bush Road (2 properties) | 0.74 | 1.83 |
| Port Elgin - Balance of Biener Park | 2.80 | 6.92 |
| Southampton - North Side of South Street East of McNabb | 0.15 | 0.37 |
| TOTAL DEDICATED PARKLAND | 7.73 | 19.09 |

### 5.4.6 Playgrounds







The Town currently has a good supply and distribution of playgrounds to serve residential neighbourhoods and the waterfront. The need for additional playground equipment was not identified through the Master Plan's public consultation program. However, with the development of new residential subdivisions in the Town, there will be a need to provide new playground areas in the neighbourhood parks that will serve these areas. Furthermore, there is a need to continue maintaining, replacing and improving existing play equipment to ensure current standards for safety and accessibility are met.

Service Areas

To maintain a sufficient supply and distribution of playgrounds, it is recommended that the Town adopt a standard of one playground area within 800 metres (generally equivalent to a 10-minute walk) of residential areas within the Port Elgin and Southampton settlement areas. This standard is intended to maximize equitable access to playground areas for all residents while minimizing the duplication of park amenities within the same area. In applying this standard, significant barriers such as major roadways (i.e. Highway 21) should be considered.

Playground Replacement

In 2002 the Town initiated the completion of a Playground Inventory Report. This study provides a detailed inventory all existing play areas within the Town of Saugeen Shores and recommendations for additional play equipment and replacement equipment, including projected costs and an

implementation schedule for budgeting purposes. The report provides a description of the play equipment provided at each park and identifies safety concerns and maintenance issues, as well as required actions to deal with each issue. Specific recommendations for play equipment are summarized in the park-by-park analysis included as Appendix 3 of this report.

"… it is recommended that the Town continue implementation of the playground equipment replacement program."

With the goal of ensuring current safety standards are met and maximizing playground accessibility, it is recommended that the Town continue implementation of the playground equipment replacement program. Specifically, this involves the replacement and/or installation of additional play equipment at Nodwell Park, Port Elgin Beach Park, Waterloo Park, Adelaide Street Playground, Chantry Park, Jubilee Park, Morpeth Street Playground, Palmerston Street Playground, and South Street Playground.

It is also recommended that Nodwell Park (Port Elgin) and Jubilee Park (Southampton) should be the primary focus for the provision of play equipment and facilities that are accessible to disabled persons. Focusing the provision of accessible play equipment in <u>two</u> locations will ensure that both settlement areas provide a range of leisure opportunities for disabled persons and will also maximize the Town's ability to provide high quality facilities at key locations rather than providing lower quality facilities at many locations.

" Maximizing park accessibility, safety and security is an important element of municipal parks planning…"

### 5.4.7 Park Accessibility, Safety and Security

Maximizing park accessibility, safety and security is an important element of municipal parks planning and encouraging park use. The playground replacement program described in the previous section will assist in improving accessibility and safety of play equipment. However, other measures can also be taken to address these issues.

<u>Accessibility</u>

Park accessibility refers to the provision of the widest range of park amenities and facilities to the greatest number of people and ensuring the needs of a diverse population are met. Providing an equitable and accessible distribution of parks and open space and a diverse range of park spaces,

opportunities and activities that meet the needs of users are key objectives of this Master Plan.

There are a number of recommendations throughout the Plan that are intended to meet the objective of park accessibility:

- That the Town adopt a standard of one playground area within 800 metres (generally equivalent to a 10-minute walk) of residential areas within the Port Elgin and Southampton settlement areas;
- That the Town continue implementation of the playground equipment replacement program to maximize the provision of play equipment that is accessible to disabled persons;
- That the Town focus the provision of play equipment and facilities that are accessible to disabled persons in two locations: Nodwell Park in Port Elgin and Jubilee Park in Southampton;
- That the Town provide open space links to parks and between parks to increase access and broaden the service area of each park;
- That the Town promote the public right to access and use public waterfront access points.

In addition to the above recommendations, the Fairy Lake Master Plan completed in 2002 identified the following accessibility improvements which this Plan continues to recommend:

- Re-design the access to Fairy Lake off Lakeland Drive to designate a specific parking area and provide a pedestrian access to the trails and a sitting and viewing area of the park for disabled persons;
- Further enhance High Street and Victoria Street access to Fairy Lake through the use of a narrower and designed surface suitable for wheel chair access and baby carriages, with provision made for a railing to assist disabled persons.

Safety and Security

Ensuring park safety and security means providing facilities and amenities that are safe to use from the standpoint of reducing the risk of personal injury, as well as creating

secure park environments to minimize illegal activity such as vandalism, littering, abuse of park facilities and the victimization of park users. In addition to the safety improvements recommended as part of the playground replacement program and park upgrading initiatives, the Town should consider the following strategies to enhance park safety and security:

- Develop a patrol and enforcement strategy between a neighbourhood group and the local police;
- Consider restricting the hours that some parks are open to the public (e.g. Fairy Lake);
- Where parks are intended for evening use, ensure adequate lighting is provided, especially along walkways/pathways.

### 5.4.8 Park Signage










Signage is a key element of promoting park use, creating awareness/acceptance of park rules, and providing opportunities for education and interpretation of natural, cultural, historic and other features. Existing parks in the Town of Saugeen Shores lack a consistent approach to park identification, rules and regulations, interpretive and directional signage.

The following actions are recommended to improve park signage in the immediate, short and medium-long term:

- immediate: remove old "Board of Parks" signs (parks boards system no longer exists);
- short term: install park identification signage where no sign is currently provided; consider opportunities for interpretive signage at Northshore Park, Fairy Lake, Scubby's Point and Sharman Park; install rules signage at Town Pond, Skateboard Park, Oak-Birch Park;
- medium-long term: replace existing park signs with consistent, themed signage using the recommended design guidelines.

Signage should be installed at waterfront access points as per the recommendations and design guidelines of the Waterfront Access Report (see section 5.4.12 of this Plan).










*Further, it is recommended that park identification signage include the following information:*

- *"Town of Saugeen Shores" and Town logo;*
- *Name of park/playground;*
- *Sponsoring organizations (where applicable);*
- *Additional facility information as necessary.*

*A design similar to the existing Port Elgin Harbour and Waterfront signs is recommended, however signage should also be appropriate to the type of park and desired level of access. Community Parks, for example, should have larger signs containing more information than Neighbourhood Parks. Signs at greenspace areas where access should be limited due to natural hazards and/or significant environmental features should clearly state permitted and/or prohibited activities as well as identify areas where access is restricted. Section 6 of this Plan identifies a recommended signage program to guide the consistent design and installation of signs at park and trail locations.*

### 5.4.9 Park Maintenance

*Park maintenance is essential to preserving the quality of park amenities, encouraging park use and maximizing return on investment by increasing the lifespan of park facilities. Overall, comments received through the consultation program indicate a high level of satisfaction with the current level of park maintenance in the Town. However, as identified in the park-by-park analysis included as Appendix 3, a number of specific maintenance issues were raised for various parks.*

*To ensure a consistent and efficient approach to park maintenance, it is recommended that the Town develop a Park Maintenance Program, including a schedule for garbage collection, an education program concerning littering and vandalism within parks and along trails, a by-law and signage posted to inform people of fines, and the placement of garbage receptacles at parks and trail access points/destinations. Furthermore, the Town should consult with the Saugeen Valley Conservation Authority and other available agencies to develop a water cleanup program and partnership.*

### 5.4.10 Marketing and Promotion of Town Parks

A high quality parks, open space and trails system can provide a number of economic benefits to a municipality, such as attracting new businesses and residents as well as tourists and visitors. The Town's parks, trails and public waterfront areas are core elements supporting tourism and development in Saugeen Shores.

Currently, the Town markets its leisure resources to the public and visitors though the Saugeen Shores Magazine and on the web at www.sunsets.com in partnership with other municipalities along the Lake Huron Shoreline, Bruce County Tourism, Bruce Power, MacGregor Point Provincial Park and the Bruce County Museum and Archives. It is recommended that the Town continue to employ these marketing techniques and emphasize the provision of parks, trails and linkages as a way of promoting healthy lifestyles and improving the quality of life in Saugeen Shores. It is also recommended that the Town further develop the municipal web site to provide a description of the amenities and facilities available at parks and trails as well as photos and related information.

Since parks and trails benefit both local residents and tourists in the Town, it is recommended that, wherever possible, revenues generated by tourism should be cycled back into parks, trails and waterfront resources.

### 5.4.11 Provincial Parks and Conservation Areas



In addition to the regional-level parks provided by the Town, this class of parkland is supplemented extensively by both the Provincial Government and the Saugeen Valley Conservation Authority at MacGregor Point Provincial Park and the Saugeen Bluffs Conservation Area/Denny's Dam Conservation Area respectively. As identified in the Town's Official Plan, these areas include approximately 1,161 ha (2,869 acres) of Regional Open Space. The Town's role in providing Regional Open Space serving populations beyond the local municipality is therefore relatively minor in comparison. Providing additional Regional Open Space should be a low priority given the abundance of this class of parkland provided by other agencies. However, Port Elgin Beach Park is a significant Regional tourist destination and it is recommended that the Town continue

*maintaining, improving and marketing this park as the primary regional-level municipal park in Saugeen Shores.*

### 5.4.12 Waterfront and Public Beaches



*The Saugeen Shores public beach extends 20 metres from the waterfront along the Lake Huron shoreline and nearly the entire waterfront in Saugeen Shores is publicly owned. The waterfront is a significant recreational and economic resource in the Town that requires continued maintenance, protection and enhancement. The results of the Master Plan's consultation program indicate a high level of satisfaction with the Town's promotion and support of public use of the beach and harbour facilities. However, encroachment issues related to waterfront accessibility have also been identified.*



<u>Waterfront Access</u>

*In 2002, the Town initiated a study to inventory and review all existing and proposed Lake Huron waterfront access points in Saugeen Shores and provide recommendations for signage related to parking, pedestrian public beach access and beach welcome signage. Based on the issues identified related to the encroachment of private land uses on public waterfront access points identified through the preparation of this Master Plan, the following actions adapted from the Public Beach Access Signage and Inventory of Access Points Report (prepared by Northwood Associates, 2002) are recommended:*



- *That the Town should promote the public right to access and use public waterfront access points through this Plan and Official Plan policies encouraging a visible, interconnected and publicly accessible waterfront;*
- *That the Town initiate a demarcation and signage program to identify the extent of all public access points, including definitive legal boundary surveys to establish or verify public ownership where ownership is unclear or contested;*



- *That signage should be installed at access points to ensure visibility and access appropriate to the location, width and planned function of each access point as follows:*

- *install signage at all public access points (except those classified as "non-existent" in the Waterfront Access Report until they are opened/ maintained) to make it clear that other access points are private;*
- *signs should include the Town logo, a recognizable symbol indicating public waterfront access, rules regarding parking, pets, motorized vehicles and other symbols for permitted and non-permitted activities;*
- *major access points should have larger signs similar to the Fish Cleaning Station and Harbour signs at the main beach in Port Elgin;*
- *minor access points should be signed at both the street and beach end with low-key, subtle signage (e.g. bollard);*
- *signage directing people to major waterfront access points should be provided along main thoroughfares, and should conform to the overall signage plan.*

- *That the Town establish common development and maintenance standards for all waterfront access points as part of the Maintenance Program.*







<u>*Waterfront Areas as Municipal Parkland*</u>

*Public beach areas are typically not included as parkland since the level of access varies and they do not serve a traditional park function except where they are part of a larger park. Both Main Beach in Port Elgin and Longdock in Southampton are considered as municipal parks for the purposes of this analysis since these areas form "beach parks". The remaining large area of publicly owned waterfront is a significant leisure resource in the Town but is not included in the analysis of municipal parkland supply. Public Beach areas are shown separately on Map 1 of this report.*

### 5.4.13 Open Space / Natural Environment



*Members of the public showed a strong interest in ensuring the protection of significant environmental features and natural hazard areas through the Master Plan's consultation program. While policies and regulations related to protection of the natural environment in Saugeen Shores are the purview of the Town's Official Plan and Zoning By-law as well as the Bruce County Official Plan, the following recommendations of this Plan are intended to ensure that the natural environment is a key consideration in parks and trails planning:*



- That the Town limit the recreational use of environmental hazard lands and natural features requiring protection and restrict access to sensitive areas;
- That the Town consult with the Saugeen Valley Conservation Authority and other organizations in considering new parks and trails development where wetlands, watercourses, and other natural features are involved;
- That the Town consider developing a program for park naturalization;
- That the Town consider a Forest Management Strategy to encourage new growth and replacement of native trees and address the general health of the Town's wooded areas;
- That the Town continue to employ "soft" practices to prevent shore erosion.

### 5.4.14 Civic Beautification





Municipal parks and open spaces play an important role in civic beautification. The provision of greenspace and other features such as trees, benches and gardens within core commercial districts and settlement areas fosters civic pride, environmental responsibility and improves the attractiveness of the community to tourists and businesses.

*Communities In Bloom* is a Canadian beautification program that provides information, education and awards for achievement in floral displays, landscapes, turf, urban forestry, community involvement, heritage conservation, environmental awareness, etc. Offered by a volunteer-based, non-profit organization, the program is intended to "promote involvement and action by citizens of all ages, the municipal government, local organizations and businesses to improve the tidiness, appearance and visual appeal of Canada's neighbourhoods, parks, open spaces and streets through the imaginative use of flowers, plants and trees." (source: CIB website).

It is recommended that the Town of Saugeen Shores consider registering as a member of Communities in Bloom as an initiative to improve civic beautification, and to promote awareness, participation and fundraising for community beautification among residents and businesses.

# 6.0 TRAILS

## 6.1 Overview

"The purpose of the trails plan is to illustrate the concept and design intent for the trail network within the study area"

*The trails plan (refer to Maps 4 and 5) illustrates the schematic layout of the trail network within the Town of Saugeen Shores and proposed regional linkages between Port Elgin, Southampton, Saugeen Township and surrounding communities in the region. In addition to trails, staging areas, rest areas, interpretive nodes, campgrounds, and secondary loops of varying lengths have been proposed to highlight key features and promote trail use within the Town of Saugeen Shores.*

*The purpose of the trails plan, which builds upon the information gathered in the trail inventory, public input and stakeholder consultation is to illustrate the concept and design intent for the trail network within the study area. Key elements that are depicted in the Plan include:*




- *Major and minor staging areas*
- *Rest areas*
- *Trail junctions*
- *Linkages*
- *Interpretive nodes*
- *Trail heads and signage*

*As the plan is further refined in detailed design and construction, following the adoption of this Master Plan, design solutions for the elements listed above will need to be developed on a site-specific basis.*

## 6.2 Assessment of Trail Opportunities



*This section provides an assessment of opportunities and constraints identified during the trails inventory fieldwork completed as part of the Master Plan process. It is a summary of what was learned about existing trails, trail uses and users, key attractions, and destinations and barriers from the various background documents and in-depth field investigations. This information was used in conjunction with the guiding principles and input received from local residents, landowners and the steering committee during various meetings and public*

consultations to identify potential trail routes in the form of a trails plan.

Bruce Nuclear Power Development

There is an opportunity to connect the Bruce Nuclear Power Development Centre to the trails network via the abandoned CN spur rail line, although a connection from the rail line to the facility may need to be established on-road or on private land through access agreements with landowners because of security issues at the facility. Development of an off-road trail would provide trail users to an alternative to the busy Highway 21 on-road route.

Gore Drain

The Gore Drain easement may be used to provide a connecting link from Hwy 21 to MacGregor Point Provincial Park. Some of the constraints involved in developing this route include close proximity to the Airport and a golf course that both have concerns regarding safety and vandalism. In addition, the easement is cleared but not suitably surfaced presently to accommodate a trail, and as such would require significant upgrades to function as a primary trail. The Gore Drain also ends at Highway 21 and Bruce Road 25, so potential trail users would have to cross the highway and travel along Bruce Road 25 before making the connection to the Bruce County Rail Trail.

The opportunity to use the Gore Drain as a potential linkage was raised at the final public meeting. Although it has been studied in the past, it could be reconsidered in the future as a potential route.




MacGregor Point Provincial Park

A linkage to Port Elgin can be made at the north end of the park at the Old Shore Road. Connections to Bruce Nuclear may be made at the south end of the park via the Old Shore Road. The park's close proximity to an abandoned rail line (spur) offers opportunities for connections in the community, as do the quiet low volume concession roads nearby.

Saugeen Bluffs Conservation Area

There is potential for the conservation area to function as trail staging area to provide trail access for paddlers. An opportunity exists to tie the traditional trail system into the aquatic trail followed by paddlers on the river. The trail may be linked to greater trail system via the informal trails on private land, in which case landowner agreements would need to be reached. An on-road route along River Road following the winding path of the river through scenic rural countryside would afford potential trail users many views of the river. Due to the distance of this potential route, it would not be appropriate for short distance hikers or walkers. There are also opportunities for historical and natural interpretation of the Saugeen Bluffs along these proposed routes.

The Village of Paisley

An on-road or off-road cycling, snowmobiling and ATV route may be established to Paisley via Bruce County Rd. #3, providing an opportunity for historic, cultural and natural interpretation. The road has already developed as an on-road cycling route, but is not signed or identified in any manner. An opportunity exists to sign and identify this route. Historical and natural interpretation could be done at various points along the route.

The highway is a moderate to high volume road, and traffic often includes large trucks and farm machinery. There may be an opportunity to create an off-road trail adjacent to the road in the right-of-way. Distances between destination points on this route would make it a difficult route for short distance trail users.

An excellent location for a possible staging area, Paisley has many amenities that would be of use to many trail users such as a trail outfitter, gas station and general store.

Port Elgin

Potential exists to extend the Saugeen Rail Trail. There is also an opportunity for incorporation of trails in new residential developments, connection through and between parks and beach access points, formalization of shoreline trail (i.e. signage and mapping), connection to

Southampton, township, Bruce Power, and downtown commercial area. Potential to create trail staging areas at existing beach access points or parks.

Interpretation of both natural and cultural assets of the area would be easily integrated into the trail system.

Southampton

There is potential for extension of Saugeen Rail Trail and Miramichi Trail. Potential for incorporation of trails in new residential developments, connection through and between parks and beach access points, formalization of shoreline trail (i.e. signage and mapping), connection to Port Elgin, township, and downtown commercial area. Potential to create riverside trail with access agreements. There is also potential to create trail staging areas at beach access points, the mouth of the Saugeen River, or existing parks.

Saugeen First Nation

There may be an opportunity to link the site to the rail trail via a shoreline trail along the river or a trail within the highway right-of-way. A trail linking this destination point would offer many unique opportunities for cultural and historical interpretation.

Denny's Dam

A docking point for paddlers enjoying the Saugeen River Canoe Route, this conservation area has facilities that include privies, parking and a picnic area. Camping is also permitted at this park. This provides an opportunity to create a major staging area for a trail, and again allows for integration of the trail system and the river in further developing the trail network on both land and water.

The dam requires paddlers to portage at this location. The Thorncrest Outfitters are located in close proximity to the dam, and it could be encouraged as a major hub for the system. Interpretation of the history of the river, both natural and cultural is also an opportunity.

Potential trail linkages may follow existing gravel roads (i.e. Cemetery Road), or via a riverside trail on Federal lands.







Saugeen River Paddling Route

Potential to utilize river access points as trail staging areas in order to take advantage of existing facilities such as parking lots. There are many opportunities to provide trail connections along the river's edge where feasible via access agreements with landowners.

Hydro Corridor

There is a potential for trail connections within the existing hydro corridors providing that access agreements with landowners and land use agreements with Hydro One can be reached.

CN Rail Line

The abandoned CN rail line represents a huge opportunity for the Town of Saugeen Shores. The Bruce County Rail Trail Management Plan by Northwood Associates Ltd. identifies design standards and uses for the line, and is currently being considered by Council. As laid out in the Bruce Grey Trail Network Master Plan, the potential for regional trail connections is great for all potential trail uses. A formal linkage could be made to the Old Shore Road to make a complete loop. There is also the opportunity to provide interpretation of railroad history with an emphasis on its role in the development of the Town of Saugeen Shores.

In areas where the trail crosses high volume roads such as Highway 21, crosswalks or traffic signals could be employed to improve the safety of both trail users and motorists.

Road Allowances

The many unopened road allowances represent opportunities to create linkages to parks and other trails within the network.

New or Retrofitted Development

Trails should be incorporated wherever possible into new development in the Town. These trails may connect walkway blocks, parks and stormwater management facilities, and provide linkages to other trails within the

network. There is an opportunity to use development charges for the creation of trails as linear parks.

Biener's Cross Country Ski Trails

If suitable land use agreements can be reached with the land owner, this trail system could be linked to others in the area, providing an important alternate link to the shoreline. In the event that the land is subdivided, a trail network could be incorporated into the plan to maintain linkages and provide access for new residents to the trail system and its amenities.

Low Volume Roads

There are many low volume roads within the boundaries of the Town of Saugeen Shores that could be used as on-road trails for linkages. Depending on the width of right of way and existing grades, an opportunity exists to develop off-road trails as well. Cyclists already use many of these roads, such as Concessions 4 and 6, quite heavily in the summer months. Observations made regarding road volumes were made during site visits. Trail development on a roadway of any sort will require further study to confirm road volumes and road geometry prior to implementation.

*Southampton Art School*

The school/gallery offers a destination point for trail users and provides an opportunity for self-guided art-themed tours, similar to the Saugeen River Fish Art Tour. The space behind the building would make an ideal public green space and trail staging area in the downtown core, if the parking could be accommodated elsewhere in a nearby location.



Southampton Dunes Nature Walk

There is a potential to connect to this location to other routes as a trail destination point. This application provides a fine example of how dune ecosystems can be preserved and enjoyed simultaneously, and should be used as a model along the Town of Saugeen Shores shoreline.

Scenic Shoreline Cottage Roads





*This entire route is on relatively low volume roads except for one small segment on Izzard Street, that is privately owned, where an informal signed trail has been developed. The North Shore Road and Mirimichi Bay Road are both roads that may be seasonally medium to high volume roads, and as such a traffic study should be conducted prior to any trail development. There is an opportunity to develop this route as an on-road cycling route, and in portions such as on Miramichi Bay Road where there is ample shoulder, a paved shoulder trail could be established. The section on the north side of Port Elgin generally has a higher volume than the rest of the shoreline road due to a grocery store development at that end of town. An erosion problem has also been identified on this section of road, which may prevent widening or off-road alternatives. Possible alternatives for this section include a one-way street with bike lane, widening to allow two way traffic and bike lanes, or temporal restrictions on automobile usage on the road.*

*Many of the other streets along this route are narrow cottage streets, and although they are primarily low volume, there is little if any shoulder on most of them, leaving little room for certain types of on-road trails. Some streets, such as Lorraine Drive could be widened to accommodate a designated lane.*

*A loop could be incorporated into the trail to make the McNab Range Light a destination point. This trail could also be linked with the rail trail and spur line to make a complete loop encompassing MacGregor Point Provincial Park, Port Elgin, and Southampton.*

*There is great opportunity for historical, natural and cultural interpretation of the shoreline and its communities.*

Mouth of the Saugeen River



*There is potential to provide a pedestrian-friendly boardwalk or riverside trail on both sides of the river with rest areas and lookouts. If possible, it would be desirable to link both sides of the river via the highway bridge or separate a free-standing pedestrian bridge.*

Saugeen River Tow Path

There is a potential to provide a riverside trail to Denny's Dam and beyond into the township with appropriate research into land ownership, riverside conditions, and necessary agreements. This trail would present an opportunity for historical interpretation of the river.

Little Lake



There is an opportunity to link this existing trail with others in the network. A connection to the amphitheatre may make it more accessible to potential users, especially because there is not a lot of parking in the areas directly adjacent to the site. When the new Bruce County museum is finished, there will also be an opportunity to link this trail with that facility.

Highway 21



This route is a major thoroughfare for the area. On-road cycling may not be appropriate on this highway given traffic congestion at peak use times. Off-road alternatives such as a trail within the right-of-way may be feasible. The bridge over the Saugeen River is also a barrier because of its narrow elevated sidewalks.

Bruce County Museum & Archives



Historic walking tour guides available at local information centres list many of each community's heritage homes and buildings and their history. In Southampton, many heritage homes bear plaques stating the name of the first owner, the year it was built and the owner's occupation. The plaques were an initiative of the former Southampton LACAC (Local Architecture Conservation Advisory Committee).

A history-themed trail may be developed in the area with interpretive nodes at important historical sites in the area. The museum could be used as a staging area with signage or pamphlets available for trail users. The Mariner's walk along Huron Street is an excellent example of a themed trail opportunity.

## 6.3 Trail Hierarchy

The following trail hierarchy was developed, as part of this Master Plan, to meet the objective of providing a range of trail activities and trail experiences for different types of trail users of all levels of ability within one trail network. This framework consists of two different types of trails as follows:

Typical Primary Trails

- wide double-track trails designed and constructed to a high standard
- designed for multi-use
- easy to moderate level of difficulty to accommodate widest range of trail users
- forms main spine/loop of the trail network
- connects communities, staging areas, tourist destinations, campgrounds, conservation areas, river access points etc.
- connects as many loops and links as possible
- offer the opportunity to connect to neighbouring municipalities
- primarily off-road on public land and right-of-ways with some On-road sections on low volume roads
- high standard and level of signage
- focuses on diverse communities and landscapes in the Town of Saugeen Shores (i.e. the Lake Huron Shoreline, Port Elgin, Southampton).

Typical Secondary Trails

- theme-based with a unique character
- varying levels of difficulty
- primarily off-road on private land where agreements are possible; on-road sections on road allowances and low volume roads where important linkages are required
- focus on particular natural and cultural heritage features in the Town of Saugeen Shores (i.e. Saugeen River Bluffs, heritage features).

## 6.4 Trails Plan

*Taking into consideration all of the information collected from background materials, site inventories and analysis, as well as public consultation and landowner contact, a master plan for the trail network in the Town of Saugeen Shores was developed.*

*All trails are intended to be non-motorized except the Bruce County Rail Trail, the existing snowmobile trails, the Concession 2 Motorized Link and the Sideroad13/14 Link.*

*The following is a description of the trails plan beginning with the Port Elgin and Southampton areas, followed by a description of proposed trails for the Saugeen Township area.*

### 6.4.1 Port Elgin and Southampton Area

*The trails plan for the areas in and around Port Elgin and Southampton may be summarized as follows (refer to Map 4):*

*Bruce Road 25 On-road Route*

*This on-road route may consist of paved shoulders on both sides of the road, which is a relatively easy way to provide a space for cyclists on rural cross-section-roads (shoulders, no curb and gutter). Though not preferred, other users such as walkers and runners can use this on-road space where there is insufficient public space to develop an off-road connection. In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.*

*Bruce Road 25 is a County Road with medium volumes of traffic traveling on it when observed during field surveys. Because it is a County Road, motorized off-road vehicles will not be permitted to use the shoulder of the road even if the Town passes a bylaw regarding Bill 11. This on-road trail provides an important linkage for non-motorized uses from the Bruce County Rail Trail to the shoreline and the Central Loop Trail. It also provides users with an*

opportunity to use a shortened loop, should they wish to reduce the length of their trip.

In July of 2003, the Ontario government passed Bill 11, which states that ATVs are legally permitted to use the shoulders of many sections of Ontario's highways, excluding 400 series highways should local governments pass the relevant by-laws to allow ATVs on specific local roads.

In addition to specifying ATV road links, Bill 11 defines an ATV in specific terms and outlines the rules for operation. For example, ATVs must drive on the gravel shoulder, or as close to it as possible. If the speed limit for automobiles is 50 kph or less, ATVs can only travel at 20 kph; if the posted speed limit is above 50, ATVs may only travel at 50 kph. Among other requirements, a rider must have a valid drivers license, in addition to carrying proof of off-road liability insurance.

Concession 6 Motorized Link

The on-road portion of this route may be a signed route. The connection between Concession 6 and the Bruce County Rail Trail is made as the two routes intersect, and should be properly signed. The rail trail in this section will be a multi-use, motorized and non-motorized separated trail as per the Bruce County Rail Trail Management Plan.

The Concession 6 link provides users with a direct connection to Port Elgin, its shops, services and amenities. Should the Town of Saugeen Shores pass a bylaw with regards to Bill 11, permitted motorized uses such as ATV's may be able to use the road as a connecting corridor and an important transit linkage.

This route may also be used as a snowmobile trail link to Port Elgin as well. Several safety concerns exist regarding the road and visibility on certain portions, so if it were to be used as a snowmobile trail, proper signage and trail user education programs should be implemented to improve safety. Alternately, the snowmobilers may use the Sideroad 13/14 route, as described below.

Sideroad 13/14 Snowmobile Route

The Sideroad 13/14 Snowmobile route is proposed to allow snowmobilers access to the supplies and amenities available in Port Elgin. This route is an alternative to both the Bruce County Rail Trail and the Concession 6 motorized link. Until significant improvements are made to the Bruce County Rail Trail trestle bridge, it will be impassable for motorized uses. This route may also be more appropriate than the Concession 6 Motorized Link, but will require further investigation to determine its suitability.

Saugeen District Secondary School Link

This trail provides an important connection between the Bruce County Rail Trail, the Saugeen Rail Trail, the high school and Cameron Park. There is already an informal trail that connects the Saugeen Rail Trail to the school grounds, and this linkage should be formalized with signage. Once the trail leaves the school grounds, it connects playground facilities at Cameron Park.

This trail serves to connect the school to the trail network and the greater community, promoting a more healthy way to get to and from school. Making these types of routes available enhances programs such as the 'walking bus' program, wherein participants form a walking group to get to and from school, and encourages physical activity among the residents.

Market Street On-road Route

This on-road route may be a signed route that provides a connection from the Central Loop trail to public lands adjacent to the Saugeen Rail Trail. The route involves crossing Highway 21, which will require proper signage and signaling to ensure user safety.

This route provides important connections within the community, and offers an alternative mode of transportation. It provides another important linkage from the Lake Huron shoreline to the Saugeen Rail Trail for non-motorized uses.

Muir Street On-road Route

This on-road route provides a connection from the park to public lands on the Saugeen River. Muir Street is a low volume residential street; therefore a signed on-road route may be appropriate. There is a potential to develop a small parkette or rest area at the river.

Green Street On-road Route

Green Street should be developed as an on-road route. A signed route may be the most appropriate option for this route. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists.

This linkage will provide an important connection to the Bruce County Rail Trail and the lower portion of the Central Loop on the shoreline.

Catherine Street On-road Route

This on-road route provides a connection from an informal trail at the town pond to the Green Street and Market Street on-road routes, and the greater Central Loop. A signed route may be the most appropriate option for this route. The route passes the campgrounds on Catherine Street, continues on Johnston Street and travels on Stafford Street past both the Port Elgin-Saugeen Central School and St. Joseph's School to Market Street.

This trail provides important connections within the community, and offers a safe alternative mode of transportation. Making these types of routes available encourages programs such as the 'walking bus' program, and encourages physical activity in the community.

Biener's Bush Trails

A trail system existing entirely on privately owned land; the Biener's Bush trails provide the unique opportunity for off-road trails within the more urban portion of the Town of Saugeen Shores, just on the outskirts of Port Elgin. The trail system is completely non-motorized, and should remain non-motorized. The trail system is well used by Cross Country skiers in the winter, and with upgrades and

promotion, could become an important destination point for skiers. Formal land use agreements should be sought with landowners, and appropriate arrangements should be put in place.

To further strengthen this system, a connection should be created to the shoreline. As these lands are private, appropriate agreements will be necessary.

Should this land be developed in the future, it is recommended that a trail system be an integral part of the subdivision design, to retain the important linkage to the shoreline in this area.

Concession 10 to South Street Link

This trail links the Biener's Bush trails to South Street. Equestrians, cyclists, and hikers currently use it frequently. The entire trail is on private land, and formal land use agreements should be sought with landowners.

Should this land be developed in the future, it is recommended that a trail system be an integral part of the subdivision design, to retain the important linkage from the Biener's Bush trails to South Street.

Waterloo Street On-road Route

This on-road route provides a connection from Market Street to Northwood Elementary School and Biener Park. A signed route may be the most appropriate option for this route.

This trail provides important connections within the community, and offers a good alternative route for school children.

South Street On-road Route

The South Street link connects the Central Loop to the Saugeen Rail Trail. South Street is a relatively low volume residential street and a signed route may best suit potential users.

Concession 10 On-road Route

Concession 10 is an important route that runs northwest and southeast from the Lake Huron Shoreline to the Saugeen Rail Trail and Biener's Bush trails.

This road is a relatively low volume road with a rural character. It is recommended that the trail be an on-road signed route. Signed routes are typically found along roads where traffic volumes and vehicle speeds are low. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists. Signs located at changes in direction or at street corners help trail users find their way.

There is a crossing of Highway 21 on this proposed route. The existing crossing design at this location should be examined and co-ordinated with the traffic signals in consultation with the Town's Engineering and Public Works department and in accordance with Ministry of Transportation Standards.

Bay Street On-road Route

The Bay Street route connects the Central Loop to the Saugeen Rail Trail. Bay Street is a low volume residential street and a signed route may best suit potential users.

Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

Huron Street On-road Route

Huron Street is a seasonally high to medium volume residential street lined with many historic cottages. Currently the road has a parking lane on one side. It is recommended that the parking lane be removed and that bike lanes be installed to provide an important section of the Central Loop Trail. Refer to details for alternatives.

Interpretation on this route could provide trail users with historic information about the cottages and their marine history, incorporating the Mariner's Walk already designed and interpreted by the Bruce County Museum.

High Street On-road Link

High Street is a medium volume road that travels through the commercial heart of Southampton. The two-lane road has angled parking on both sides of the street right down to Lake Huron.

A signed route may best suit potential trail users. Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

This trail route would provide non-motorized trail users with a connection to downtown, and links the Little Lake amphitheater, the Bruce County Museum, the Saugeen School of Art and trails to the main system. A link in the southwest at Carlisle Street provides connections to Denny's Dam and the Rail Trail.

The Little Lake trail system could be developed into an art or sculpture themed trail, with installations done around the lake on a temporary or permanent basis.

Southampton Beach Route

The Southampton Beach route may be a signed route on Harmer, Morpeth and Beach Streets, which are all low volume residential streets.

This route would serve to link the Central Loop with the Southampton Beach, public washroom and playground facilities, as well as the Southampton Dunes trail.

Clarendon Street On-road route

This route utilizes Front Street, Saugeen Street and Clarendon Road to connect the shoreline to Carlisle Street. It also provides a linkage to the Fairy Lake trails, G.C. Huston Public School and the Bruce County Museum.

A signed route may best suit potential trail users. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists. Signs located at changes in direction or at street corners help trail users find their way. Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

Anglesia Street On-road Route

Anglesia Street is a low volume residential street. A signed route may best suit potential trail users.

This route would serve to link the parks at the west end of Anglesia Street to the Denny's Dam trail loop.

Carlisle Street On-road Route

Carlisle Street is a low volume residential street. A signed route may best suit potential trail users.

This route would serve to link the parks at the west end of Anglesia Street to the Denny's Dam trail loop.

### 6.4.2 Saugeen Township Area

The trail plan for the township area may be summarized as follows (refer to Map 5):

Central Loop Route

The Central Loop route is intended to be the main spine for route users within the Town of Saugeen Shores. This 40km route begins in MacGregor Point Provincial Park on the Old Shore Trail that currently exists within the park. On the northeast side of the park boundary, the route continues along the Lake Huron Shoreline as an on-road route on the cottage roads, potentially as a signed route. At the end of Shipley Street, the proposed route crosses a portion of private land that is currently signed 'use at own risk' This route would be achievable only if the appropriate landowner agreements could be established. At the other end of the existing private informal trail, the Central Loop continues on Izzard Street and Harbour Street and then along the existing trail system throughout the Port Elgin Beach as an off-road asphalt route. After leaving Port Elgin Beach, the route continues along the North Shore Road as an on-road route. The recommended option for the shoreline configuration of the trail is an on-road paved shoulder option. This option would include substantial reinforcement of the roadway, and a widening of the shoulder on either side. Further investigation of the structural stability of the slopes, as well as road allowance

widths would be needed before this portion could be constructed.

In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.

The Central Loop continues northeasterly on the Miramichi Bay road as an on-road paved shoulder route, onto Huron Street and then on to the existing Saugeen Rail Trail via High Street. The 8km stonedust Saugeen Rail Trail forms an integral part of the Central Loop, taking users back in a southwesterly direction to the abandoned CN rail line. Where the CN mainline intersects the spur, an alternate route should be developed across the publicly owned lands surrounding the junction area, so as to avoid the trestle bridge that is in disrepair. Refer to the Concession 6 Motorized Link and the Sideroad 13/14 Route for descriptions of these alternatives. The Central Loop then follows the CN spur line back towards MacGregor Point Provincial Park to the Bruce Saugeen Townline, where an on-road connection potentially as a signed route completes the loop.

The Central Loop route crosses Highway 21 at two locations. These crossings should be well signed from both the highway and trail sides. A midblock pedestrian activated signal (red, amber, green) should be installed at both crossings to ensure the safety of trail users and motorists at the intersection.

The Central Loop travels through varying scenery, maintaining close proximity to the Lake Huron shoreline for great distances, affording route users many spectacular views along the way.

Interpretive nodes along this route include one at MacGregor Point Provincial Park intended to highlight the Lake Huron shoreline and the natural ecosystems associated with it. A node located at Port Elgin Beach should emphasize the history of the town of Port Elgin and the importance of dune ecosystem. On the Miramichi Bay on-road portion of the route, a node should be placed across from Chantry Island, highlighting the history of the

lighthouse and the many diverse species of birds that inhabit the island. A node in Southampton may describe the town's marine history and highlight the mouth of the Saugeen River and its importance to pioneer trade. Between Concession 4 and Concession 6 along the CN spur line, an interpretive node should be created to tell the story of the railroad in the community, and how its arrival changed the area.

The Central Loop route is intended as a multi-use non-motorized route. Appropriate surfaces include asphalt and limestone screenings, and the width for a multi-use trail should be no less than 3.5 metres. Where the Central Loop route shares the CN rail line bed with the Bruce County Rail Trail, a separate trail should be developed to avoid potential conflicts between motorized and non-motorized uses, as outlined in the Bruce County Rail Trail management plan.

Bruce County Rail Trail

The 31-km Bruce County Rail Trail is proposed for the abandoned CN line and CN spur line, and runs from Paisley in the southwest to Port Elgin, and provides a potential linkage to Inverhuron Conservation Area and Bruce Nuclear Power Development.

The condition and uses of the abandoned rail line vary from location to location. Both have good clear stone bases, and will require resurfacing and clearing of vegetation prior to development. The right of way on the main line is 20m throughout, and the spur line is 30.5m throughout, providing ample room for dual treadways to accommodate different uses. Both the main line and the spur line should be developed in accordance with the Bruce County Rail Trail Management Plan.

Although this portion of the trail begins in Paisley, its development offers opportunities for linkages to many other communities, and represents a major route corridor for potential long distance route users.

On-road Cycling Route via Concession 2

The 21km on-road cycling route on Concession 2 is intended to enhance cycling opportunities within the Town of Saugeen Shores for experienced cyclists and provide a

linkage via Sideroad 33/34, the Townline between Paisley, MacGregor Point Provincial Park and the Central Loop.

It may be appropriate to develop this route as a wide lane. Wide lanes are typically used on roads where vehicle speeds or traffic volumes are higher than those associated with signed routes. Where necessary or desirable, the bicycle symbol and "shared use" can be painted on the road at regular intervals to inform motorists to expect cyclists.
Located on scenic relatively low volume country roads, the Concession 2 Cycling Route travels through rolling farmland, over several creeks, and is in close proximity to the Saugeen River.

At the northeast end of the route, a linkage is made to the trails in MacGregor Point Provincial Park, allowing trail users access to the many cycling trails within the park boundaries. The route brings users through the main park gate, where they will be expected to purchase a day pass and will have access to interpretive information, washrooms and park programs. In the southwest end, cyclists can move onto the Bruce County Rail Trail, The Elora Road on-road cycling route, or return to Port Elgin via the Concession 4 on-road cycling route and enjoy the many routes that the Central Loop provides access to.

On-road Cycling Route via Concession 4

The 14km on-road cycling route on Concession 4 is intended to provide linkages with other proposed on-road cycling routes and alternative routes for those users who wish to remain on low volume roads within the Town of Saugeen Shores. It may be appropriate to develop this as a wide lane route.

This route is also very picturesque. Relatively flat, the route crosses a stream as well as the Saugeen River, and intersects with the Saugeen River Access Point #12, providing an opportunity for paddlers on the river to make the transition to land and use the dry land trail network.
At the northeast end of the route, a linkage is made to the trails in MacGregor Point Provincial Park, allowing trail users access to the many cycling routes in the park. The route also intersects with the Central Loop, providing users with access to the other routes that intersect this loop.

On-road Cycling Route via Elora Road

The 22km on-road cycling route on the Elora Road provides a linkage between Paisley, Port Elgin and the Central Loop. This route may be developed as a wide lane.

Higher traffic volumes, speeds and truck percentages on the Elora Road make this route appropriate for experienced cyclists only. Recreational users should be encouraged to use other routes.

The Elora Road is an historic colonization route, and as such, can be interpreted for those interested in taking the same route as the pioneers did when settling the area and bringing in supplies. Interpretive nodes have been proposed at Paisley and Port Elgin, when route users are likely to be traveling at a slower pace and are more likely to stop and read the material.

At the northeast end of the route, a linkage is made to the village of Paisley, allowing route users access to the many amenities available, as well as other routes in Paisley. The route can also be continued beyond Paisley, making an important link to communities outside the Town of Saugeen Shores.

The route terminates in Port Elgin, with a connection to the Central Loop and other satellite routes in the area. Port Elgin is a destination point for cyclists, offering amenities, supplies and over night accommodation for cyclists on long distance trips.

Sauble Beach On-road Cycling Route

An on-road cycling route is proposed via Bruce Road 13 to Sauble Beach. For the most part, this section of shoreline road is low volume and is currently well-used by cyclists riding along the shoreline and making the connection to Sauble Beach, a popular destination.

It may be appropriate to develop this route as a paved shoulder route. Paved shoulders are a relatively easy way to provide a space for cyclists on rural cross-section-roads (shoulders, no curb and gutter). Though not preferred, other users such as walkers and runners can use this on-

road space where there is insufficient public space to develop an off-road connection.

In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.

Traveling along a cottage road and through the Saugeen First Nations territory, this route provides intermittent views to the lake, and is relatively flat. The route begins at Scubby's Point, and includes an interpretive node at the mouth of the Saugeen River. A rest area could also be incorporated at Scubby's Point, providing a safe haven on the shoreline for paddlers in inclement weather.

Saugeen River Route

The 11km Saugeen River route is intended to provide access to the river for trail users, and encourages paddlers on the Saugeen River to use the dry land routes as well. The route travels through some of the most picturesque areas of the Town of Saugeen Shores, through a variety of landscapes, topography and vegetation communities.

Beginning at the Saugeen River Access Point #13, the route utilizes an unopened road allowance and a potential on-road wide lane section of Bruce Road 17 to access the River Road. The River Road is a low volume, relatively narrow, winding road that may accommodate a signed route. This route would afford travelers with many scenic vistas of the Saugeen River and its bluffs. A portion of this route is proposed on private land in the section between the River Road and Saugeen River Access Point #12. All appropriate land use agreements would need to be secured before this portion of the route could be built. In the event that such agreements could not be reached, an alternative route could follow the River Road all the way to the Elora Road, and connect to the Saugeen Bluffs Conservation Area trails and Saugeen River Access Point #12 via a potential wide lane on-road route on Bruce Road 40.

This route provides an important link to the Saugeen Bluffs Conservation Area and its associated trails. By integrating this facility into the trail network, many facilities such as

overnight camping, river access points and interpretive information become available to trail users. Route users are expected to purchase the appropriate permit for using the facilities.

Saugeen Bluffs Conservation Area makes available some interpretive material, and an additional interpretive node is proposed for the area to augment this information. The natural and cultural history of the river and its associated geography should be addressed.

Saugeen First Nations Loop

This 7km route takes advantage of the scenic Saugeen River, and provides a linkage to the picturesque amphitheater on the Saugeen First Nations. The natural amphitheater overlooks the Saugeen River, and is a key destination point for artists, photographers and tourists.

The primary proposed access to the amphitheater is by way of a shoreline route that would require landowner agreements. Once the trail passes the amphitheater, it crosses Highway 21 and makes its way back to the Central Loop via low volume residential roads. This on-road section of the route may consist primarily of delineated bike lanes or wide-shared lanes and paved shoulders where necessary. On roads where the volume is determined to be low through further study, signed routes may be established along the road.

At the Highway 21 crossing, the ideal route crossing would be grade separated, occur at an existing signalized or stop-controlled intersection, or at a mid block pedestrian signal.

An interpretive node at the amphitheater has also been proposed for this route, and could inform trail users about the history of the first nations in the area, as well as the geography and geology associated with the Saugeen River. The trail and trail signage should also be themed according to the information being interpreted.
Partnerships should be sought with the Saugeen First Nations in order to establish larger community linkages for the trail network.

Denny's Dam Route Loop

The 24km Denny's Dam Conservation Area is located 5 km east of Southampton, and is currently accessible via Denny's Dam Road just off Highway 21. The Conservation Area is roughly 1 ½ km upstream from the mouth of the Saugeen River.

A satellite route off the Central Loop, the route begins at the intersection of Highway 21 and the existing Saugeen Rail Trail. This location makes an ideal staging area for the trail because of its accessibility via car and the Saugeen Rail Trail. This portion of the trail makes its way to Denny's Dam as an on-road route, potentially in the form of delineated bike lanes or wide-shared lanes and paved shoulders.

Another staging area is proposed at Denny's Dam. The area is currently a portage point for paddlers on the Saugeen River, and has picnic facilities at the shoreline. This trail linkage provides another opportunity to integrate the trail system with the Saugeen River paddling route.

An alternate route is also indicated at Denny's Dam. This route is proposed on an unopened road allowance, and could be used as an alternate if trail routes cannot be established according to the primary route option. It would also be desirable to establish this route for trail users who did not wish to travel into the Conservation Area.

The next section of the primary route is proposed for private land, and would require the establishment of all the appropriate access agreements. The route also connects with Saugeen River Access Point #17, and continues back to the Central Loop via Bruce Rd 17 and Concession 6. This on-road section of the route may consist primarily of delineated bike lanes or wide-shared lanes and paved shoulders where necessary. The route would be in close proximity to the Saugeen River in this area, and would afford trail users many scenic views of the river. On Concession 6, where the volume is determined to be low, signed routes may be established along the road.
The interpretive node in the area should focus on the natural bounty of the area, informing trail users of species of wildlife, fish and birds that are found at Denny's Dam. A nature theme would be appropriate for this route.

Saugeen River and Lake Huron Shoreline Paddling Route

Established canoe and kayak routes, both the Saugeen River and the Lake Huron Shoreline routes should be marketed and promoted as an important part of the Town of Saugeen Shores Trail network.

Points of refuge have been identified along the shoreline for paddlers that require shelter from the elements in the event that a sudden storm comes up on the lake. These points should be maintained as public access points.

Southampton Staging Area

A major staging area has been proposed at one of the main Southampton beach access, where Gerry's Fries is currently located. Parking and washroom facilities exist in the area, and there are several existing trails in the area currently, and several proposed trails converge in this location. Many of the facilities required for a major staging area in place already, and a staging area could be linked with park improvements. A put-in for canoes and kayaks may also be a potential component of the staging area.

Port Elgin Staging Area

A major staging area has been proposed at the main Port Elgin beach access. At the Port Elgin beach and marina, there are several existing routes in the area currently, and several proposed routes converge in this location. There are also many of the facilities required for a major staging area in place already, and a staging area could be linked with park improvements for the area. A put-in for canoes and kayaks could also be a component of the staging area.

Saugeen Bluffs Conservation Area Staging Area

A major staging area has been proposed at the conservation area. Many of the facilities required for a major staging area are already in place in this location. An agreement with the conservation authority would be required for this facility.

## 6.5 Trail Design Details

This section is a compilation of design guidelines that cover a wide range of conditions that will typically be encountered during the construction of the Town of Saugeen Shores trail network system. Although generic in nature, critical dimensions and standards, where they exist, are noted. It should be noted, however, that at the time each portion of the network is implemented, detailed design studies would be required so that the intent of the relevant details can be applied in response to the site-specific conditions. Figures 6-1 through 6-15 illustrate key design aspects of the various trail network components.

### 6.5.1 Trail Surfacing

It is recommended that the ultimate surface treatment for the main Central Loop Trail from end to end be asphalt, stone dust or granite screenings. An asphalt surface or a 150mm bed of compacted fines is useable by the widest range of trail user groups and it can be easily re-graded or repaved as part of the maintenance of the trail bed. Occasional "topping up" of the base or resurfacing of the asphalt may be necessary. Secondary linking trails should be stonedust screenings or wood chips in keeping with the rural or natural environment through which the trail passes.

Materials of fine particle size create a smooth solid surface that all trail users can negotiate with confidence. These materials are generally appropriate in rural areas where it is in keeping with rural character of traditional country lanes and routes.

Stone dust or granite screenings are best used as a top course on trails. They are generally not suitable as base material for wet trails or on soils with low stability. Use fine granular as a topcoat with a course granular base in these situations. Due to the nature of many of the anticipated users (mountain bikes, ATV's, horses, etc.) a regular grading and maintenance schedule will have to be undertaken if stonedust surfacing is selected. The frequency of this program will be based upon the volume of users on the trail, and the level of impact on the trail.

Care should be taken to remove all rocks, stumps, roots and other trail obstructions that cannot be covered to

prevent injury to trail users or damage to equipment. In addition, trail edges should be reinforced with buried rocks or logs to prevent sloughing.

Unsuitable surfaces include loose stones, large gravel, ice, clay and concrete. Hard surfaces are prone to being more slippery when wet. Stones sized ¼" or greater can become embedded in tires or hooves, and may fly off unexpectedly, causing injury. Granular (gravel) surfaces are also not recommended as some user groups such as cyclists report that gravel surfaces are difficult to negotiate on all but mountain bikes. Culverts under the trail should be covered with a thick layer of soil or granular fill to prevent hollow sounds that can spook a horse, as well as helping to prevent future maintenance requirements. Culverts should extend at least 600mm beyond edges of the trail. Visible flanges should be installed at culvert ends for trail user safety.

### 6.5.2 Trail Amenities at Trail Junctions/Nodes

Trail nodes may incorporate the following:

- signage;
- seating opportunities (i.e. benches)
- interpretive opportunities, and
- bike racks.

### 6.5.3 Roadway Crossings

The design of roadway crossings should consider the following:

- development and maintenance of open sightlines to the road (at least 60 meters back from high speed roads and 30 meters back from low speed roads) at each crossing point;
- sightlines along the road in both directions to gauge traffic speed and determine a safe crossing time at non-signalized crossings;
- proper lockable gates or other trail barriers to prevent access by non-permitted uses where applicable;
- trail identification;

- proper signing along the roadway to alert motorists to the trail crossing;
- proper signing along the trail to alert trail users of the upcoming roadway crossing;
- alignment of the crossing point to achieve as close to possible a perpendicular crossing of the roadway to make the crossing route direct and minimize the time that trail users are in the traveled portion of the roadway, and sufficient space on either side of the road for turning horses around while waiting for traffic to clear.

Where necessary, traffic lights should be installed to regulate crossings and ensure the safety of both motorists and trail users.

### 6.5.4 Farm and Private Road Crossings

The design of farm and private road crossings should consider the following:

- development and maintenance of open sightlines to the road or farm lane;
- proper lockable trail barriers to prevent access by non-permitted uses and are opened for service and/or emergency vehicles, except on carriage trails where gates are not required;
- trail identification;
- proper signing along the trail to alert trail users of the upcoming crossing, and
- alignment of the crossing point to achieve as close to possible a perpendicular crossing of the roadway to make the crossing route direct and minimize the time that trail users are in the traveled portion of the roadway.
- Refer to Figure 6-4.

### 6.5.5 Bridges

Wherever possible, at-grade crossings are recommended. In the instance that an existing bridge is updated for trail use such as the trestle bridges on the Bruce County Rail Trail, it must be firm and steady. Decking boards must be

flat, with 25mm maximum spacing for drainage and well fastened. Heavy rough-cut deck boards are recommended. The minimum recommended bearing capacity is 5 tons or greater. Where the bridge is 600mm or more above the ground, longitudinal barriers must be constructed. It is recommended that each bridge be investigated by a qualified professional to ensure structural stability.

### 6.5.6 Signage Program

A hierarchy of trail signs should be included as a key element to any trail system. Because the Town of Saugeen Shores Trail network is developed on a loop system with satellite trails providing linkages, way-finding will be a key to the success of the system. Proper implementation will increase ease of way finding for users, and serve to educate them on trail etiquette, deterring trespassing and increasing awareness of the potential sensitivities of the area that they are visiting. This hierarchy should include:

- Trailhead Staging area/orientation signing typically located at staging areas and major trail nodes. It provides orientation to the trail system through mapping and interpretive information. Larger in size, trailhead staging area signs are visible from a distance, and for the passing motorist can be used as a trail "identifier";
- Trail node signs are typically located at key trail intersections. Smaller in size and stature than trailhead staging area signs, they can be used for way finding throughout the system. In key locations, trail node signs can be used to display interpretive information;
- Trail directional signs should be located at every trail intersection to cue trail users for destinations and in some cases, distances to destinations. Directional signs typically are smaller and simpler in design than trail node or trailhead staging area signs;
- Trail marker signs should be located at regular intervals e.g. 500-1000m along the trail. The purpose of trail marker signs is to provide a simple visual message to users that they are still on the route. In many cases, trail marker signs take the form of a bollard with the trail logo and distance marker clearly displayed;

- *Interpretive signs should be highly graphic, easy to read, and wheelchair accessible. Bollards may not be appropriate where interpretive information is creatively supplemented with photos, maps and other graphics due to their small size. In these circumstances, a signboard constructed of similar materials and featuring standard trail sign color palette, logo and symbols will be ideal. Interpretive signs may be located at points-of-interest such as historical features (i.e. abandoned railway buildings) and natural features (i.e. Saugeen River).*

*The design and construction of the trail signing system should incorporate a "family" of design elements, materials and techniques. The use of similar materials and design elements will become immediately recognizable by the trail user. Consistent use of the trail logo on all of the signage elements is a strong identifier and unifier. Vandal resistance must be considered when specifying materials and construction methods for trail signage.*

*Where traffic control signs are needed (stop, yield, curve ahead etc.), it is recommended that recognizable traffic control signs be used, as are found in the Manual of Uniform Traffic Control Devices, Ontario 1996 Ontario Bikeways Planning and Design Guidelines, and TAC guidelines, and OFSC signage manual.*

*Refer to Figure 6-14.*

### 6.5.7 On-road Routes

*Where public land (other than the road right-of-way) is not available and access agreements for trails on private lands are not feasible, it is necessary to provide connecting links using the existing road network.*

*There is legislation pertaining to the operation of bicycles on-roadways and there is a well-established set of guidelines and standards for the development of on-road cycling facilities. It is not widely known that bicycles are designated as a vehicle under the Highway Traffic Act (HTA) and as such are required to obey all of the same rules and regulations as automobiles when being operated on a public roadway. The Ministry of Transportation (MTO) and the Transportation Association of Canada (TAC) have*

developed standards for the design of on-road facilities and signing for on-road-bike system.

Figure 6-5 provides a summary of the standards for the most commonly encountered situations in developing on-road cycling facilities. Several options exist for on-road cycling routes including bicycle lanes, paved shoulders, wide curb or shared lanes and signed routes. In addition to the commonly encountered situations to which relatively simple standards can be applied, there are often situations where the proper design requires a bicycle system design specialist who is familiar with not only the standards, but also with innovative techniques that have been successfully applied elsewhere.

The following sections elaborate on the facility types illustrated on Figure 6-5. It is recommended that the Town of Saugeen Shores staff refer to the most recent manuals available from the TAC to fully appreciate the intricacies of on-road bicycle facility design.

### 6.5.8 Bicycle Lanes

Bike lanes are typically located on urban roads (with curb and gutter) to create a physical space reserved for cyclists. In many municipalities, motorized wheelchairs also use this space. The diamond symbol and bicycle symbol painted on the pavement, in addition to roadside signs, are useful on higher volume and higher traffic roadways. Providing the physical space on the roadway is an excellent method of encouraging a higher percentage of the population to cycle on-road over the long term. In areas where on-road parking is present, continuing the bike lane as shown in Figure 6-5 is the ideal method. Where road right-of-way widths are limited, where narrowing or removing traffic lanes is not feasible, and/or where the relocation or removal of parking is not an option, the bike lane must be properly terminated.

### 6.5.9 Paved Shoulder

Paved shoulders are a relatively easy way to provide a space for cyclists on rural cross-section-roads (shoulders, no curb and gutter). Though not preferred, other users such as walkers and runners can use this on-road space where there is insufficient public space to develop an off-road

connection. It has also been shown that paved shoulders also reduce erosion and long-term maintenance costs of the road, and reduce the potential for single vehicle accidents.

In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.

### 6.5.10 Wide Curb or Shared-Use Lanes

Wide lanes are used on-roads where vehicle speeds or traffic volumes are higher than those associated with signed routes. Where necessary or desirable, the bicycle symbol and "shared use" can be are painted on the road at regular intervals to inform road users to expect cyclists.

### 6.5.11 Signed Routes

Signed routes are typically found along roads where traffic volumes and vehicle speeds are low. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists. Other users are intended to use sidewalks. Signs located at changes in direction or at street corners help trail users find their way. Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

### 6.5.12 Paddling Routes

Town of Saugeen Shores is fortunate to have many watercourses within its boundaries, and to be bounded on one edge by Lake Huron. Having water routes as a component of the trail system will provide the Town with the opportunity to promote these unique assets. The Saugeen River and its tributaries offer excellent paddling, as broad calm sections of the river combined with stretches of rapids and eddies make the Saugeen ideal for family outings. The Lake Huron shoreline is also a popular route, although sudden changes of weather can make it more treacherous for the inexperienced paddler.

Few, if any, improvements are required to water routes as identified on the master plan. All of the Saugeen River Access Points with the Town of Saugeen Shores are well maintained, and although there is potential for upgrade of many of them (i.e.: picnic and washroom facilities) no improvements are necessary at this time.

Through appropriate signage and interpretation, trail users of the water routes should be educated about their rights and responsibilities when it comes to using the rivers.

### 6.5.13 Trail Access Points

The existing and proposed trail network in the Town of Saugeen Shores can be accessed at many different locations. The following sections provide the key features that should be incorporated into the design of major and minor staging areas and roadway crossings.

### 6.5.14 Major Staging Areas

Major staging areas are generally proposed for important community destinations, and are suggested at the main beach access in Port Elgin, and one of the main beach accesses in Southampton. Because of their high degree of visibility and proximity to other amenities and facilities, they help to raise the profile of the trail system. As illustrated in Figure 6-6, a well-designed trail staging area typically incorporates the following elements:

- parking (the number of spaces required should relate to the anticipated level of use for the staging area and the design should provide the flexibility to increase the number of spaces if the demand exceeds the anticipated level);
- easy access to and from the trail system;
- ample room to load and unload equipment such as bicycles or canoes (space requirement will vary depending on permitted trail uses);
- secure bicycle parking facilities;
- waste receptacles;
- lighting (may or may not be included, depending on location and site context);
- signing (including trail directional signing and mapping/interpretive signing so that trail users can plan their journey-major and minor staging area);

- drinking water and washrooms (typically at major staging areas only);
- seating and or picnic/informal activity space (more often associated with a major staging area that includes an open gathering space) and,
- a food concession and/or other entrepreneurial facilities, either publicly or privately owned and operated (i.e. canoe rentals, bicycle rentals) may also be available, depending on the size and setting for the major staging area.

### 6.5.15 Minor Staging Areas

Minor staging areas (Figure 6-7) are located in two areas in the Master Plan, at the junction of Highway 21 and Carlisle, and at the Southampton Snowmobile Clubhouse in Southampton. The latter staging area may be developed through a partnership with, or solely by the Southampton Snowmobile Club. Minimal amenities should include parking for 3-5 cars, access barriers, trash receptacles and signing.

### 6.5.16 Canoe Launches

Figure 6-7 also illustrates the basic requirements for canoe launches. There are canoe launches located at Chesley Street Park, Denny's Dam, County Road 3 at Schenk's Bridge, Bruce Road 13 at Campbell-Thede Bridge, 4th Concession at Turners Bridge, Saugeen Bluffs Conservation Area and Paisley North Bridge. Ideally, parking should be located as close as possible to the launch point so that carrying distance can be minimized. In addition, the portage route between the parking area and launch ramp should be relatively straight with no obstructions. Bollards are preferred over offset gates at these locations. A 3 to 4m wide launch area at the river's edge will provide adequate room. Where necessary, this width can be reduced to 2m. Signing along the shoreline up and downstream of the launch point will help to direct canoeists to the dedicated launch point, minimizing unnecessary damage to the shoreline in other areas.

### 6.5.17 Trail Junctions and Roadway Crossings

A junction is an intersection of two or more trails. Junctions are ideal locations for rest stops and wayfinding signage.

(refer to Figure 6-8). A significant challenge for municipalities implementing connected trail systems is how to accommodate crossings of roads. In the case of busier roads such as Highway 21, the ideal trail crossing would be grade separated, occur at an existing signalized or stop-controlled intersection, or at a mid block pedestrian signal. In the case of quieter roads the crossing can be much simpler. Figure 6-10 illustrates the key aspects of trail crossings of roadways.

Trail crossings of minor roads should include the following:

- creation and maintenance of an open sight triangle at each crossing point;
- gating and trail identification on gates/barriers;
- signing along the roadway in advance of the crossing point to alert motorists to the trail crossing;
- signing along the trail to alert trail users of the upcoming roadway crossing;
- alignment of the crossing point to achieve as close to possible a perpendicular crossing of the roadway. This will minimize the time that trail users are in the traveled portion of the roadway;
- flush or cut curbs (to current disability standards) on both sides of the road.
- an appropriate barrier to allow permitted uses and restrict access by prohibited uses. These may be of particular importance in areas where some trails do not allow motorized uses, while others do i.e.: the Saugeen Rail Trail (non-motorized) and the Bruce County Rail Trail (motorized). Appropriate barriers for the trail access points may be removable bollards or an offset swing gate. In either case the opening must be set far enough apart to allow wheelchair and bicycle with trailer to pass easily. In the case where access by unauthorized uses is a problem, landscape treatments beyond the ends of the barrier (berming, planting, placement of boulders, fencing) may be necessary to eliminate the ability to go around the ends of the barrier.

In some locations signing on the trail may not be enough to get trail users to stop before crossing the road. Under these circumstances or in situations where the sightlines for

motorists are reduced and/or where there is a tendency for motorists to travel faster than desirable, the addition of other elements into the trail crossing may be necessary. Changing the trail alignment will force trail users to slow and stop prior to crossing. Changes to the streetscape may also provide a traffic calming effect for vehicles.

When a mid-block crossing is necessary, it should be designed to provide advance warning to both motorists and trail users of the upcoming crossing. The trail should be designed and signed to reduce speed (in the case of faster moving users) and stop. Grade changes on the trails in advance of the crossing combined with adequate sight distances, signing, textural surface contrast, and access barriers should be considered. Mid-block crossings of arterial or collector roads may warrant consideration of a separate traffic signal, a Mid-block Pedestrian Signal. Figure 6-10 illustrates one example of a typical mid-block trail crossing. Consideration may also be given to changing the texture/colour/elevation of the roadway itself (in addition to the detail that is paid to the treatment of the trail approach) to provide drivers with a visual cue to exercise caution.

In some cases the preferred solution is to provide a median refuge for trail users. The refuge (Figure 6-10) provides users with a safe point in the middle of the roadway enabling them to negotiate the crossing of one direction of traffic at a time.

### 6.5.18 Mid-Block Crossing Warrant

There are several instances in which proposed trails must cross roadways, some more busy than others. If a trail crossing of a collector or arterial road is within a threshold distance to a signalized intersection, or a mid–block pedestrian signal, trail users should be directed to cross at this location. The following threshold distances for mid-block crossings have been used in other Ontario municipalities.

2 Lane Collector Roadway: No less than 60m from nearest protected crossing (traffic signal or mid block pedestrian signal)

4 Lane Collector or Arterial Roadway: No less than 120m from nearest protected crossing (traffic signal or mid-block pedestrian signal)

*Once beyond these threshold levels, trail users often ignore the protected crossing and attempt to cross at an unprotected point. Signage should be installed at the appropriate points to guide trail users to the intersection, and to warn sidewalk users that they may encounter cyclists on this portion of the sidewalk. Note that cyclists are expected to dismount and walk their bicycles through the intersection as per the Highway Traffic Act, a regulation that should be reinforced with signage.*

### 6.5.19 Barrier Free Access

*Where possible and practical, trails should be designed to be accessible to all levels of ability. It must be recognized however, that not all trails throughout the system can be fully accessible. The following should be considered during the development of new trails and when making improvements to existing trails:*

- *The most current standards for disabled access should be consulted during the detailed design process for the trails. In addition, a representative of the Town of Saugeen Shores Accessibility Committee should be consulted during the design process, first early on in the process to determine if it is practical and desirable to design the specific trail to meet standards for disabled access. Where it has been determined that is appropriate, the representative should be consulted at least once during the detailed design process to ensure that the design is appropriate.*
- *Primary and secondary trails that provide connections to important destinations should be fully accessible.*
- *Steep slopes are one of the most significant barriers for the disabled. Designing trails to be within the 8.3% (preferably less) threshold for disabled access will not only overcome this significant barrier, it will help to reduce the potential for erosion of the trail surface.*
- *Design guidelines are intended to have some flexibility in order to accommodate site conditions as well as take advantage of opportunities for trail users of all ability levels to experience the variety of environments through which the trail network travels (i.e. creating an interpretive trail loop for the visually impaired).*

Over time, curb cuts at mid-block trail crossings and at roadway intersections should be constructed/retrofitted to meet the most current disability standards. When budgeting for implementation, the construction and/or upgrading of curb cuts will need to be included. Opportunities to secure additional funding for increasing accessibility in parks and on trails should be sought wherever possible. The Trillium Foundation represents one such opportunity.

### 6.5.20 Themes

The Town of Saugeen Shores is a unique community with many cultural, natural and historical resources. These elements lend a certain identity to different destination points and neighbourhoods. Developing a trail with a particular theme adds a sense of identity to individual trails or loops, and lends unique character to the Town of Saugeen Shores trail network as a whole. It also provides an additional opportunity and incentive for neighbourhood associations, the provincial government, conservation authorities or public interest groups to become involved as partners in developing and maintaining the trails.

Some of the options that are available with regards to theming include:

- Adding a distinct trail name or additional logo plate while maintaining other common design elements of the signs;
- Creating neighbourhood/district gateway nodes in key locations at the edges of neighbourhoods;
- Creating distinct interpretive themes for different trails. Possible themes may include themes such as the history of the railroad, the formation of sand dunes, flora and fauna unique to a particular area, or the historic architecture of a particular neighbourhood.

**Typical Multi-Use Trail:**

section: n.t.s.

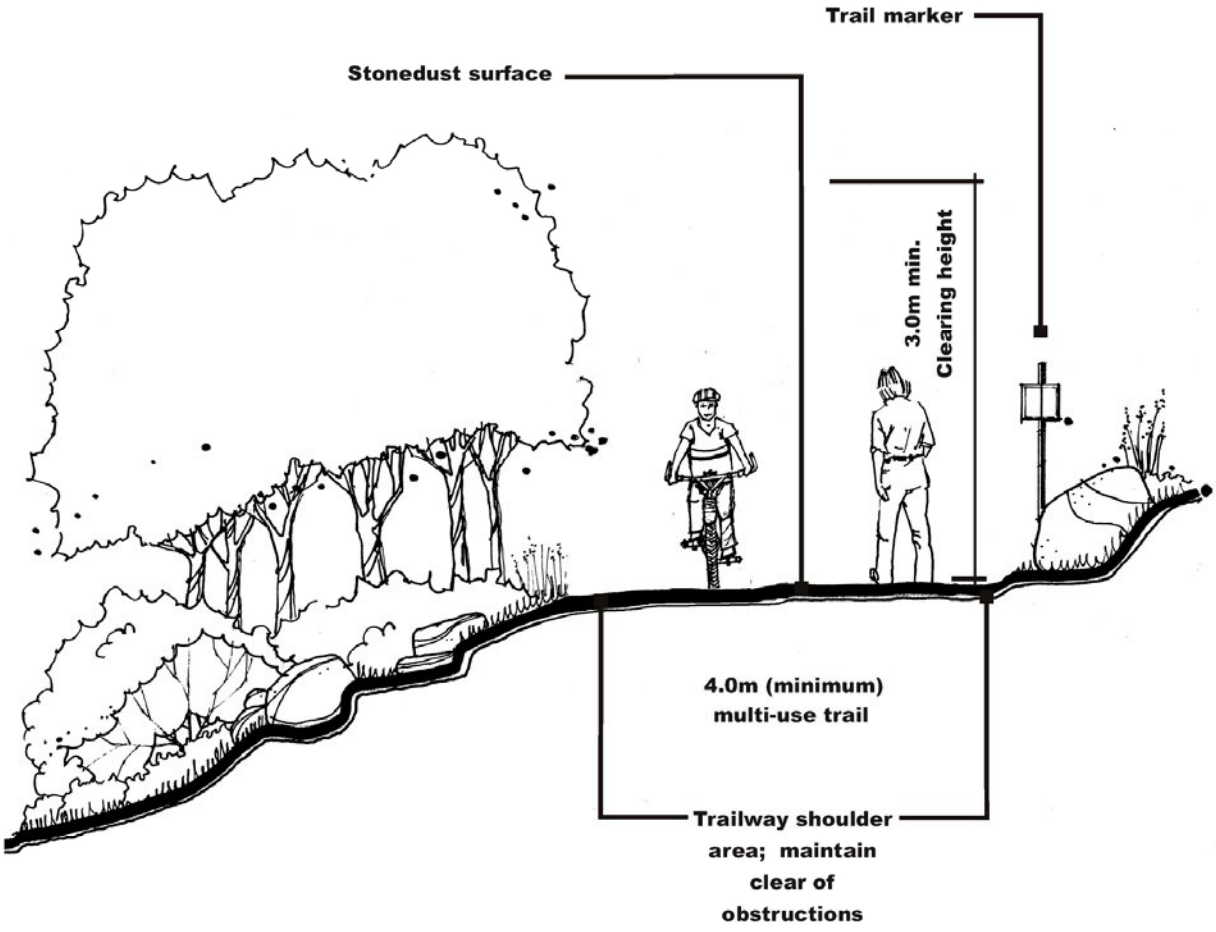



**FIGURE 6-1**

Town of
Saugeen Shores
**PARKS & TRAILS MASTER PLAN**
DETAILS

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Stantec

## Typical Barrier at Trail Crossing:

section: n.t.s.

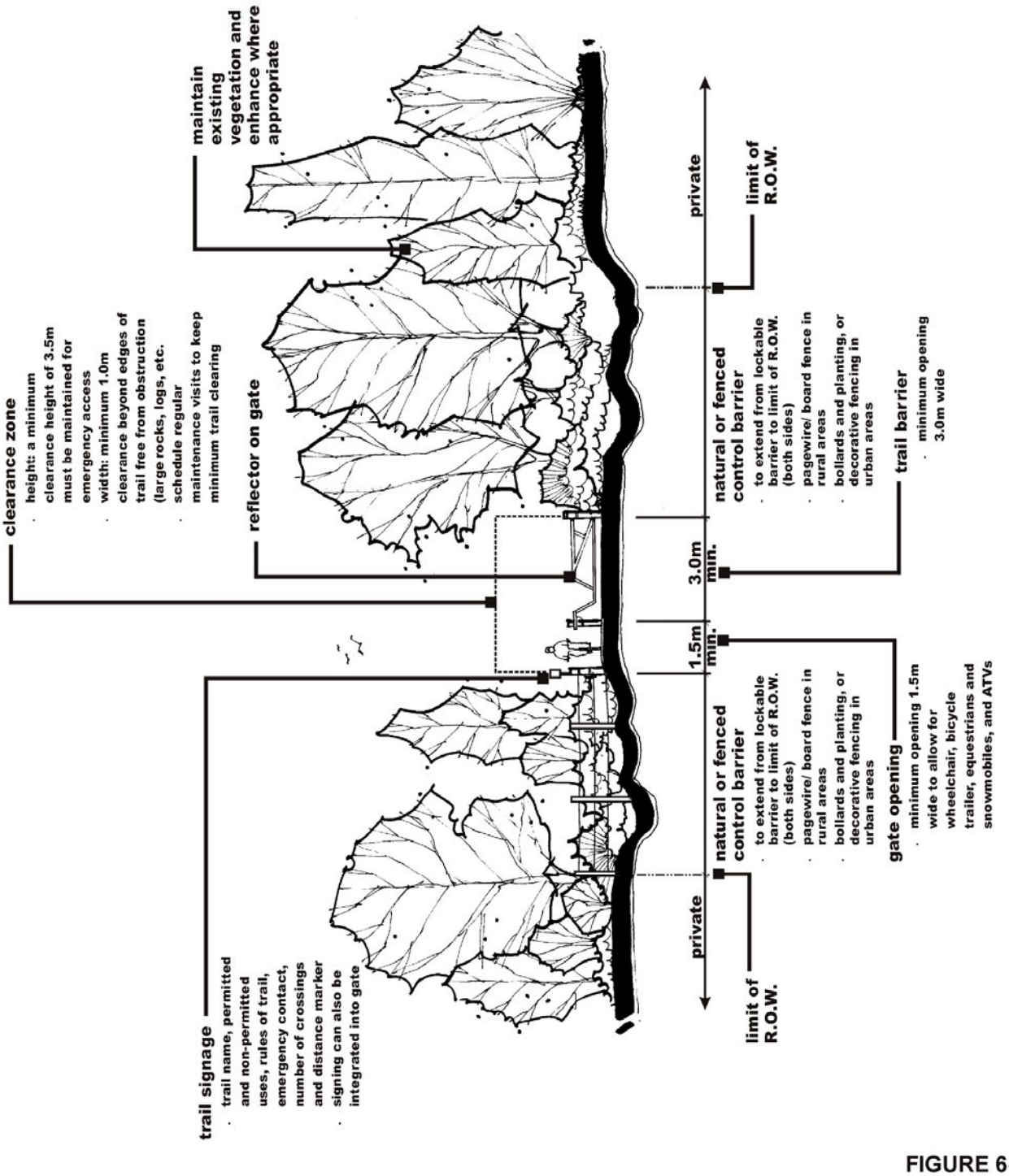
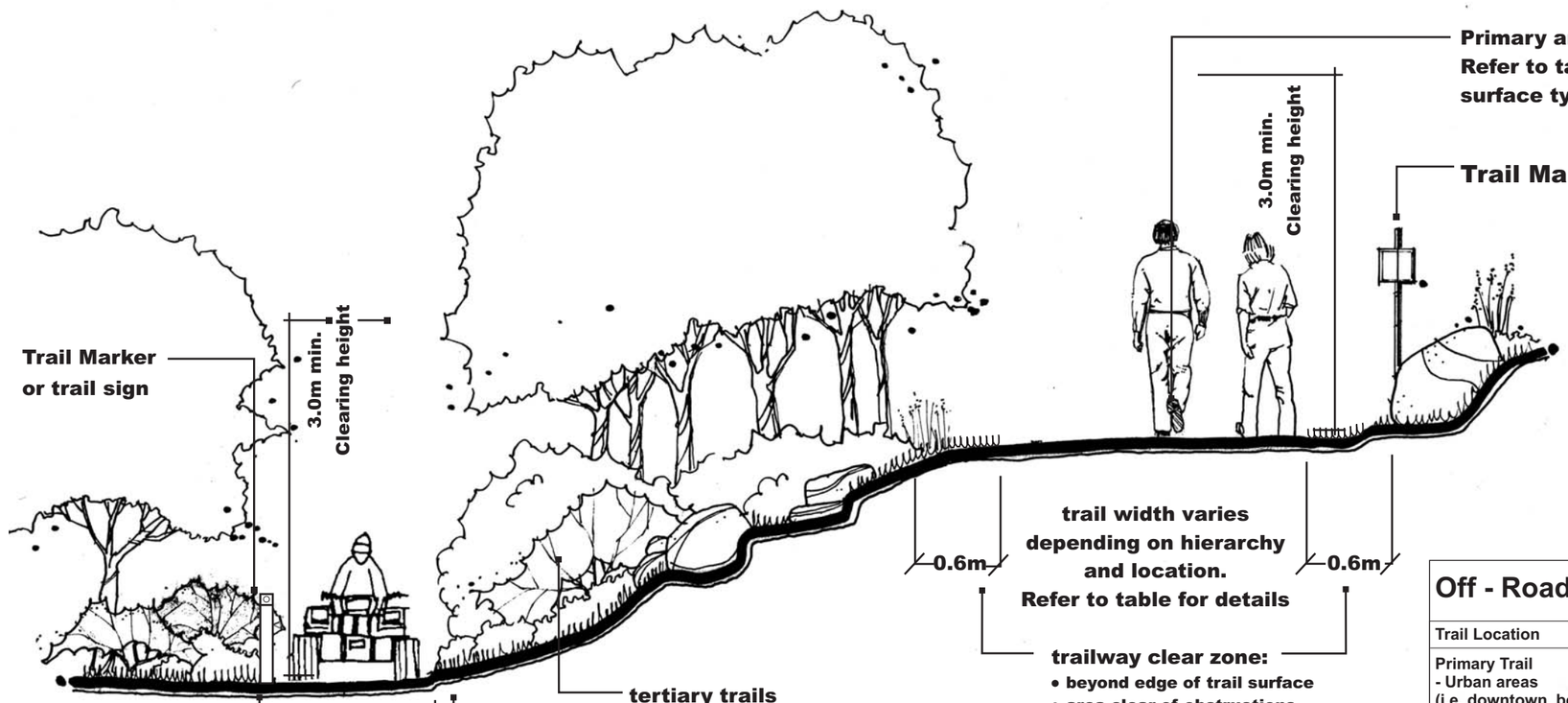



**FIGURE 6-2**

## Typical Off-Road Trail:

section: n.t.s.




## Off - Road Trail Standards

| Trail Location | *Recommended/Preferred Standard |
|---|---|
| **Primary Trail - Urban areas (i.e. downtown, beach)** | 3.0-3.5m wide, hard surfaced with asphalt or site-specific urban design treatment (must meet criteria for persons with disabilities). |
| **Secondary Trail - Through City Parks, Stormwater Management Areas etc.** | 3.0m granular surfaced, hard surfaced when/where requested by residents and warranted, or for maintenance concerns. |
| **Tertiary Trail - Natural Area Buffer** | 1.5m granular surfaced trail hardening for maintenance concerns only-use soil bonding agents. |
| **Tertiary Trails -Woodlots, Conservation Areas (i.e. Biener's Bush)** | 1.5-2.0m woodchip surfaced, may be granular or earth surface where disabled access desired. |
| **Tertiary Trail -Wetlands: includes Treed Deciduous of Coniferous Swamps, Marshes, Shrub Thickets/Swamp, Meadow Marsh (on mineral or organic soils)** | 1.5m granular surfaced, boardwalk or other surface considered to be compatible with site conditions. May be up to 2.5m in cases of high use if it is compatible with location. |

*=Standards are to be achieved where possible. Some variation from standard width and surface type will be applied on a site by site basis when considering local environmental constraints and/or access needs for disabled persons.

FIGURE 6-3

## Typical Offset Farm Crossing and Private Road Crossing

plan: n.t.s.

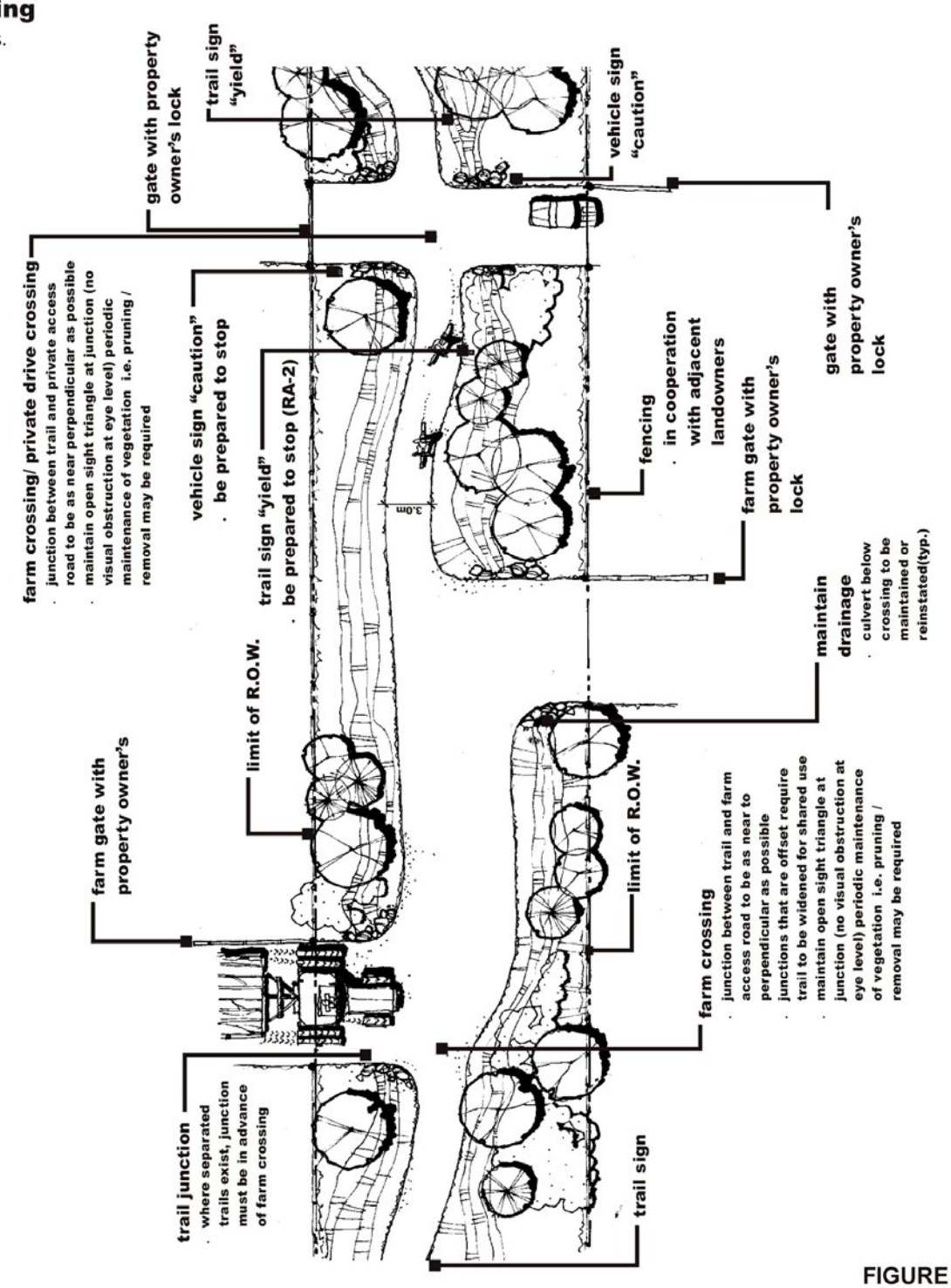



FIGURE 6-4

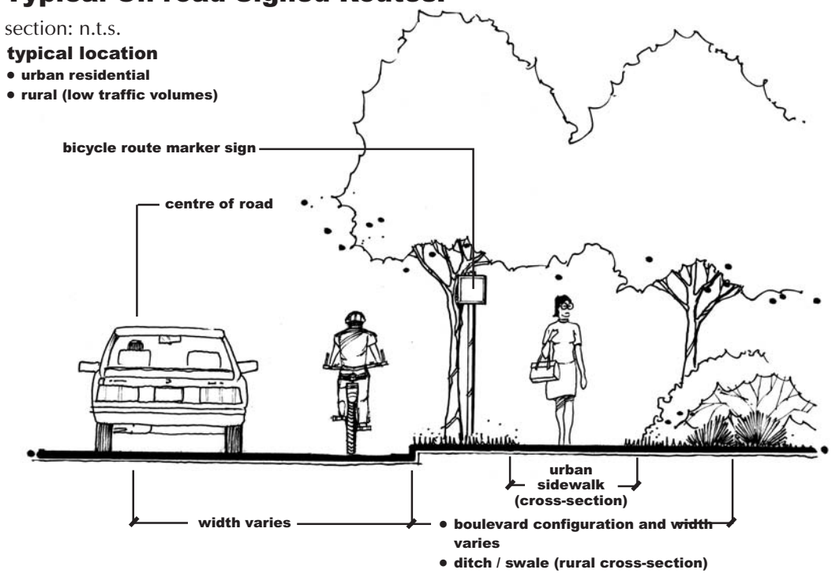
Town of Saugeen Shores
**PARKS & TRAILS MASTER PLAN**
DETAILS

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Stantec

## Typical On-road Signed Routes:

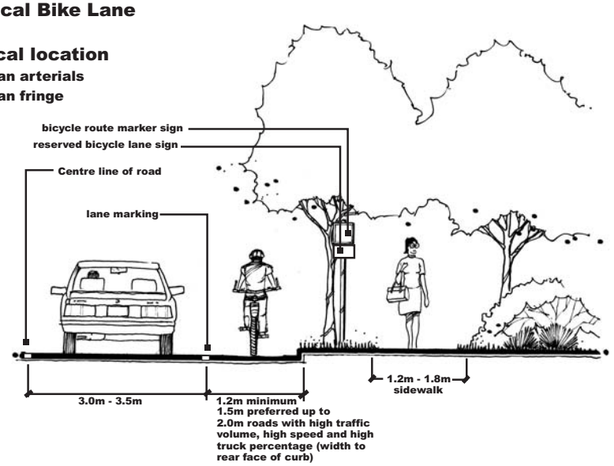
section: n.t.s.

**typical location**
- urban residential
- rural (low traffic volumes)



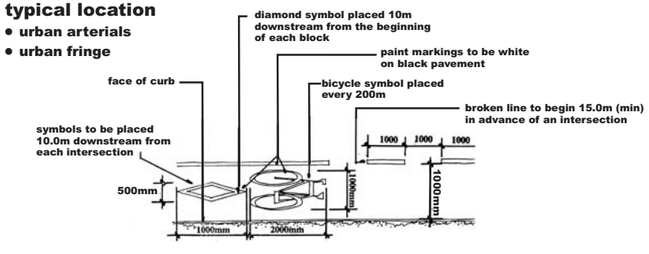

## Typical Bike Lane

**typical location**
- urban arterials
- urban fringe



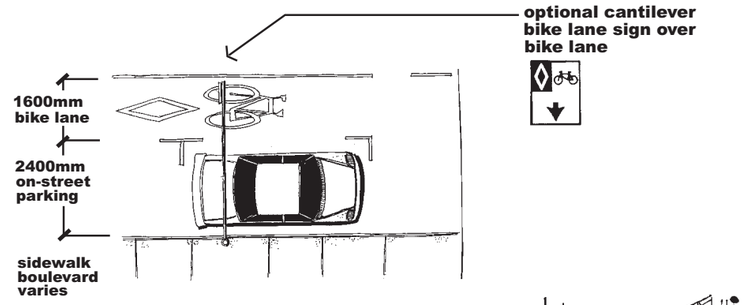

## Typical Bike Lane Marking

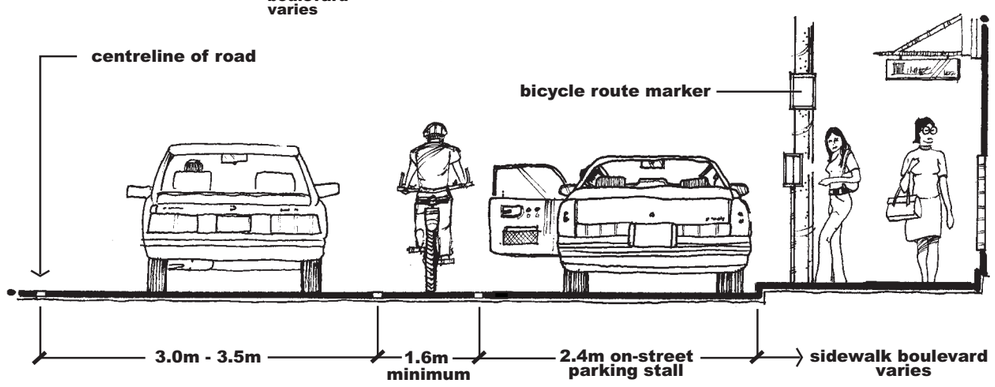
**typical location**
- urban arterials
- urban fringe




## Typical Bike Lane with On-Street Parking

**typical location**
- core commercial areas

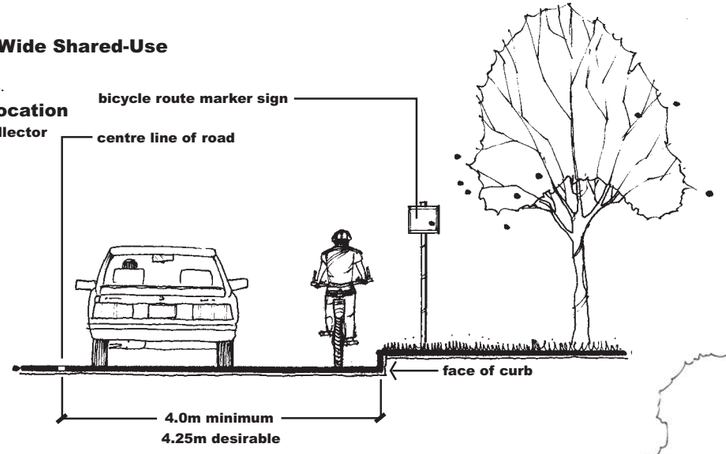



## Typical Wide Shared-Use Lane

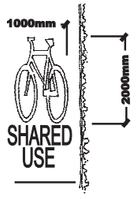
section: n.t.s.

**typical location**
- urban collector




## Optional Wide Shared Lane Marking

**typical location**
- urban collector




## Typical Paved Shoulder

**typical location**
- rural, moderate to high traffic volumes & speed

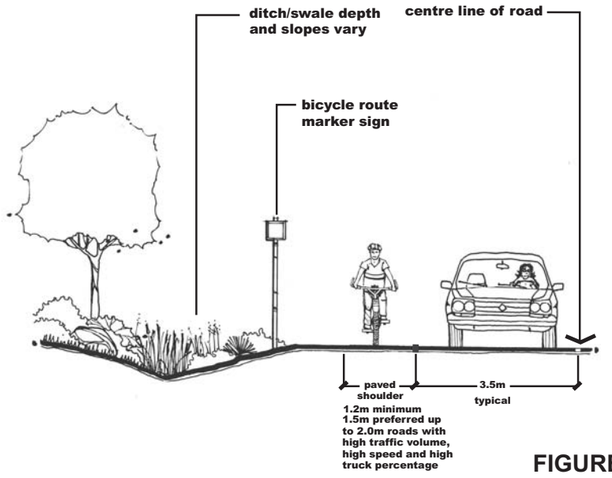


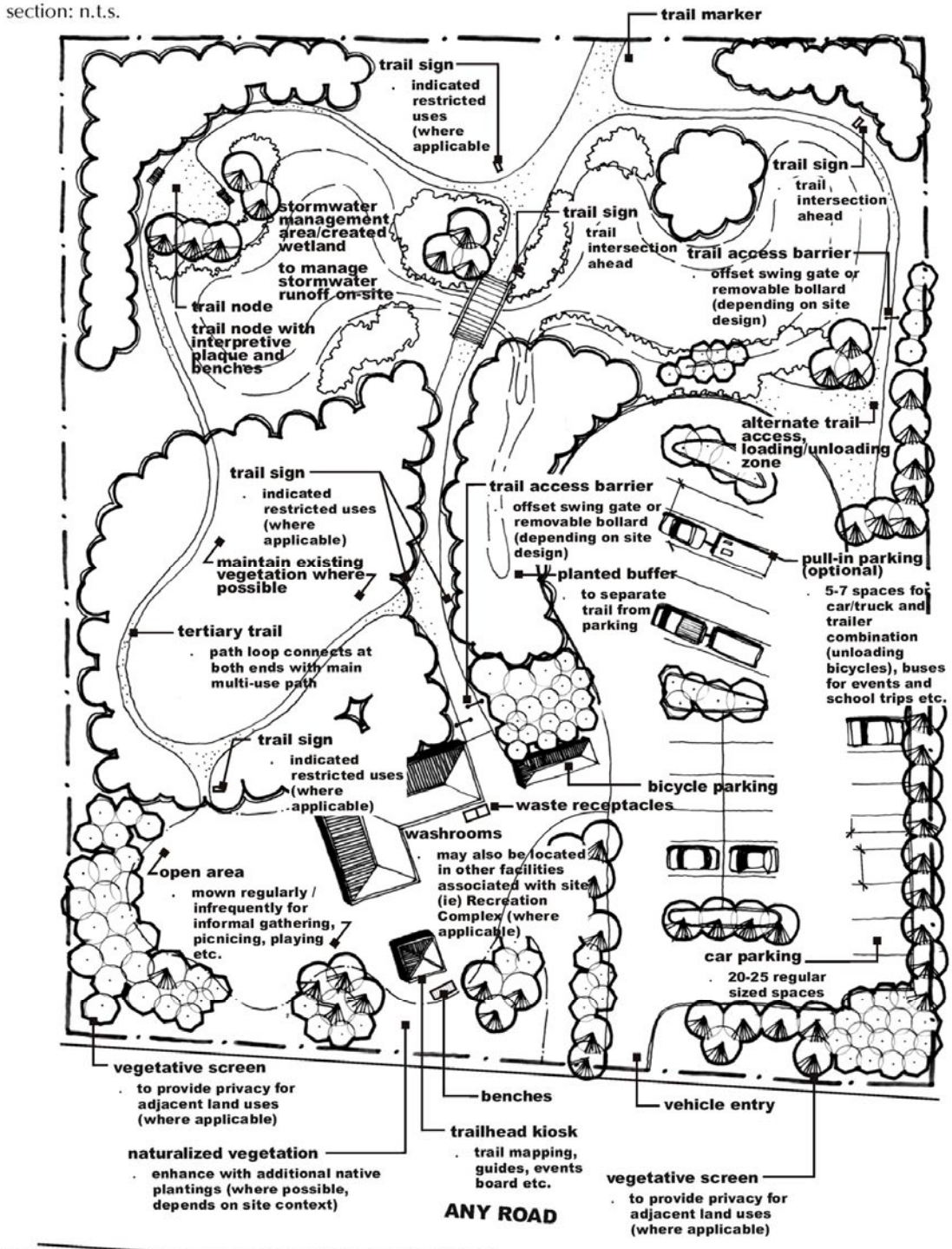

FIGURE 6-5




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Stantec

## Typical Major Staging Area:

section: n.t.s.




Note: This figure is intended to provide a representation of the typical design elements that should be considered for major staging areas. Several are optional, or may not apply to specific locations in the City.

**FIGURE 6-6**

Town of Saugeen Shores
**PARKS & TRAILS MASTER PLAN**
DETAILS

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## Typical Minor Trailhead with Canoe Launch:

section: n.t.s.

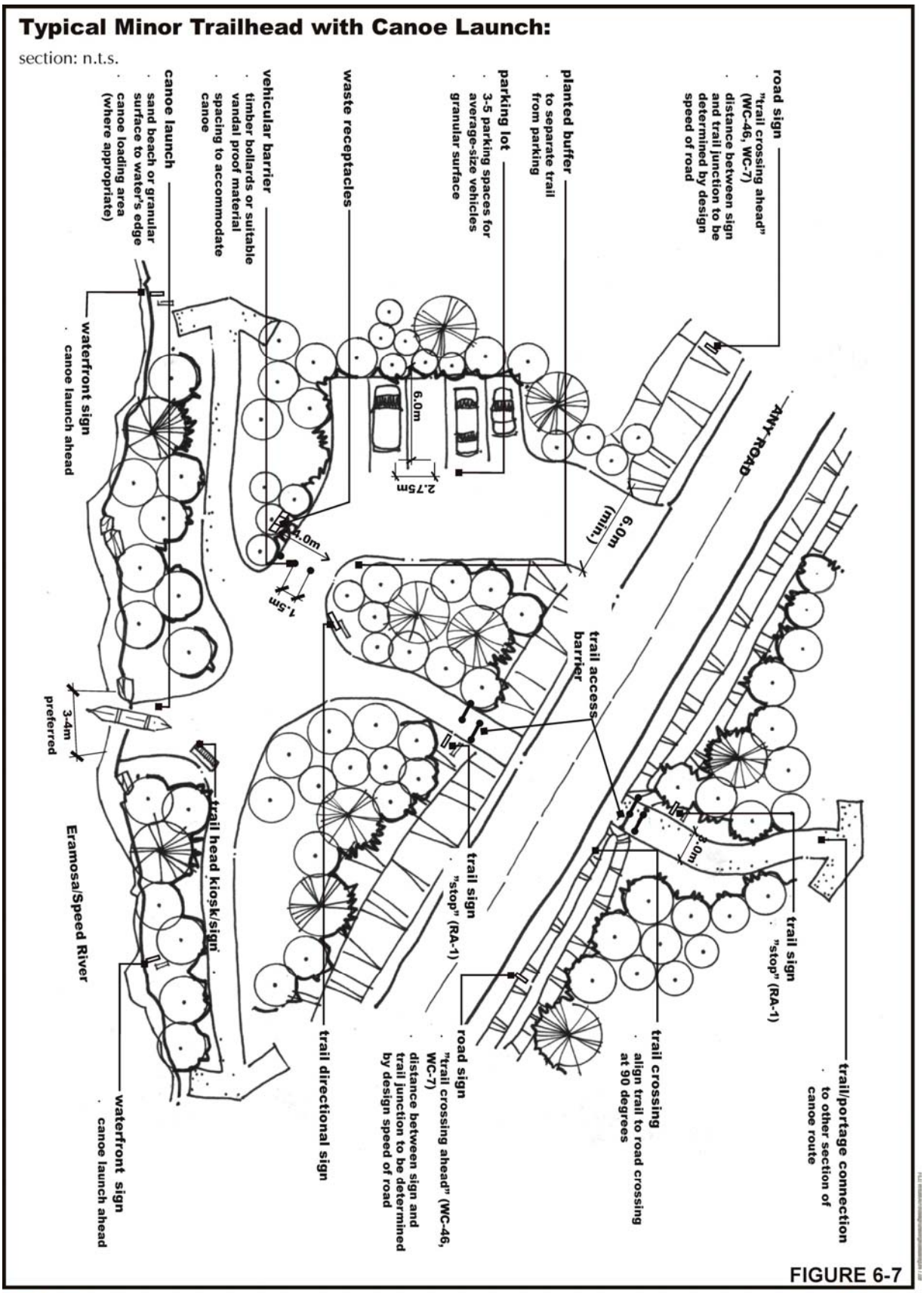



FIGURE 6-7

## Typical Trail Junction:

section: n.t.s.

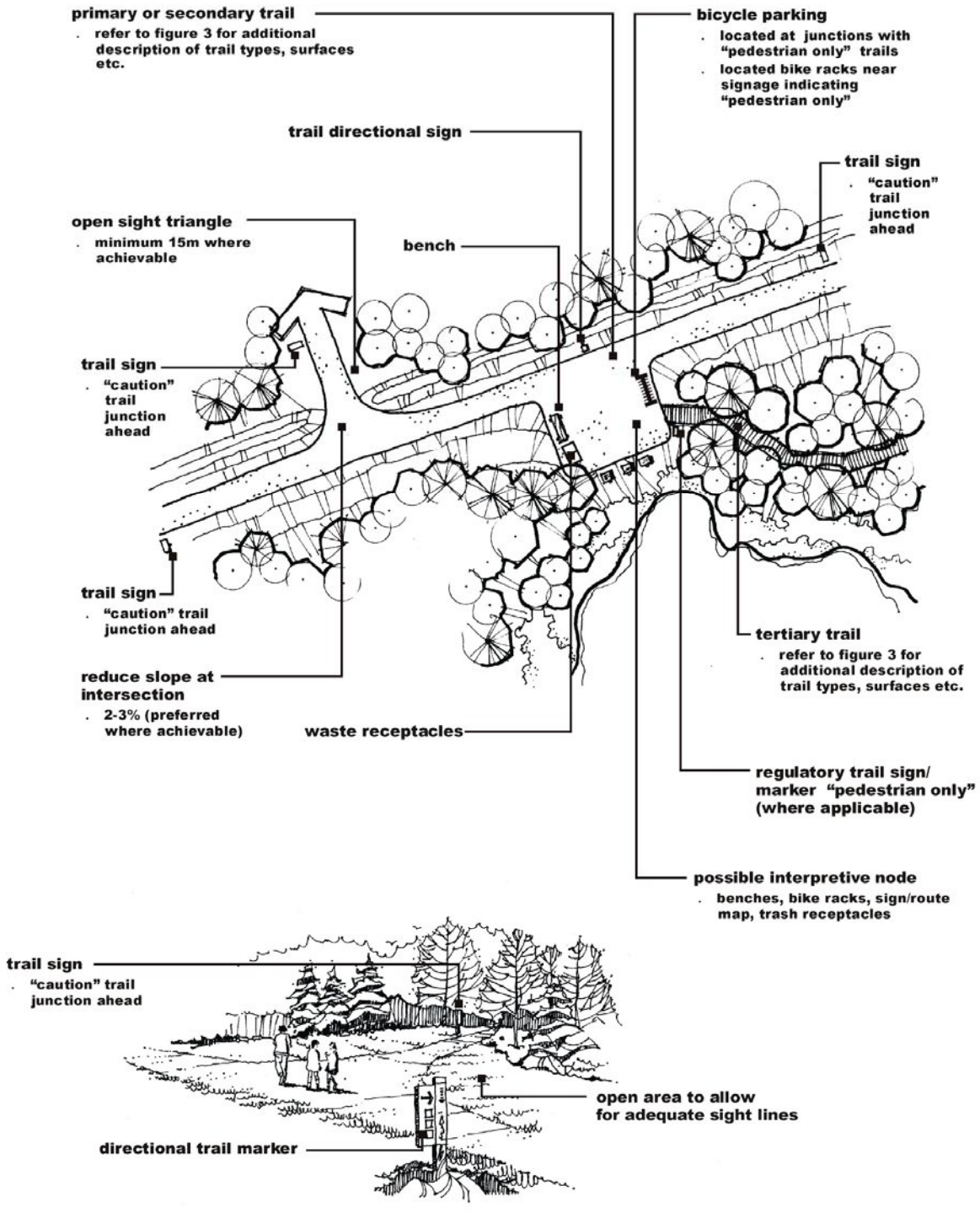



FIGURE 6-8

## Typical Mid Block Crossing:

section: n.t.s.

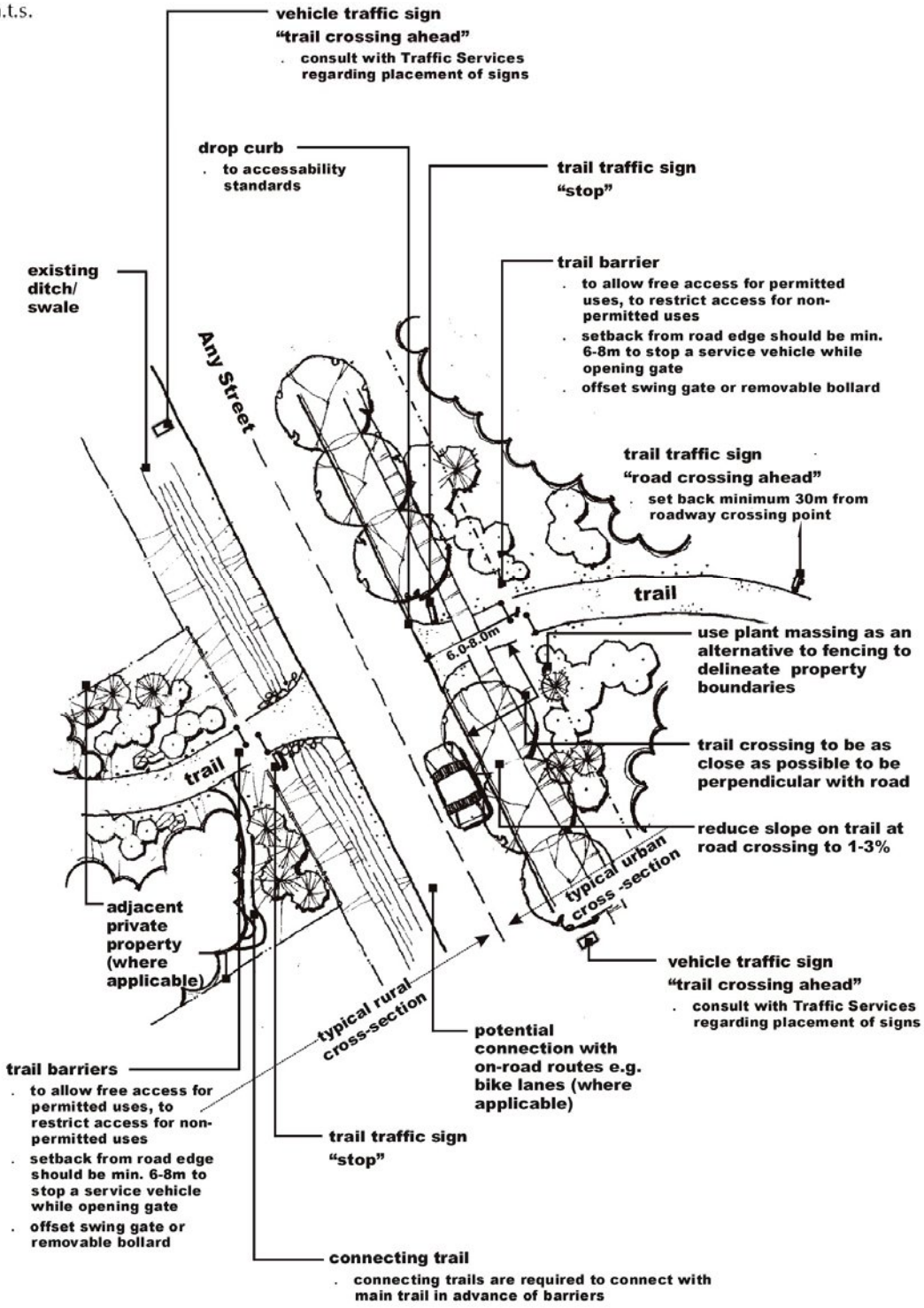



**FIGURE 6-9**

## Typical Major Road Crossing:

section: n.t.s.

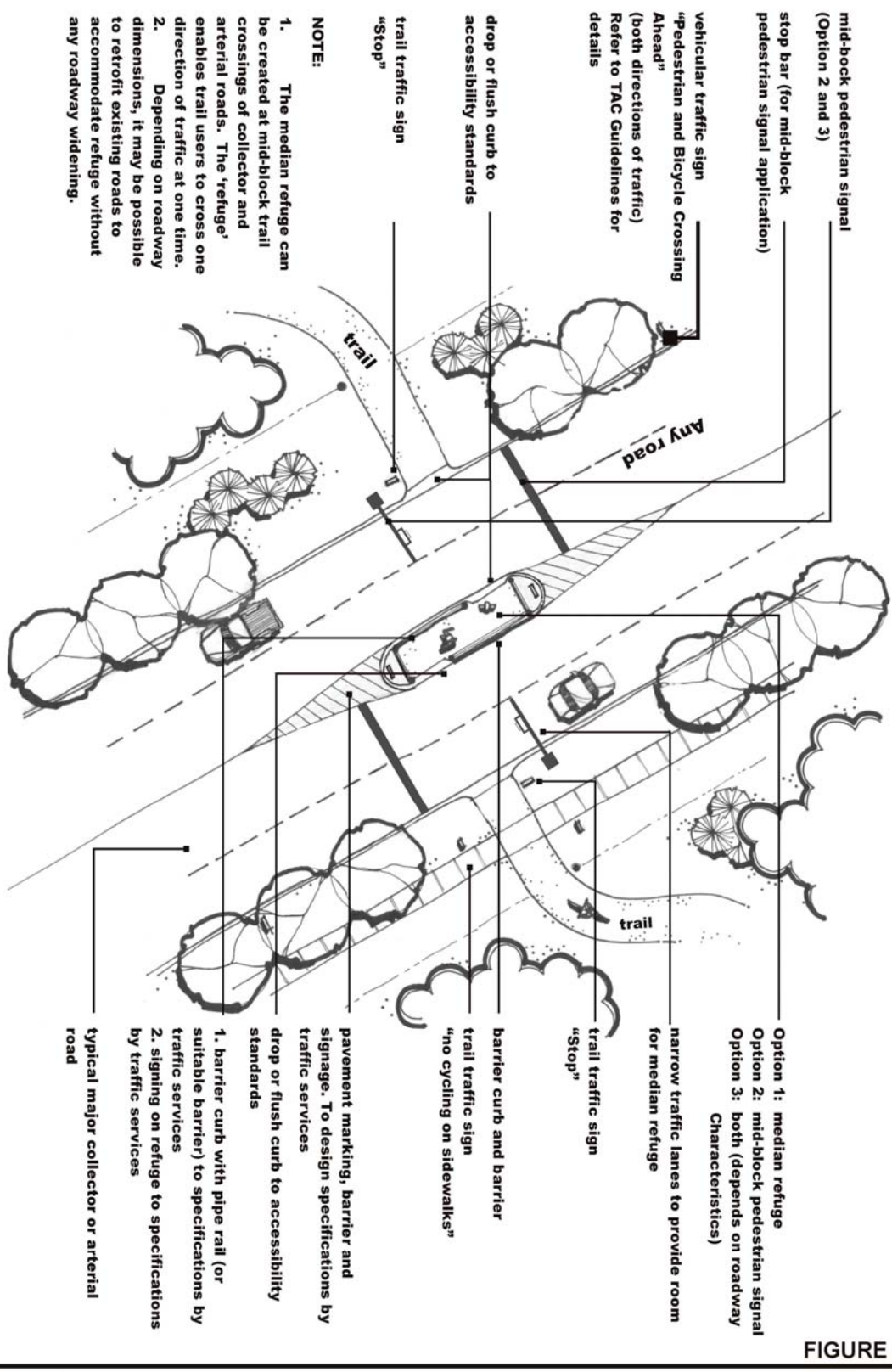



FIGURE 6-10

## Typical Switchback:

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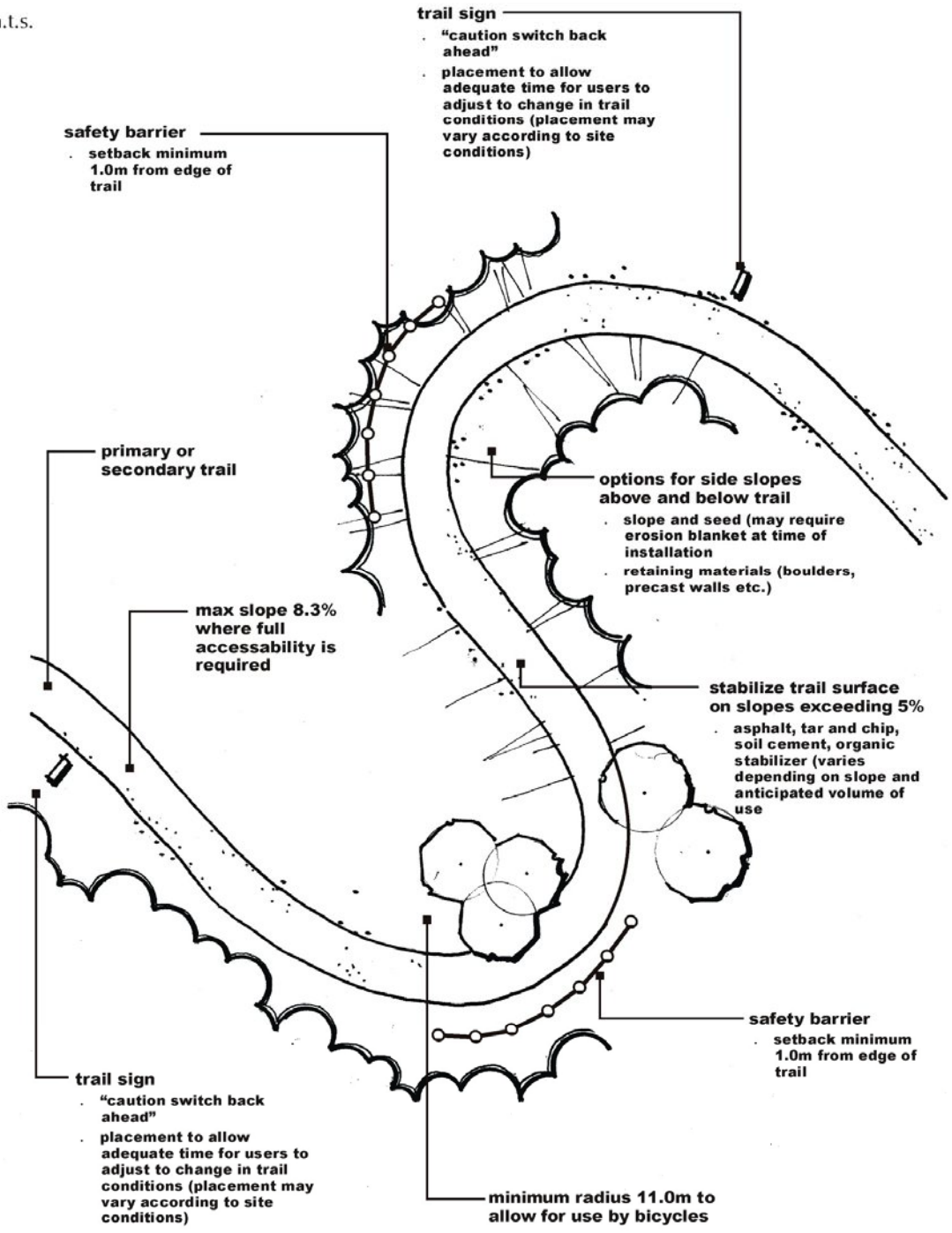
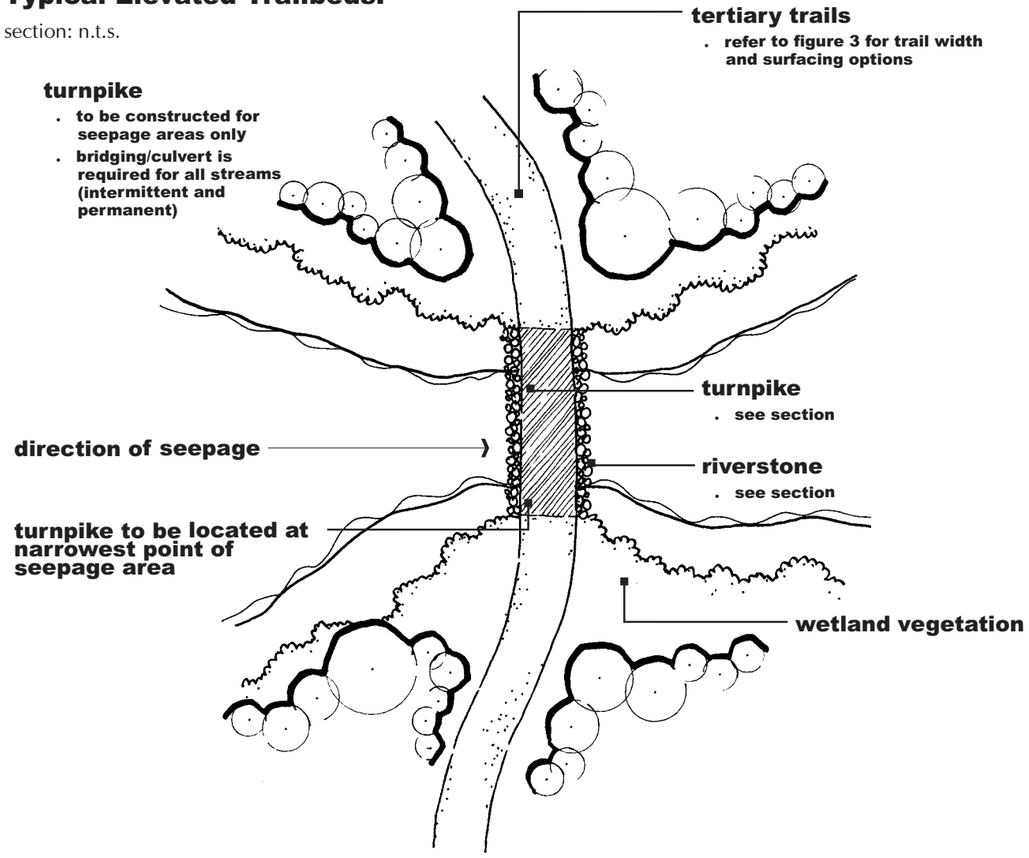
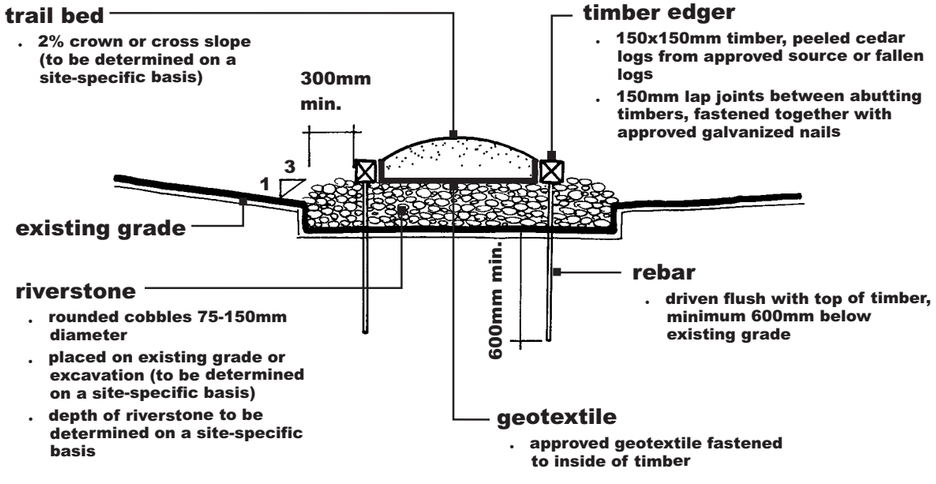


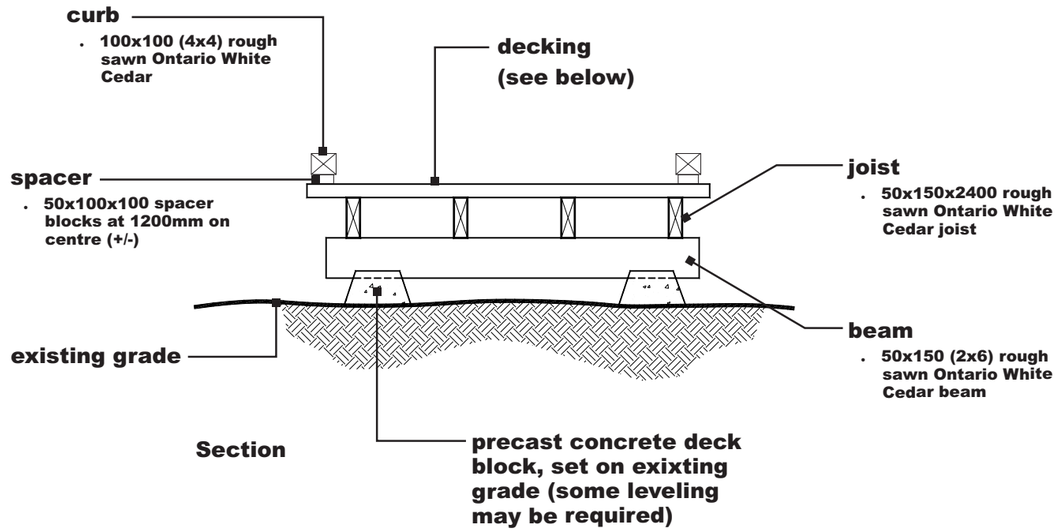

**FIGURE 6-11**

## Typical Elevated Trailbeds:

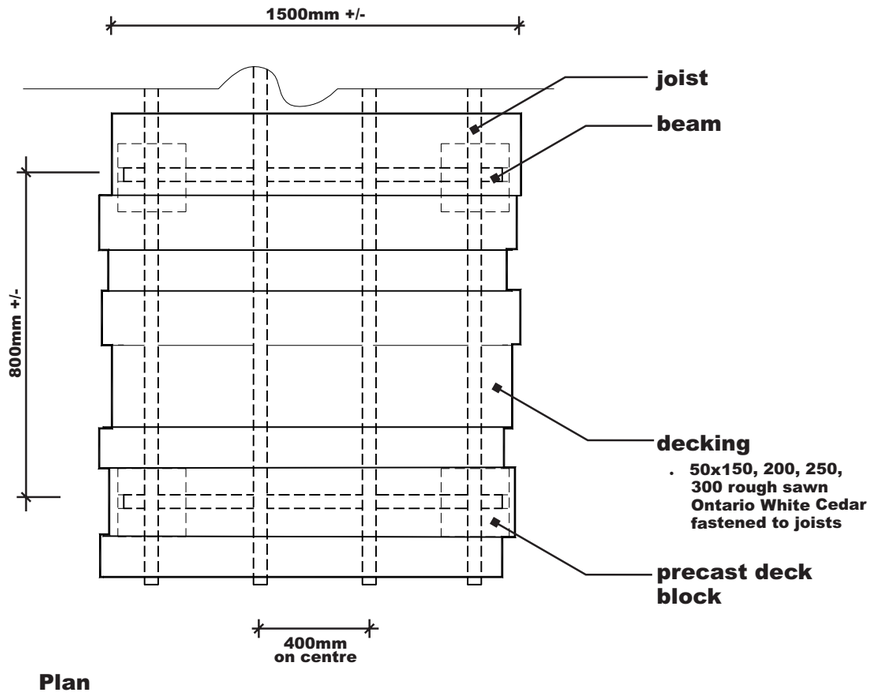
section: n.t.s.




Section




Plan

FIGURE 6-12

## Typical Minor Trailhead with Canoe Launch:

section: n.t.s.

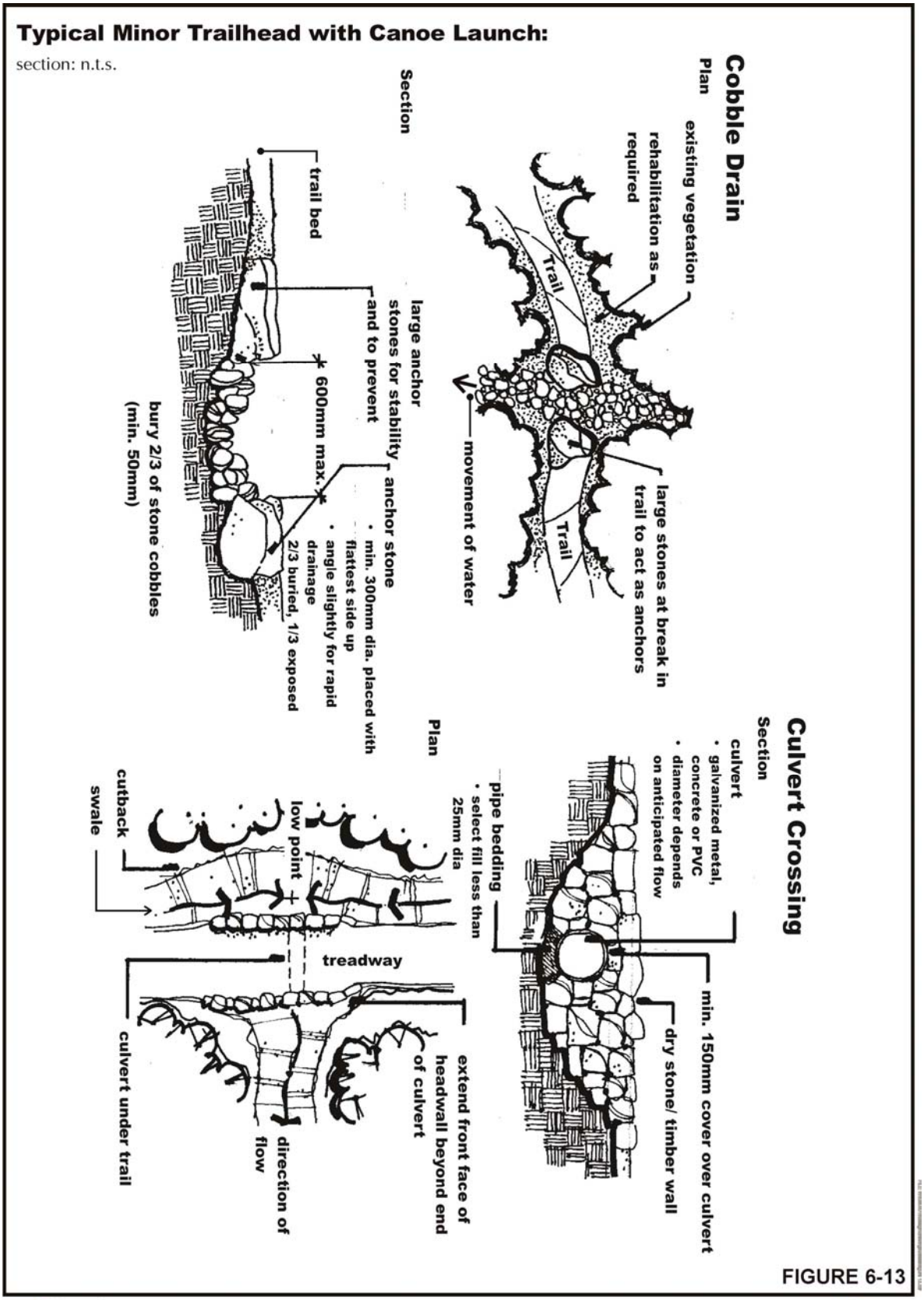
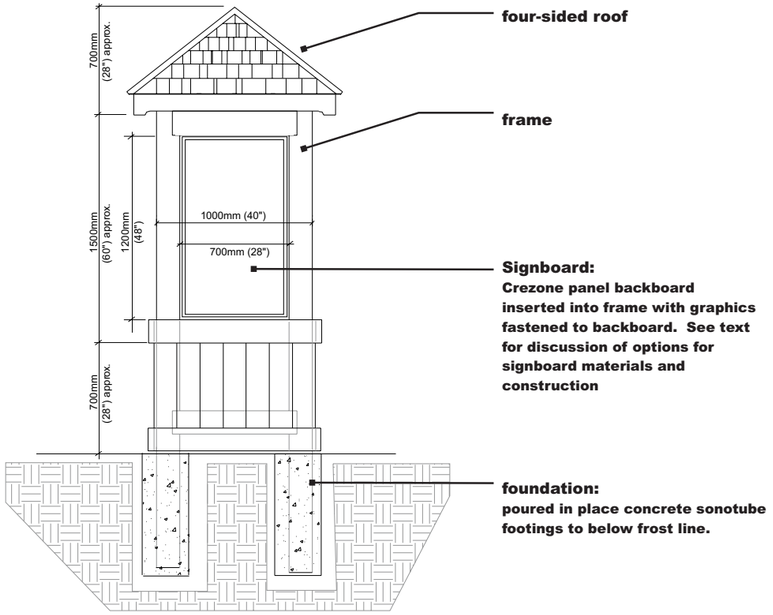


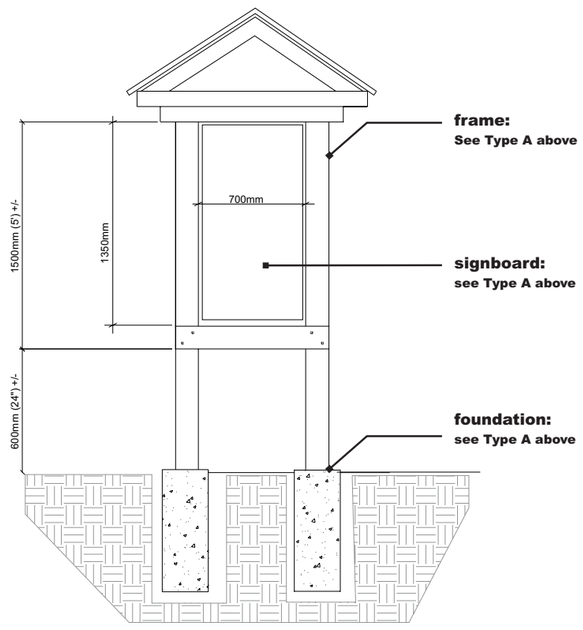

FIGURE 6-13

# Typical Signage:

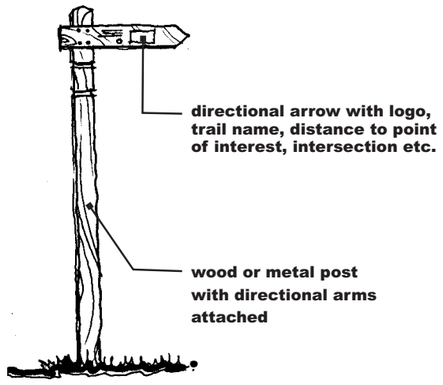
## Type A Sign: Major Trailhead Sign



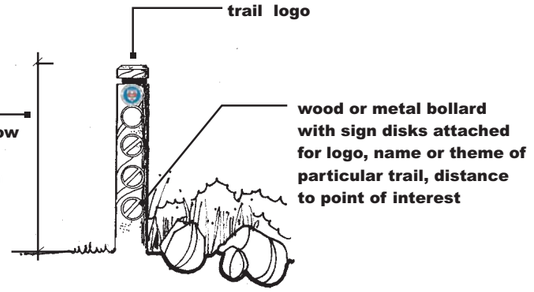

## Type B Sign: Minor Trailhead Sign



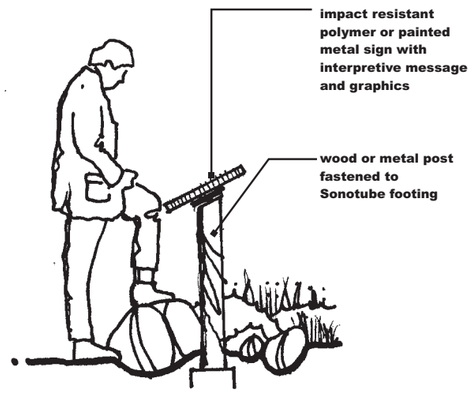

## Type C Sign: Directional Sign




## Type D Sign: Trail Marker




## Type E Sign: Interpretive Sign




**Notes:**

**1. These sketches are intended to convey the hierarchy of signs and design elements, not necessarily the design. It is suggested that a signing "system" be developed that uses consistent materials, graphics and details.**

**Sign Placement**

The following chart provides some guidance regarding the frequency with which each sign type should be placed throughout the trail system. It is important to note that this chart is intended as guideline only and that signage must be considered on a site-specific basis

| Sign Type | Frequency /Typical Location | Other Comments |
|---|---|---|
| **General Sign Types** | | |
| Type A Sign (Major Trailhead Sign) | At every major trailhead. (Refer to network map for suggested locations of major staging areas/trailheads. | Must be considered as part of an integrated design for the trailhead/staging area |
| Type B Sign (Minor Trailhead Sign) | At every minor trailhead/staging area. (Refer to network map for suggested locations of major staging areas/trailheads. | Must be considered as part of an integrated design for the trailhead/staging area |
| Type C Sign (Directional Sign) | Where main trails intersect with other main trails, where main trails intersect with minor trails, at connecting links to nearby communities. | |
| Type D Sign (Trail Marker) | At regular intervals along the trail system (500m for rural trails with motorized uses, 250m for urban/town trails where walkers are a major user group).<br>At trail directional change points | |
| Type E Sign (Interpretive Sign) | Located within view of features to be interpreted. | Frequency dependent upon number of features to be interpreted and anticipated major trail user mode.<br>Consider 1 sign for every 20 minutes of active trail use (20-minute walk, 20-minute ride) for a dedicated interpretive trail.<br>For trails where sporadic features are to be interpreted, signs should be located at feature sites. |
| **Other Signs** | | |
| Regulatory sign | As required throughout the system to inform users of maximum rate of travel, hazards etc. | Use sign types recognized by Ministry of Transportation and Transportation Association of Canada.<br>To be placed in advance of feature/point.<br>Distance from sign to feature is determined by design speed of trail to allow users sufficient reaction time (minimum 30m is recommended). |
| Rules and regulations sign | At each trailhead, access point or roadway crossing. | Can be stand alone sign or can be incorporated into trailhead signs. |

**FIGURE 6-14**

## Typical Trail Closure:

section: n.t.s.

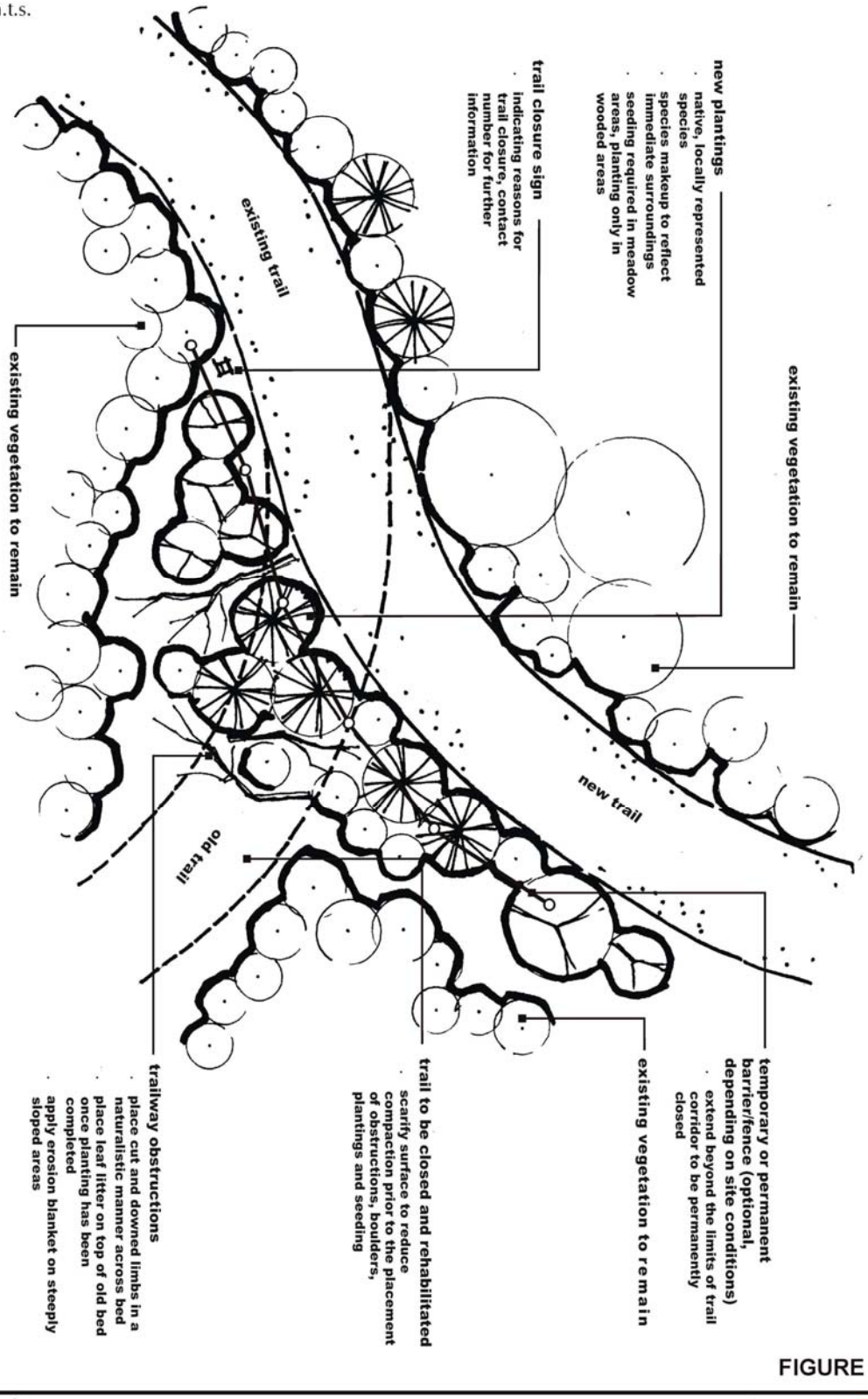



FIGURE 6-15

Town of Saugeen Shores
**PARKS & TRAILS MASTER PLAN**
DETAILS

Monteith+Brown planning consultants
Stantec

# 7.0 IMPLEMENTATION STRATEGY

*This section summarizes and prioritizes the major recommendations of the Master Plan and outlines the proposed timing for implementation of each action. A proposed 10-Year Capital Budget Plan is also provided.*

## 7.1 Actions to Achieve Guiding Principles

*To ensure that the recommendations are consistent with the Guiding Principles/Goals of the Plan, they are grouped according to the Guiding Principle that they are intended to implement (see Table 7-1). Where a recommendation implements multiple Guiding Principles, it is listed under the most relevant one.*

*Each of the recommendations is assigned a priority based on the following definitions of high, medium and low priority items:*

HIGH PRIORITY: *Actions that are <u>essential</u> to achieving the goals of the Plan and ensuring the provision of a high quality parks and trails system, and recommendations that address parks and trails issues of significance in Saugeen Shores (examples: park accessibility, safety and maintenance).*

MEDIUM PRIORITY: *Actions that are necessary to achieve the goals of the Plan but are of lesser significance than high priority items (examples: interpretive signage, marketing, etc.)*

LOW PRIORITY: *Actions that assist in achieving the goals of the Plan by supplementing high and medium priority recommendations (examples: providing open space links between parks, upgrading parks by providing new facilities, etc.).*

*The above definitions are not intended to mean that all high priority items will necessarily be completed before any medium and low priority items are considered. Rather, it is anticipated that each year the Town will undertake some items of high priority, some medium priority and some low priority based on available resources. Within each time frame, however, the Town should focus on allocating*

resources to high priority items first, followed by medium and low priority items.

Table 7-1: Master Plan Recommendations to Achieve Guiding Principles

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| **Guiding Principle:** To provide an equitable and accessible distribution of parks and open space. | | | | | |
| That the Town adopt the following park provision standards to guide parkland acquisition and park development priorities by incorporating them into the Parks and Open Space Policies of the Official Plan:<br>Neighbourhood Parks: 1.0 ha / 1,000 population<br>Community Parks: 2.0 ha / 1,000 population<br>Regional Parks: 0.5 ha / 1,000 population<br>Other (Parkettes, Greenspace): 0.5 ha / 1,000 population<br>OVERALL PROVISION STANDARD: 4.0 ha / 1,000 population | ✔ | | | | HIGH |
| That the dedication of parkland from development continue to be the Town's primary method of parkland acquisition. Alternatively, in appropriate circumstances the Town should consider requiring cash-in-lieu of parkland as a condition of development to assist in funding future parks and trails development and improvements/upgrades to existing facilities. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That the Town maximize parkland dedication and cash-in-lieu received through development by adding the alternative residential requirement of 1ha per 300 residential units to the parkland dedication policies of the Official Plan. Consideration should also be given to policies requiring the dedication of parkland by commercial and industrial development as provided by the Planning Act. | ✔ | | | | HIGH |
| That the Town provide additional *neighbourhood* parks in the future development of parks on lands dedicated by development since there is currently a surplus of community parkland. | | ✔ | ✔ | ✔ | HIGH |
| That the trail network shown on Maps 4 and 5 of this Plan be incorporated into the parks and open space policies of the Official Plan as part of the five-year review. | ✔ | | | | HIGH |
| That the Town adopt the provisions of the Master Plan as the basis for the systematic implementation of the Town of Saugeen Shores trail network. | ✔ | | | | HIGH |
| That the detailed route design involve a public consultation process with the local neighbourhoods and agencies where this is deemed appropriate by Town staff. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That all other sources of funding and viable partnerships be considered in implementing the parks, open space and trails system. | ✔ | | | | HIGH |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the Town adopt a standard of one playground area within 800 metres (generally equivalent to a 10-minute walk) of residential areas as part of the Parks and Open Space policies of the Official Plan to assist in guiding playground provision within the Port Elgin and Southampton settlement areas | ✔ | | | | MEDIUM |
| That the Town acquire an additional 2.7 hectares of parkland for neighbourhood and community parks by the year 2014 to meet the recommended park provision standards. | | | ✔ | | LOW |
| That the Town continue to play a minor role in the provision of Regional-level Parks since this class of parkland is provided extensively by the Province and the Saugeen Valley Conservation Authority. | ✔ | ✔ | ✔ | ✔ | LOW |
| That the Town provide open space links to parks and between parks to increase access and broaden the service area of each park. | ✔ | ✔ | ✔ | ✔ | LOW |
| **Guiding Principle:** To provide a diverse range of park spaces, opportunities and activities that meet the needs of users. | | | | | |
| That the Town adopt the parks classification system shown in Table 5-1 of this Plan for Neighbourhood, Community, Regional and Other Parks (Parkettes, Greenspace) into the parks and open space policies of the Official Plan. | ✔ | | | | HIGH |
| That the Town develop the lands dedicated by Bluewater Estates as a neighbourhood-level park providing a range of amenities such as playground equipment, informal sports fields/passive open space, a picnic area and/or a multi-use pathway for future residents of the area. Other facilities/amenities that should be considered include washrooms, outdoor taps, shelter/gazebo, picnic tables, gardens, etc. New and innovative play facilities, such as a splash pad/water play features should also be considered. The Town should consider accepting a reduced amount of parkland dedication in this location, and require cash-in-lieu for the remainder to assist in funding the development of the park. The amount of parkland dedication required should be reduced by 1 to 1.5 hectares. | | ✔ | | | HIGH |
| That, in the future development of new parks, the Town consider the need to balance active and passive parkland as well as the needs of future residents and sports field/leisure user groups who will be using these parks. | ✔ | ✔ | ✔ | ✔ | MEDIUM |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the need for additional sports fields in Saugeen Shores be investigated in detail through the preparation of a recreation master plan before money is invested in adding more soccer fields, baseball diamonds, etc. Further research and consultation with sports field user groups is needed to determine current and future sports field requirements. | ✔ | | | | MEDIUM |
| That the Town consult with local sports teams/organizations to investigate the potential to consolidate stand-alone sports fields (e.g. Lakeview Ball Diamond) to Biener Park as a centralized ball and/or soccer tournament facility. | ✔ | | | | MEDIUM |
| That the Town continue to improve and develop Biener park by adding additional sports fields as the need arises, as well as supporting facilities such as a concession/storage building, batting cages, washrooms and parking.<br>That the Town improve access to and parking facilities at Biener Park. Access should be provided by a future extension of Bruce Street, and future planning of the area should give consideration to the possibility of providing direct access to the park from Waterloo Street and/or Goderich Street. Sufficient parking needs to be provided for the ball diamonds and soccer field to eliminate the demand for on-street parking along Joseph Street by park users. | ✔ | ✔ | | | MEDIUM |
| That, prior to the expiration of the lease agreement, the Town enter into discussions with the MNR and representatives from MacGregor Point Provincial Park regarding the future use of Centennial Park. The following options should be considered:<br>(1) the potential sale of all or a portion of the property to MNR for continued use as part of MacGregor Point Provincial Park over the long term;<br>(2) extending the current agreement or entering into a new agreement for the continued lease of all or a portion of the lands to MacGregor Point Provincial Park;<br>(3) if the property or a portion of the property is not needed as part of MacGregor Point Provincial Park, explore the potential for use of all or part of the site for a municipal park and/or nature preserve;<br>(4) explore the potential creation and sale of one or more residential building lots fronting on Fourth Concession Road, subject to the outcome of considering Options 1 to 3 above and a detailed assessment of environmental features and constraints.<br>These options should be considered in the order that they are identified above, with the highest priority given to Option 1. Consultation with local landowners should be undertaken if a change in use of the property is considered. | ✔ | | | | MEDIUM |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the Town explore in greater detail the opportunity for future sale and alternative use (e.g. residential) of the surplus parkland located adjacent to the existing Nodwell Park. In considering the future sale of this park parcel, the Town should undertake a detailed assessment of site characteristics (e.g. access, servicing, environmental constraints, etc.) to assess development potential, consult with adjacent landowners, and maintain a portion of the site to provide pedestrian access from Lord Elgin Place directly to the existing Nodwell Park.<br>Any revenues generated by the sale of this surplus parkland could be used to assist in funding the recommended installation of additional accessible play equipment at Nodwell Park as per the playground replacement program, as well as other park and trail development priorities identified for the area. | ✔ | | | | MEDIUM |
| That the Town investigate the potential sale/lease of the two municipal campgrounds (Port Elgin and Southampton Tourist Camps) subject to more detailed analysis of the following issues:<br>- potential future uses of the properties if they are sold to private interests;<br>- the loss of control over the quality of the campground facilities and amenities provided, months of operation, etc.<br>- consultation with local landowners and campground users to address concerns of the public;<br>- financial impacts: potential revenues generated by the sale of these properties as compared to annual operating revenues;<br>- land use and community impacts of turning over these key waterfront properties to private ownership.<br>Any revenues generated by the sale of these properties should be used to assist in funding park and trail development initiatives. | ✔ | ✔ | | | MEDIUM |
| That the Town consider the provision of additional facilities (e.g. recreation centre/games room) and improvement of existing playground areas at the Port Elgin and Southampton Tourist Camps if these campgrounds are retained under municipal ownership. | | ✔ | | | LOW |
| That the Town install benches, swings, flower beds and plant trees at George Marion Park. | ✔ | | | | LOW |
| That the Town redevelop the tennis courts at Cameron Park as a multi-purpose court. | ✔ | | | | LOW |
| That the Town repair/replace broken sports equipment at Eric Eastwood Park (repair or replace basketball hoops) and Waterloo Park (repair or replace hockey nets). | ✔ | | | | LOW |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the Town consult with youth about possible improvements to the existing Skateboard Park and/or potential development of a new park with more diversified facilities and equipment of sturdier construction. | ✔ | | | | LOW |
| That the Town consider the provision of designated leash-free dog areas in at least one municipal park in each settlement area. | ✔ | | | | LOW |
| That the Town construct a gazebo or other shelter at Davey Park for picnics, gatherings, etc. | | ✔ | | | LOW |
| That the Town bury the overhead powerlines and widen the pathway at J.H. Robertson Sports Fields. | | ✔ | | | LOW |
| That the Town add barbecue pits and consider the provision of additional parking at Northshore Park. | | ✔ | | | LOW |
| **Guiding Principle:** To recognize the contribution that parks and trails make to the health and well being of residents and to the aesthetics and economic vitality of the Town of Saugeen Shores. | | | | | |
| That the Town develop a Park Maintenance Program, including a schedule for garbage collection, an education program concerning littering and vandalism within parks and along trails, a by-law and signage posted to inform people of fines, and the placement of garbage receptacles at parks and trail access points/destinations. The Program should address how to resolve existing maintenance issues identified by the public (e.g. Bay and Island/Longdock (sand raking), Denny's Dam (garbage pickup), Nodwell Park (paint swing set), Northshore Park (garbage pickup), Oak-Birch Park (garbage pickup)). | ✔ | | | | HIGH |
| That the Town should consult with the Saugeen Valley Conservation Authority and other available agencies to develop a water cleanup program and partnership. | ✔ | | | | MEDIUM |
| That the Town continue maintaining, improving and marketing Port Elgin Beach Park as the primary regional-level municipal park and visitor destination in Saugeen Shores. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town emphasize the benefits of parks, trails and linkages as a way of promoting healthy lifestyles and improving the quality of life in Saugeen Shores through marketing. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town add trees and landscaping (greening) where possible to downtown parkettes (e.g. Coulter Parkette, Police Parkette). | | ✔ | | | LOW |
| That the Town consider registering for participation in the national "Communities in Bloom" program as an initiative to improve civic beautification, and to promote awareness, participation and fundraising for community beautification among residents and businesses. | ✔ | | | | LOW |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| **Guiding Principle:** *To provide a parks and trails system that is safe for everyone to enjoy throughout the four seasons (i.e. through appropriate design and trail routing) regardless of age, physical limitations or economic status (barrier-free access).* | | | | | |
| That the Town continue implementation of the playground equipment replacement program as identified in the Playground Inventory Report (2002) and in the Capital Budget of this Plan (see Table 7-2) to maximize safety and accessibility of traditional and creative play equipment. This includes the removal, replacement and/or installation of new play equipment at Adelaide Street Playground, Chantry Park, Davey Park, Gobles Grove, Morpeth Street Playground, Palmerston Street Playground, Peel Street Playground, Port Elgin Beach Park, and South Street Playground. | ✔ | ✔ | | | HIGH |
| That Nodwell Park (Port Elgin) and Jubilee Park (Southampton) be the primary focus for the provision of play equipment and facilities that are accessible to disabled persons. | ✔ | ✔ | | | HIGH |
| Enforcement of appropriate trail use should be undertaken and should include such organizations as citizen trail volunteers, warden programs, and the STOP program, among many others. | ✔ | | | | HIGH |
| That the Town post rules and permitted uses at trail access points and parks - unified signage. | ✔ | | | | HIGH |
| That the Town ensure the rules for use of existing and planned parks and trails are clearly established and enforced. | ✔ | | | | HIGH |
| That the Town encourage four-season use of the trail network. | ✔ | | | | HIGH |
| That, where parks are intended for evening use, the Town ensure adequate lighting is provided, especially along walkways/ pathways. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town re-design the access to Fairy Lake off Lakeland Drive to designate a specific parking area and provide a pedestrian access to the trails and a sitting and viewing area of the park for disabled persons; | | ✔ | | | MEDIUM |
| That the Town further enhance High Street and Victoria Street access to Fairy Lake through the use of a narrower and designed surface suitable for wheel chair access and baby carriages, with provision made for a railing to assist disabled persons. | | ✔ | | | MEDIUM |
| That the Town develop a patrol and enforcement strategy between a neighbourhood group and the local police. | ✔ | ✔ | | | LOW |
| That the Town consider restricting the hours that some parks are open to the public (e.g. Fairy Lake). | ✔ | | | | LOW |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| **Guiding Principle:** *To develop a unified system of parks, open space and trails through signing and marketing and wherever possible link existing and future parks with trails.* | | | | | |
| That the Town promote the public right to access and use public waterfront access points through Official Plan policies. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That the Town adopt a signage program including directional, safety, permitted uses, speed limits, hours of operation, support services and trail etiquette. | ✔ | | | | HIGH |
| That the Town remove the old "Board of Parks" signs (parks boards system no longer exists) at Fisherman Park, Oak-Birch Park, and Sharman Park. | ✔ | | | | HIGH |
| That the Town install signage at Oak-Birch Park and Town Pond to post rules regarding littering, vandalism, and other illegal activities. | ✔ | | | | HIGH |
| That the Town install park identification signage where no sign is currently provided (e.g. BMX Park, Davey Park, Gobles Grove, Jubilee Park, Police Parkette (rename), Town Pond) consistent with the recommended sign content and design outlined in this Plan. | ✔ | | | | HIGH |
| That the Town adopt a Primary/Secondary/Tertiary trail classification system/hierarchy. | ✔ | | | | HIGH |
| That the trail network be phased in over time in association with development, and municipal infrastructure improvement projects. Projects may also be implemented based on changing construction opportunities or specific trail related demand. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That the Town ensure that all streets with proposed on-road route links (existing developed areas and new development areas) also have sidewalks to accommodate pedestrians and other trail users. | ✔ | | | | HIGH |
| That the Town create a new and distinctive word mark/logo. This logo should be used at every appropriate opportunity for trail-related design, signing, promotion and events. | | ✔ | | | MEDIUM |
| That the Town consider opportunities for interpretive signage at Northshore Park, Fairy Lake, Scubby's Point and Sharman Park. | | ✔ | | | MEDIUM |
| That the Town replace existing park signs with consistent, themed signage using the sign content and design guidelines outlined in this Plan. | | ✔ | | | MEDIUM |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the Town include the following information on all park identification signage:<br>- "Town of Saugeen Shores" and Town logo;<br>- Name of park/playground;<br>- Sponsoring organizations (where applicable);<br>- Additional facility information as necessary. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town ensure that all park signs have a design similar to the existing Port Elgin Harbour and Waterfront signs and are appropriate to the type of park and desired level of access. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town continue to employ current marketing techniques (e.g. Sunset magazine and website) to encourage awareness and use of municipal parks and trails facilities. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town further develop the municipal web site to provide a description of the amenities and facilities available at parks and trails as well as photos and related information. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That, wherever possible, the Town direct revenues generated by tourism back into parks, trails and waterfront resources. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town provide open space links to parks and between parks to increase access and broaden the service area of each park. | ✔ | ✔ | ✔ | ✔ | LOW |
| **Guiding Principle:** To accommodate all suitable trail uses as determined, develop trails to reasonable standards for the intended uses, and match uses with resources. | | | | | |
| That the Town develop an annual maintenance schedule and appropriate record keeping system. | ✔ | | | | HIGH |
| That the Town of Saugeen Shores pass a bylaw on Bill 11 permitting ATV's on certain roads under certain restrictions as designated appropriate by the municipality. | ✔ | | | | MEDIUM |
| That, wherever possible, the proposed works should be implemented by cooperative arrangements under the direct supervision of a municipal design and construction management committee with assistance from qualified design professionals when necessary. | ✔ | | | | MEDIUM |
| **Guiding Principle:** To encourage the use of trails for recreation, alternative modes of transportation (e.g. walking, cycling) and tourism. | | | | | |
| That the Town support the initiatives of the Saugeen Rail Trail Association by assisting with promotion, development and operations. | | ✔ | | | MEDIUM |
| That retired road and rail rights-of-way, and other linear corridors are not sold until it has been clearly demonstrated that they do not/cannot perform a trail network function. If and when they are sold, attempts will be made to maintain a public easement. | ✔ | ✔ | ✔ | ✔ | MEDIUM |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| **Guiding Principle:** *To optimize existing trails and fill in the gaps to develop a continuous trail network, and provide trail loops and links.* | | | | | |
| *That the Town develop and implement a risk management program as a fundamental part of the Town of Saugeen Shores trail network.* | ✔ | | | | HIGH |
| *That the Town create annual budgets for the implementation and improvement of the trail system.* | ✔ | | | | HIGH |
| *That the Rail Trail concept be expanded to include a bicycle route link and waterfront trail system.* | | ✔ | | | MEDIUM |
| *That the Town seek partnerships with neighboring communities and other organizations to establish and strengthen connections and linkages.* | | ✔ | | | MEDIUM |
| **Guiding Principle:** *To develop trails on public lands and on private lands where ownership agreements are possible.* | | | | | |
| *That the Town encourage structured trail organizations for permitted trail user groups.* | | ✔ | | | MEDIUM |
| *That the Town restrict trail development to public lands; private lands should not be considered until a mutually agreeable arrangement has been prepared.* | ✔ | | | | HIGH |
| **Guiding Principle:** *To ensure a clear distinction between lands accessible by the public and lands in private ownership.* | | | | | |
| *That the Town promote the public right to access and use public waterfront access points through this Plan and Official Plan policies encouraging a visible, interconnected and publicly accessible waterfront;* | ✔ | ✔ | ✔ | ✔ | HIGH |
| *That the Town initiate a demarcation and signage program to identify the extent of all public access points, including definitive legal boundary surveys to establish or verify public ownership where ownership is unclear or contested.* | ✔ | ✔ | | | MEDIUM |

| ACTIONS | TIMING (YEARS) 0-3 | 4-6 | 7-10 | 10+ | PRIORITY LEVEL |
|---|---|---|---|---|---|
| That the Town install signage at waterfront access points to ensure visibility and access appropriate to the location, width and planned function of each access point as follows:<br>- install signage at all public access points (except those classified as "non-existent" in the Waterfront Access Report until they are opened/ maintained) to make it clear that other access points are private;<br>- signs should include the Town logo, a recognizable symbol indicating public waterfront access, rules regarding parking, pets, motorized vehicles and other symbols for permitted and non-permitted activities;<br>- major access points should have larger signs similar to the Fish Cleaning Station and Harbour signs at the main beach in Port Elgin;<br>- minor access points should be signed at both the street and beach end with low-key, subtle signage (e.g. bollard);<br>- signage directing people to major waterfront access points should be provided along main thoroughfares, and should conform to the overall signage plan. | ✔ | ✔ | | | MEDIUM |
| That the Town establish common development and maintenance standards for all waterfront access points as part of the Maintenance Program. | ✔ | ✔ | | | MEDIUM |
| **Guiding Principle:** To preserve, protect and enhance unique natural features and heritage resources. | | | | | |
| That the Town limit the recreational use of environmental hazard lands and natural features requiring protection and restrict access to sensitive areas. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That the Town monitor trails and bridges and undertake appropriate repairs and upkeep. | ✔ | ✔ | ✔ | ✔ | HIGH |
| That the Town consult with the Saugeen Valley Conservation Authority and other organizations in considering new parks and trails development where wetlands, watercourses, and other natural features are involved. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town continue to employ "soft" practices to prevent shore erosion. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town consider the impacts of trail development on existing land uses that are incompatible (e.g. hunting activities), the use and enjoyment of adjacent private properties, and on the natural environment. | ✔ | ✔ | ✔ | ✔ | MEDIUM |
| That the Town consider a Forest Management Strategy to encourage new growth and replacement of native trees and address the general health of the Town's wooded areas. | | ✔ | | | LOW |
| That the Town consider developing a program for park naturalization. | | ✔ | | | LOW |

## 7.2 10-Year Capital Budget Plan

*This section summarizes the Master Plan recommendations having capital budget implications and provides related cost estimates to guide the Town in allocating resources to parks and trails development on an annual basis. Potential revenue sources are also identified.*

### 7.2.1 Capital Costs

*The capital cost estimates for each of the Master Plan's recommendations having a capital component are identified in Table 7-2 below.*

Table 7-2: Capital Cost Estimates

| YEAR | RECOMMENDATIONS | PRIORITY | COST ESTIMATE* |
|---|---|---|---|
| 2005 | PLAYGROUND REPLACEMENT PROGRAM:** | | |
| | Install new creative play equipment and fence section at Gobles Grove. | | $20,000 |
| | Bend topsoil up to edging around play units & sod/remove edging around spring animals. | | $800 |
| | Repair maintenance areas and install new landscape structures at Nodwell Park. | | $6,000 |
| | Lakeview Park (Port Elgin Tourist Camp) - remove swings, square, climbers, relocate seesaws from Site #2. | HIGH | $7,000 |
| | Install asphalt paths, new landscape structures at Jubilee Park. | | $53,500 |
| | New standard arch swing set at Adelaide Street Playground. | | $3,000 |
| | New multi-wave slide and standard arch swing set at Peel Street Playground. | | $5,000 |
| | New standard arch swing set at Bay/Island Street Playground. | | $3,000 |
| | TOTAL | | $98,300 |
| | SIGNAGE PROGRAM: | | |
| | Remove "Board of Parks" signs at Fisherman Park, Oak-Birch Park, and Sharman Park. | HIGH | $250 |
| | Install signage at Oak-Birch Park and Town Pond to post rules regarding littering, vandalism, and other illegal activities. | HIGH | $1,500 |
| | TOTAL | | $1,750 |
| | PARK DEVELOPMENT AND UPGRADES: | | |
| | Neighbourhood Park Development: | | |
| | - Install benches, swings, flower beds, trees at George Marion Park | | $30,000 |
| | - Develop neighbourhood park on dedicated lands located on north side of South Street in Southampton | LOW | $30,000 |
| | Redevelop Cameron Park Tennis Courts as a multi-purpose court. | | $20,000 |
| | Repair/replace basketball hoops at Eric Eastwood Park. | | $1,500 |
| | Repair/replace hockey nets at Waterloo Park. | | $500 |
| | TOTAL | | $82,000 |
| | SUBTOTAL (2005 CAPITAL COSTS): | | $182,050 |

| YEAR | RECOMMENDATIONS | PRIORITY | COST ESTIMATE* |
|---|---|---|---|
| 2006 | TRAILS DEVELOPMENT: | | |
| | Upgrade existing Off-road portions of Central Loop | HIGH | $8,100 |
| | Establish Saugeen District Secondary School Link | | $30,200 |
| | Establish Concession 6 Motorized Link | | $5,800 |
| | Install Signage at Points of Refuge | | $3,200 |
| | TOTAL | | $47,300 |
| | PLAYGROUND REPLACEMENT PROGRAM:** | | |
| | Install new landscape structures (e.g. Adventure Ship) at Port Elgin Beach (Site #1). | HIGH | $37,000 |
| | Install new play unit at Chantry Park. | | $46,600 |
| | TOTAL | | $83,600 |
| | SIGNAGE PROGRAM: | | |
| | Install park identification signage at parks where no sign is currently provided (e.g. BMX Park, Davey Park, Gobles Grove, Jubilee Park, Police Parkette (rename), Town Pond) | HIGH | $12,000 |
| | PARK DEVELOPMENT AND UPGRADES: | | |
| | Biener Park - parking and access improvements, provide additional facilities (e.g. concession, washrooms, storage, etc.) and additional sports fields on dedicated lands if necessary. | MEDIUM | $175,000 |
| | Redevelop Port Elgin Skateboard Park subject to consultation with youth. | | |
| | TOTAL | LOW | $70,000 |
| | | | $245,000 |
| | **SUBTOTAL (2006 CAPITAL COSTS):** | | **$387,900** |
| 2007 | TRAIL DEVELOPMENT: | | |
| | Construct the infrastructure for the Central Loop, including crossings, trail amenities and signage | HIGH | $326,900 |
| | Establish Southampton Beach Route | | $3,600 |
| | Upgrade Biener's Bush Trails | | $16,700 |
| | Upgrade Concession 10 to South Street Link | | $9,525 |
| | TOTAL | | $356,725 |
| | PLAYGROUND REPLACEMENT PROGRAM:** | | |
| | Install new play equipment at Waterloo Park. | HIGH | $20,400 |
| | Install new play equipment and swing at Davey Park. | | $41,400 |
| | Install new play equipment at Perkins Park. | | $31,200 |
| | TOTAL | | $93,000 |
| | SIGNAGE PROGRAM: | | |
| | Install signage at waterfront access points to ensure visibility and access appropriate to the location, width and planned function of each access point as outline in this Plan and the Waterfront Access and Signage Report (2002). | MEDIUM | $5,200 (52 @ $100 ea) |
| | **SUBTOTAL (2007 CAPITAL COSTS):** | | **$454,925** |

| YEAR | RECOMMENDATIONS | PRIORITY | COST ESTIMATE* |
|---|---|---|---|
| 2008 | TRAIL DEVELOPMENT: | | |
| | Establish On-road portions of Central Loop | HIGH | 1,230,000 |
| | Establish Green Street On-road Route | MEDIUM | $6,400 |
| | Establish Market Street On-road Route | MEDIUM | $7,200 |
| | Establish Catherine Street On-road Route | MEDIUM | $5,600 |
| | TOTAL | | $1,249,200 |
| | PLAYGROUND REPLACEMENT PROGRAM:** | | |
| | Install new accessible play equipment at Nodwell Park and Jubilee Park. | HIGH | $80,000 |
| | Install new play equipment at South Street Playground. | | $33,800 |
| | TOTAL | | $113,800 |
| | PARK DEVELOPMENT AND UPGRADES: | | |
| | Develop the lands dedicated by Bluewater Estates as a neighbourhood-level park providing a range of amenities such as playground equipment, informal sports fields/passive open space, a picnic area and/or a multi-use pathway for future residents of the area. Other facilities/amenities that should be considered include washrooms, outdoor taps, shelter/gazebo, picnic tables, gardens, etc. New and innovative play facilities, such as a splash pad/water play features should also be considered. | HIGH | $150,000 |
| | ACCESSIBILITY IMPROVEMENTS: | | |
| | Re-design the access to Fairy Lake off Lakeland Drive to designate a specific parking area and provide a pedestrian access to the trails and a sitting and viewing area of the park for disabled persons. | MEDIUM | $20,000 |
| | Further enhance High Street and Victoria Street access to Fairy Lake through the use of a narrower and designed surface suitable for wheel chair access and baby carriages, with provision made for a railing to assist disabled persons. | | |
| | **SUBTOTAL (2008 CAPITAL COSTS):** | | **$1,533,000** |
| 2009 | TRAIL DEVELOPMENT: | | |
| | Establish Denny's Dam Loop | MEDIUM | $779,150 |
| | Establish Huron Street On-road Route | | $255,000 |
| | Establish On-road Cycling Route via Concession 2 | | $58,050 |
| | Establish High Street On-road Route | | $9,600 |
| | Establish On-road Cycling Route via Concession 4 | | $28,000 |
| | Establish Concession 10 On-road Route | | $10,400 |
| | TOTAL | | $1,140,200 |
| | SIGNAGE PROGRAM: | | |
| | Consider opportunities for interpretive signage at Northshore Park, Fairy Lake, Scubby's Point and Sharman Park. | MEDIUM | $3,200 |

| YEAR | RECOMMENDATIONS | PRIORITY | COST ESTIMATE* |
|---|---|---|---|
| | PARK DEVELOPMENT AND UPGRADES: | | |
| | Construct a gazebo or other shelter at Davey Park for picnics/gatherings. | | $10,000 |
| | Bury overhead powerlines at J.H. Robertson Sports Fields. | | $18,000 |
| | Install barbeque pits at Northshore Park and consider additional parking. | LOW | $7,500 |
| | Add trees and landscaping to downtown parkettes (Coulter Parkette, Police Parkette) | | $15,000 |
| | TOTAL | | $62,500 |
| | **SUBTOTAL (2009 CAPITAL COSTS):** | | **$1,205,900** |
| 2010 | TRAIL DEVELOPMENT: | | |
| | Establish Bruce Road 25 On-road Route | | $3,600 |
| | Establish Saugeen River Route | | $353,200 |
| | Establish Waterloo Street On-road Route | | $4,000 |
| | Establish South Street On-road Route | | $5,200 |
| | Establish Clarendon Street on-road Route | MEDIUM | $4,400 |
| | Establish Anglesia Street On-road Route | | $11,200 |
| | Establish Carlisle Street On-road Route | | $19,200 |
| | Establish Sauble Beach On-road Cycling Route | | $1,097,200 |
| | TOTAL | | $1,498,000 |
| | SIGNAGE PROGRAM: | | |
| | Replace existing park signs with consistent, themed signage using the sign content and design guidelines outlined in this Plan. | MEDIUM | $30,000 |
| | **SUBTOTAL (2010 CAPITAL COSTS):** | | **$1,528,000** |
| 2011to 2014 | TRAIL DEVELOPMENT: | | |
| | Establish Saugeen First Nation's Loop | | $332,800 |
| | Establish On-road Cycling Route via Elora Road | | $56,400 |
| | Establish Muir Street On-road Route | LOW | $1,200 |
| | Establish Bay Street On-road Route | | $4,000 |
| | TOTAL | | $394,400 |
| | PARKLAND ACQUISITION: | | |
| | Acquire an additional 2.7 hectares of parkland for neighbourhood and community parks by the year 2014 to meet the recommended park provision standards. | LOW | $1,600,000 |
| | **SUBTOTAL (2011 to 2014 CAPITAL COSTS):** | | **$1,994,400** |
| **TOTAL CAPITAL COSTS OF RECOMMENDATIONS** | | | **$7,286,175** |

* costs are in 2004 dollars

** source: adapted from Town of Saugeen Shores Playground Inventory Report and Replacement Program (L. Porter, 2002)

Construction Budget

A detailed outline of costs has been included in Appendix 4. The construction cost includes the estimated cost of materials and labour. The estimated cost does not include administration, taxes or design fees for the construction phase. The cost of signage does not include graphic material. It has been assumed that all work would be tendered and completed by a contractor. There may be further reduction in the overall construction cost with the provision of volunteer labour and in-kind donations of materials.

In addition, this outline is intended to serve as a guide for the Trails Management Committee, but is fluid, and can be adjusted to reflect annual operating schedules and budgets. In particular, all on-road trail route options should be scheduled to coincide with road reconstruction work to reduce costs.

Trail Maintenance Costs

Maintenance costs can vary greatly depending on a number of variables, including the standard of maintenance that the municipality sets for the trail, winter maintenance, etc. The range for rail trails and similar off-road trails can be $50-100/km/yr. For more urban trails with high trail user volumes and high standards of maintenance, costs can range between $300-350/km/yr. On-road trails can range from $25-50/km/yr, as a great proportion, if not all of the maintenance would be covered within the annual road maintenance budgets.

### 7.2.2 Potential Revenue Sources

This section identifies potential revenue sources that may assist the Town with funding the implementation of this Plan. Where possible, dollar figures have been estimated for funding sources involving cash-in-lieu of parkland dedication or the sale of existing parkland (see Table 7-3). It is important to note that these revenue sources require more detailed investigation as recommended by the Plan. The potential revenues generated by land sale could vary significantly from those estimated in Table 7-3 depending on market conditions, and it is recommended that a detailed land appraisal process be undertaken and

considered for these parcels as part of the implementation of this Plan.

## Table 7-3: Potential Revenue Sources

| RECOMMENDATIONS | PRIORITY | POTENTIAL REVENUE ESTIMATE* |
|---|---|---|
| TRAIL DEVELOPMENT - PLANNING INITIATIVES:<br>Fundraise and plan for Central Loop<br>Establish Trail Network Management Committee<br>Establish Fundraising initiatives for remainder of trail network | HIGH | N/A |
| CASH-IN-LIEU OF PARKLAND:<br>Consider accepting a reduced amount of parkland dedication at Bluewater Estates and require cash-in-lieu for the remainder to assist in funding the development of the park. The amount of parkland dedication required should be reduced by 1 to 1.5 hectares. | HIGH | $50,000 to $90,000 |
| DISPOSAL OF SURPLUS PARKLAND:<br>Potential sale of the surplus park parcel located adjacent to existing Nodwell Park, subject to consideration of site characteristics and potential alternative uses. | MEDIUM | $500,000 to $750,000 |
| Potential sale of the Port Elgin and/or Southampton Tourist Camps** (municipal campgrounds) subject to consideration of potential future use, financial impacts (i.e. loss of operating revenue), consultation, etc. | | $3,500,000 to $5,000,000 |
| Potential sale of all or a portion of Centennial Park pending consultation with MNR and MacGregor Point and consideration of alternatives. | | $750,000 to $1,000,000 |
| **POTENTIAL REVENUES FROM SALE OF SURPLUS PARKLANDS & CASH-IN-LIEU** | | **$4,800,000 to $6,840,000** |

* Potential revenue amounts are estimated where possible for each recommendation. Figures are in 2004 dollars.
** Current operating revenues generated by the municipal campgrounds are approximately $500,000 annually. A more detailed analysis of potential future operating revenues is required to weigh the financial impacts of the potential sale of the municipal campgrounds as a revenue source.
Note: Land sale and acquisition estimates are based on a land value range of $4.00 to $6.00 per square foot of land area. For Centennial Park, a range of $2.00 to $3.00 per square foot was used to account for the unserviced rural location of the parcel. Potential cash-in-lieu of parkland dedication figures are based on $20-25,000/acre.
Note: The figures in the above table have been determined in consultation with Town of Saugeen Shores Staff.

### Additional Funding for Parks and Trails Development

The Town of Saugeen Shores Parks and Trails Master Plan will succeed based on an active and ongoing partnership between the Town, the community, trail interests, adjacent landowners, local businesses, agencies and government organizations. The parks and trails will require resources beyond the ability of the Town to provide. Strategic

partnerships and fundraising will be required. Both strategies will need to be an ongoing requirement for the development and operation of the parks and trails system. Though not as abundant as in past years, there are a number of funding sources available. Some potential sources include:

Green Municipal Funds, Federation of Canadian Municipalities

The Federation of Canadian Municipalities has established the Green Municipal Fund, which supports the implementation of innovative environmental projects. The program provides low interest loans and grants for projects that promote sustainable transportation, transportation demand management, sustainable community development, greenhouse gas reduction plans, and community-scale developments. Trail projects may be eligible if partnered with other transportation planning and management related initiatives in Saugeen Shores.

Sports Culture and Tourism Projects, Province of Ontario

The Ontario Ministry of Tourism and Recreation administers initiatives which invests in sports, culture and recreational facilities in communities that emphasize benefits to the community, good value for money, innovative partnerships and the ability to attract investment from other sources.

Ontario Trillium Foundation, Ministry of Culture

The Ontario Trillium Foundation, an agency of the Ministry of Culture, annually receives $100 million of government funding generated through Ontario's charity casino initiative. Ontario Trillium Foundation grants are awarded to fund capital, operating and/or specific project costs in support of: Arts & Culture, Environment, Human & Social Services, and Sports & Recreation. The Foundation makes grants that have province-wide impact as well as grants in local communities across Ontario. Charitable and not-for-profit organizations with proposals that increase the capacity and effectiveness of community organizations, increase volunteerism, promote partnerships, support access and meet the needs of Ontarians are eligible.

Four Season Trail Use

The Town of Saugeen Shores should encourage four season trail use. By implementing the master plan, and providing all of the route options laid out within it, the Town will be providing trail users with extensive opportunities to use trails throughout the four seasons.

Promoting trails raises awareness of the system. Encouraging more use throughout the year is one of the key building blocks in supporting trails. The more success that the Town and its partners in trail development have in getting positive messages out about trails and four season use, the easier it will be to garner support and the will to proceed with subsequent phases of construction and other programs that support trails, because there will be a larger group of trail users to draw support from.

Making inter-community trail connections with four season use trails also affords users the opportunity to visit Saugeen Shores throughout the year, and by making services and amenities accessible to those users, tourism dollars spent within the Town may increase.

Through effective marketing, good design and exceptional service, the Town of Saugeen Shores can become a trail destination point throughout the entire year.

Corporate Environmental Funds and Charitable Foundations

These funds tend to be for small, labour-intensive projects where materials or logistical support is needed, but may be a good source of funding for organizations partnering with the city for smaller projects. One example is the TD Canada Trust Friends of the Environment Community Fund aimed at projects that make contributions to environmental, intellectual or emotional health of communities.

Corporate Donations

Many corporations both large and small have made commitments to trails over the past several years. Donations may be in the form of cash or materials/services in kind. For example, aggregate producers across the province have made contributions of granular base material

and machine/operator time in return for public recognition of their efforts. The key selling features are corporate visibility and tax incentives.

Other Possibilities

- Service Clubs such as Lions, Rotary, and Optimists, who often assist with implementing highly visible trail projects at the community level.
- Built in conjunction with other agencies (Saugeen Valley Conservation Authority, school boards).
- Built via servicing agreements. For example, trails built along sanitary sewer and water mains can also serve as access routes for regular service and emergency repairs.
- Built via volunteers (trails)
- Bequests (typically for trails)
- Individual sponsorship by the metre (typically for trails).

Economic Impact

Given the increasing interest in participation in trail-oriented activities, it is not surprising that the construction and operation of the proposed trail network will have a large and important impact on the economy of the Town of Saugeen Shores. The construction of the trail system will provide trail opportunities that did not exist previously, and it will also enhance those that do. Based on the experience of trails developed in other areas of Ontario, the rest of Canada and the United States, this trail network will encourage greater participation among local residents and encourage a greater number of day-use and overnight tourists to visit the area. The social and economic impacts of the trail network will go well beyond that created through the provision of new jobs, additional income and additional tax dollars and will ripple throughout the community.

## 7.3 Implementation and Monitoring

### 7.3.1 Parks and Trails Implementation Committee

It is recommended that the Town establish a Parks and Trails Implementation Committee to undertake and monitor the implementation of the Master Plan. This Committee should be comprised of members of Town Staff and Council and should meet regularly (e.g. monthly) to discuss current and upcoming stages of the Implementation Strategy.

### 7.3.2 Updating the Plan

To ensure that the Plan remains current and evolves to address new circumstance, it is recommended that the Town undertake an annual review of the recommendations of the Master Plan as part of the municipal budgeting process, including a description of the past year's achievements and the coming year's objectives. A comprehensive update of the Parks and Trails Master Plan should be undertaken prior to the end of the 10-year timeframe of the Plan.

### 7.3.3 Monitoring & Support of the Parks and Trails System

It is important that the Town place a high priority on staff communication to ensure that staff are well informed of the principles, goals, strategies and recommended actions of the Master Plan. Furthermore, the Town should monitor parks and trails use and track public satisfaction in response to projects undertaken to implement the Plan. Continued emphasis is needed on the importance of partnerships and volunteers in the further development and operation of the parks and trails system, and it is recommended that the Town continue to develop and support relationships with the school board, MNR, SVCA, waterfront committee, CAW, trail associations, and other organizations.

Trail Support

Even before the build out is complete, trails require support. Once the network is complete, trails will continue to require support so that they can become and remain a vital component of the recreation and transportation system in the Town of Saugeen Shores.

Supporting trails has many facets. These include:

- Promoting trails to raise awareness about trails and encourage more user participation on the trails, seek participation in trail building, annual programs and events, awareness and encouragement, ant to recognize those who have contributed directly or indirectly to the development trails.

- Educating users about the proper use of trails through public service campaigns, trail signing, information on trail etiquette, cooperative programs with agencies to deliver messages about trail use, teaching skills related to specific trail user groups.

- Managing risks to both the trail user and the owner of the trail.

- Taking care of the trails once they have been constructed (monitoring and maintenance).

The following recommendations provide greater detail on how to ensure continued support of the trails system.

Trails Management Committee

The long and short-term management of the trail network should become the focus of a dedicated group.

It is recommended that:

- the Town appoints a Trail Management Committee;

- this Committee initially be formed as a Committee of Town Council. The Trail Management Committee structure will provide director and volunteer liability insurance for individuals serving on the Board and the working committees, provide a direct link to the Town and a process of accountability for decision-making and the allocation of resources. This Board may evolve into a different structure over time; and

- membership of the Board represents trails uses, including a representative from the Saugeen Rail Trail Committee and the Bruce County Rail Trail

Committee, adjacent landowners, tourism interests and any other groups as required.

Policy and Development Focus

It is recommended that the Town appoint a working subcommittee. The subcommittee should be responsible for:

- design and construction
- risk management
- landowner relations
- fundraising
- trail development and management
- marketing
- trail stewardship

An Executive Committee of the Board should be responsible to undertake a semi-annual review to identify unresolved issues, to confirm compliance of requirements of use by for all trail user groups and to evaluate successes. This evaluation could consider items such as:

- number of contacts for education;
- number and nature of trail incidents;
- calls from landowners;
- tourism call for trail use;
- adopt-a-meter, and
- active partnerships.

Maintenance

A maintenance system provides the framework to plan, prioritize, schedule, and track maintenance work by:

- Setting specific maintenance goals and standards for levels of service.
- Developing the necessary maintenance programs that will provide those levels of service.
- Executing those programs using the most efficient combination of resources.
- Controlling and evaluating the effectiveness of the work in relation to the desired level of service.

- Furnishing cost data from which budgets can be built.

The first step in implementing a maintenance and management program is to determine its scope. Trail plans, maps, inventories, trail logs, traffic count information and condition surveys are all valuable sources of information for developing maintenance management systems.
A trail log will provide an inventory of the physical features on or adjacent to the trail. The log should be updated when inventoried features are modified, replaced, removed or when other features are added. Trail logs are useful in the development of the maintenance budget and in determining the total to maintain the trail system. Maintenance logs are also useful when performing maintenance work by contract. If kept current, logs may be used to prepare documentation for contract packages, and show the location of structures and other features that require maintenance.

Maintenance Levels

Maintenance levels can be assigned to trails on the basis of criteria such as level of use, potential to affect resources, safety considerations, and tendency toward problems (vandalism, erosion etc.) Once maintenance levels are established, they should be reviewed and updated annually. When assigning maintenance levels, higher priority should be given to trails where use is significant. Trail counters can be used to collect and record traffic volume data. This data collection should proceed on a continuing basis to provide needed information for planning, developing, monitoring, and confirming maintenance levels.

Maintenance Standards

Maintenance standards should be established to document work requirements to meet the acceptable physical standard, the acceptable end product for a maintenance level, or for a particular activity. The maintenance standard is met when all the work activities listed on the standard are completed.

Liability and Risk Management

Risk management must be addressed in a proactive manner. Adjacent landowners share many of the same concerns as the trail owner. Some of the questions commonly asked include:

- What third party liability will be incurred if I own or manage a section of public trail and a trail user hurts themselves?
- What is the liability of the adjacent landowner if a public trail is their neighbour?

The experience in Ontario is that individuals will always have the ability to sue for damages incurred on a trail. Whether or not they are successful comes down to the design and implementation of an effective risk management strategy.

Risk management is generally covered under the headings of insurance, safety, education, inspection and records management. Issues of liability are addressed in Ontario largely under the authority of the Municipal Act, for municipal lands, the Occupiers Liability Relief Act for public and private lands and the Highway Traffic Act and the Ontario Public Transportation and Highway Improvement Act for provincial highways. All trail management groups should become familiar with this legislation. In addition, the Trespass to Property Act deals with illegal access to private lands.

The risk management strategy is developed by owner of the trail, but requires some participation on the part of the trail user. Specifically, it is assumed that:

- Generally, users of the trails and bike routes are presumed to be personally responsible for their own safety and should be reminded of this through educational programs, including signing at trail access points.
- Where on-road bikeways are part of the system, the design and layout of such assumes that users have a fundamental knowledge of road rules and etiquette.
- Users have the responsibility to educate themselves (and others) about appropriate trail use, including, but

not limited to: codes of behaviour, use, ethics, user conflicts and policing/enforcement.

Most provincial trail organizations have worked with the insurance industry and developed polices for their member clubs and organizations. At this time insurance coverage is available for groups and organizations that hold membership with the Ontario Trails Council (OTC). The OTC comprehensive insurance package was developed in direct response to liability issues surrounding trails. The policy covers officers and directors of local trail management groups, the trail itself (structures, trail surface, amenities etc.) trail users, and there are provisions for adjacent landowners. It is now possible to offer coverage to adjacent landowners as co-insured, so that they will not be exposed to any greater liability by being adjacent or near to the trail system. Other trail organizations also offer liability coverage to their members.

Many municipalities and conservation authorities cover their trails as extensions of their park and conservation lands systems. Coverage varies, but in most cases premiums have not been increased with the addition of the trails.

Reasonable care must be taken to ensure that trails are free from danger. Regular inspection and records showing the dates of inspection, the state of the trail, hazards, required repairs or remedies and the actions taken to correct the hazards should be pursued and the records maintained. Establishing and demonstrating an emergency response mechanism is an essential method of establishing comfort about landowner and user safety.

User safety is likely the highest priority for most trail network master plans and is closely connected to an education strategy and trail design standards. It also involves a comprehensive understanding of user needs and expectations balanced with the most appropriate design details and support mechanisms to create as safe a system as possible. This is of particular importance when a variety of users all rely on the same facilities as in a shared use trail. Signage is one of the key ways to address the issue of risk management. Signs should identify designated uses, directions and warnings of potential hazards. A trail inspection program and schedule should be developed and implemented. The focus of the program is to identify

hazards and correct them or at least post them as a hazard during the period it takes to rectify the problem.

## 7.4 Concluding Remarks

The completion of the Town of Saugeen Shores Parks and Trails Master Plan represents the beginning of a remarkable undertaking. The adoption of this Master Plan and a commitment to its refinement and implementation is a significant opportunity for the community to improve quality of life and to strengthen the economic base in the Town of Saugeen Shores. Owing to the dedication and hard work of so many people, the vision of creating a signature parks and trails system within the Town is now one step closer to becoming a reality. Creating and maintaining the reality of the system will require the continuous and on-going commitment and collaboration of the Town, parks and trail users, the Parks and Trails Implementation Committee, Trails Management Committee, and area residents.

# APPENDICES

**APPENDIX 1**

Town of Saugeen Shores

## Parks and Trails Master Plan - Questionnaire

1. In relation to **the parks, open space and trails system**…

   (a) What does "Saugeen Shores" do best?

   _____

   _____

   _____

   (b) What does "Saugeen Shores" need to do better?

   _____

   _____

   _____

2. When it comes to our **local parks**...

   (a) What improvements are needed? Please identify the three local parks that you use the most and any improvements/changes you feel are needed:

| Park Name: | Comments/Suggestions: |
|---|---|
| | |
| | |
| | |

3. When it comes to **trails**…

   (a) What improvements, changes or new linkages would you like to see?

   _____

   _____

   _____

   (b) Are there any existing features, conditions, opportunities, barriers, or points of interest that you think are important and should be considered in the Master Plan?

   _____

   _____

   _____

   _____

   _____

   _____

   _____

(see reverse)

(c) Who do you anticipate using the trails? (i.e. young, old, tourists, local residents?)

_____

_____

4. The following are possible "Guiding Principles" for the Parks and Trails Master Plan. The guiding principles are intended to provide direction for what the Town wants to achieve in the provision of parks and trails in Saugeen Shores. For each of the following, please indicate your degree of support:

| Possible Guiding Principles | Degree of Support | | | |
|---|---|---|---|---|
| | Strongly Agree | Agree | Disagree | Strongly Disagree |
| 1. To provide an equitable and accessible distribution of parks and open space; | | | | |
| 2. To provide a diverse range of park spaces, opportunities and activities that meet the needs of users; | | | | |
| 3. To focus on priority projects that are established in the Parks and Trails Master Plan; | | | | |
| 4. To recognize the contribution that parks and trails make to the well being of residents and to the aesthetics and economic vitality of the Town of Saugeen Shores; | | | | |
| 5. To provide a parks and trails system that is safe for everyone to enjoy (i.e. through appropriate design and trail routing) regardless of age, physical limitations or economic status (barrier-free access); | | | | |
| 6. Develop a unified system of parks, open space and trails through signing and marketing and wherever possible link existing and future parks with trails; | | | | |
| 7. Accommodate all suitable trail uses as determined, develop trails to reasonable standards for the intended uses, and match uses with resources; | | | | |
| 8. Use trails for recreation, transportation and tourism; | | | | |
| 9. Optimize existing trails and fill in the gaps to develop a continuous trail network, and provide trail loops and links; | | | | |
| 10. Develop trails on public lands and on private lands where ownership agreements are possible; | | | | |
| 11. Ensure a clear distinction between lands accessibly by the public and lands in private ownership; | | | | |
| 12. To preserve, protect and enhance unique natural features and heritage resources. | | | | |

*Other Comments:*

_____

_____

_____

_____

_____

*Thank-You For Participating!*

Town of Saugeen Shores

## Parks and Trails Master Plan - Comment Sheet

1. Do you generally agree with the recommendations put forth in the Master Plan?

   YES_____ NO _____

   Please elaborate on your reasons for agreeing or disagreeing:

2. Are there any issues or topics related to parks, open space and/or trails that were not discussed that you feel should be considered in the Master Plan?

3. Is there anything that you would like to see added or removed from the trails portion of the Master Plan in terms of routes, staging areas, destination points etc.? Please describe below:

Additional comments or questions about the Parks & Trails Master Plan?
Please e-mail: swever@mbpc.ca

For additional information: www.town.saugeenshores.on.ca/main/parksandtrails.htm

*Thank-You For Participating!*

# PARK-BY-PARK ANALYSIS

This appendix provides a brief overview of each municipal park and a summary of the issues identified during the parks inventory fieldwork completed as part of the Master Plan project. Refer to Map 1 of the Master Plan for the location of each park.

There are currently 39 parks in the Town of Saugeen Shores. A description of the amenities/facilities provided at each park and an analysis of the issues identified during the parks inventory is provided below.

*Port Elgin*

1. Biener Park

Biener Park has an area of 2.6 hectares (6.4 acres) and is located on Joseph Street adjacent to Northport Elementary School in Port Elgin. The park has two ball diamonds (with lights) and one adult soccer field. Washroom facilities and a gravel parking area are also provided.

The current park only occupies a portion of the total site area. An additional 2.8 hectares (6.9 acres) of undelveloped land is dedicated as parkland in conjunction with an adjacent plan of subdivision. This dedication will more than double the size of the existing park, providing an opportunity for additional facilities and amenities.

Currently there is no sign provided at Biener Park. A sign should be installed to identify the park and directional signage could also be provided at Goderich Street and Biener Drive since the park does not have good visibility from an arterial road. With the addition of the dedicated parkland, Biener Park has the potential to become a centralized baseball and/or soccer tournament facility in the municipality. It is recommended that additional facilities (e.g. concession, storage/maintenance and large washroom building) be provided if Biener Park is to become a focal point for tournaments. However, the need for additional sports fields in Saugeen Shores should be investigated in detail through the preparation of a recreation master plan before decisions are made on the types of facilities to be provided on dedicated parkland.

2. BMX Park

The BMX facility is located at the municipal offices ("The Plex") near Goderich Street and Tomlinson Street. Weekly bike races are held each Sunday from May to October. There are bleachers provided for spectators as well as washrooms and a storage building. Asphalt parking is provided in conjunction with the adjacent municipal building. The park occupies approximately 1.4 hectares (3.5 acres) of the property.

A sign should be provided to clearly identify the BMX Park since it is located at the back of the property and is not visible from Goderich Street.

3. Cameron Park

Located adjacent to the Saugeen District Secondary School off of Gustavus Street and Mill Creek Road, this 4.3 hectare (10.6 acre) community park provides 2 adult baseball diamonds (no lights), 1 youth/practice ball diamond and playground equipment. Other facilities include a batting cage, picnic tables, a concession/storage/washroom building and a gravel parking area. A soccer field is provided at the high school but the field is in very poor condition. An wooden sign reading "Cameron Park Ball Diamonds" is posted at Gustavus Street.

This park has seen declining use due to the declining participation in baseball/softball. The ball diamonds are now mainly used for slo-pitch. The playground equipment is located in a small woodlot and is scheduled to be replaced according to the playground inventory report and replacement program (2002). The playground equipment was yet to be replaced at the time of the inventory was completed (July 2004). The inventory report also recommended relocation of the play area to provide the ability for visual supervision. The tennis court is unused due to a surface problem.

It is interesting to note that the 1993 Port Elgin Tourism, Recreation and Waterfront Master Plan indicates that Cameron Park was heavily used at that time. Suggested improvements in 1993 included the addition of a multi-purpose court, pedestrian walkways, parking lot improvements, additional benches and picnic tables, a patio and picnic shelter, and tree planting for a total cost of $54,700 to $65,000.

With the declining use of this park, costly improvements may not be appropriate at this time. Replacement of the playground equipment should proceed to bring the play area up to current safety standards. Consideration should be given to removing the tennis court completely unless there is a demand for tennis at this location, in which case the court should be reconstructed or converted to a multi-purposed court. In its present unusable condition, the court detracts from the quality of this established community park. Despite declining use of the ball fields by the larger community, Cameron Park will continue to be an important resource for the local neighbourhood and the adjacent highschool.

4. Coulter Parkette

Coulter Parkette is a narrow parcel of land located in the downtown area of Port Elgin at the northwest corner of Goderich Street and Green Street. The parkette is paved with interlocking brick and a number of benches are provided as a rest area. There is limited opportunity for improvement of this parkette given the small size of the property. Trees, bushes or other landscaping should be planted to add some "green" to the downtown area.

5. Davey Park

This small neighbourhood park (0.95 ha) primarily provides passive leisure opportunities, including a playground consisting of a creative play unit and scattered stand alone play equipment, as well as benches and passive open space. The park is accessible from both Christopher Drive and Davey Drive. The park is well established and serves the local subdivision which was constructed at least 30 years ago. A large area of passive open space provides an opportunity for informal soccer (no nets provided) or casual play.

The playground inventory report (2002) recommended relocation of the spring animals and removal of the rest of the stand alone traditional play equipment to provide space for an upper midrange creative play unit, and the installation of new swings. Removal of individual equipment was scheduled for 2003 but it appears that only some of the equipment was removed as three stand-alone steel climbers and a stand-alone metal slide remain. The replacement program recommends a budget of $41,400 for installation of a new play unit in 2007.

Possible improvements noted in the 1993 Port Elgin Master Plan include the addition of a small gazebo and a multi-purpose court if local demand for this type of facility is expressed. These are still valid ideas today but should be assigned a low priority since it would appear that the current level of facility provision at Davey Park is adequate to serve the local neighbourhood.

There is no park identification sign posted at Davey Park, but one should be provided.

6. Eric Eastwood Park

Located on Eastwood Drive, this neighbourhood park provides both passive leisure amenities, including a creative play unit, swing sets, benches, and open space, and active recreation facilities including a basketball court and hockey nets. A berm along the rear of the park serves as a buffer between the residential community and the sanitary sewage treatment plant and landfill site to the east.

During the parks tour it was identified that the basketball hoops require some repair as the rims are bent and have no mesh. The rims could be bent back manually and a new mesh installed, but sturdier rims with a chain mesh would provide a longer-term solution.

7. J.H. Robertson Sports Fields

Formerly known as the Pierson Soccer Complex, this property (3.7 ha) is owned by the Bluewater District School Board. However, it is included as municipal parkland since there are agreements in place allowing public use of the lands. Six soccer fields are provided, including 1 adult field (doubles as a football field for the local high school team), 2 youth fields and 3 mini fields. A storage/maintenance building and washrooms are also provided. A park identification sign is posted on the side of the building. Parking is provided on-street only.

In addition to the active recreation facilities, this community park also provides passive park amenities including a creative play unit, swings, stand-along play equipment and a trail/pathway with a commemorative plaque. The play equipment appears in good condition and is noted as such in the 2002 parkland inventory report.

Issues identified during the parks tour include overhead powerlines crossing the soccer fields and unused light standards along the pathway.

8. Lakeview Park / Port Elgin Tourist Camp

Most of the facilities provided at this location are reserved for use by users of the municipal campground, however the adult ball diamond (with lights) is accessible by the general public and is programmed for use by local teams. Four playground areas are provided but are within the campground. The Tourist Camp provides 30 camping sites serviced with water, electricity, and sewer outlets for recreational vehicles.

Since the campground requires a fee for use and is not accessible to the general public (campers only), only the ball diamond should be included as municipal parkland in determining the current supply of municipal parkland. Although there is a long history to the ball diamond at this location, relocation of the ball diamond would create a centralized baseball/softball/slo-pitch tournament facility and improve operating efficiencies. This would create space for the provision of additional facilities at the campground, such as a laundromat, games room, etc. or expansion of the number of camp sites.

9. Nodwell Park

This neighbourhood park is approximately 4.3 ha (10.6 acres) in area. Amenities include a paved oval track for roller bladers, skateboarders, etc., as well as playground equipment including 2 creative play structures and swings, benches, a multi-purpose asphalt pad with hockey nets and a basketball hoop, and a trail access. There is a gravel parking area and a wooden park identification sign between the parking area and the playground. An interpretive sign is also provided describing the history of the Nodwell Indians (the park is a designated archaeological site). Additional interpretive signs for this park were put in storage due to the threat of vandalism.

Another open field exists on a separate park parcel located beyond the northerly treeline. This parcel of land is seen as surplus to the parkland needs of the local neighbourhood and the Town should investigate the potential sale of all or a portion of this unused park parcel.

The playground inventory report indicates that one of the highlights of Nodwell Park is that the facilities cater to physically challenged children. The oval track and the northerly play area are both examples of wheelchair-friendly/handicap accessible features. The playground replacement program recommends the installation of additional handicap accessible play equipment in 2004 (cost of $4,500) and 2008 (cost of $40,000). It was

identified during the parks tour that the swing set needs to be re-painted. Through the questionnaire, respondents indicated that the new trees planted at Nodwell Park need more support.

10. Northshore Park

This park is located on the waterfront and provides a number of passive leisure opportunities, including a creative play structure, swings, benches, a miniature railway and train, a picnic pavilion, picnic tables, paved and unpaved pathways (with and without lights) and passive open space. The picnic pavilion can be fully enclosed and is free for public use, but can also be reserved for special events. Facilities (e.g. poles) are provided for activities held during local Fireman's picnics, fishing derbies (e.g. Fish Cleaning Station, boat launch) and other events. A sign identifies the park and facilities, and public art ("fish art") is also provided.

The playground inventory report recommends a protective surface under all play equipment and replacement of the tires on the play equipment to the northeast. The playground replacement program recommended installation of a new tot-unit in 2003 at a cost of $18,500. A donation was received by the Town from the Tourist Association to complete this work.

Some respondents to the parks and trails questionnaire (see Section #) indicated that garbage pickup needs to be better in Northshore Park, and other noted that pruning and removal of fallen trees is needed along with continued maintenance and enhancement of the area. Barbeque pits, look out spots, historical markers/signage and better parking facilities for large events (e.g. lobster picnic) were also requested at this park.

11. Police Parkette

This parkette is located on Goderich Street adjacent to the Firehall and Chamber of Commerce in Port Elgin. Amenities include benches and a fountain. Additional landscaping and/or trees should be provided to assist with "greening" of the downtown area. Re-naming of this parkette should also be considered since it is no longer located adjacent to the police station.

12. Port Elgin Beach Park

Main Beach in Port Elgin is the Town's premier summer leisure destination with a large public beach, marina and docking facilities, harbour centre, restaurants, miniature golf, a miniature train and railway (connects to Northshore Park), parking areas, weekly flea market, washrooms/change facilities and other features. Park features include a paved walkway along the beach, playground equipment (creative play structure, swings and other stand-alone play equipment), a gazebo, beach shelters and numerous benches/seating areas. The beach park is a popular regional and inter-regional destination and hosts a number of events such as summer concerts.

There are numerous signs posted, including the "Port Elgin Waterfront" identification sign, pathway rules, and a sign for the Harbour Centre.

The site is shared with other municipal facilities including public works buildings such as the municipal water plant and a sewage pumping station, and the marina and associated buildings (e.g. harbourmaster's office, shower/washrooms). Since only a portion of the site is used for park activities/amenities, only a portion is included as municipal parkland in analyzing current parkland supply later in this report.

The 2002 playground replacement program recommends the installation of additional play equipment and arched frame swing set in 2006 (total cost: $37,000).

13. Skateboard Park

The only municipal skateboard park in the Town is located at Mill Street and Lehnen Street in Port Elgin. The park consists of a fenced area of pavement with a few wooden ramps. Some of the ramps are in disrepair. There is evidence of vandalism on the ramps and the concrete pad. Waste litter also appears to be an issue. There are no signs (identification or rules, etc.) or lights provided. The demand for a skateboard facility should be investigated in greater detail through the preparation of a recreation master plan. It appears that use of the skatepark is limited, which could be due to the lack of facilities and apparent lack of maintenance. A concerted effort to provide a more permanent, diversified skateboard/inline-skating facility could help to curb the problem of vandalism as it would provide more and better leisure opportunities for the Town's youth. Any such improvements should be undertaken in consultation with the Town's youth.

14. Town Pond

The Town Pond property is located at the northerly end of Catherine Street and consists of approximately 2 hectares (4.9 acres) of predominantly wetland. A wooden footbridge/boardwalk crosses the wetland area and connects to pathways leading to the Port Elgin Tourist Camp and the public beach. Benches are also provided beside the pond.

The presence of the wetland limits the use of this property for parkland purposes. Better signage is required (directional/destination signage) to incorporate this rest area into the trail system - the only sign provided is a "dead end" sign at the end of Catherine Street. There is evidence of vandalism and litter on the site.

15. Waterloo Park

This neighbourhood park is a narrow strip of land on Waterloo Street north of James Street. Amenities include a creative play structure, stand-alone play equipment, benches, a basketball court and hockey nets. Parking is available on-street only. There is a wooden sign indicating the park name. The hockey nets are in disrepair and require new netting.

The 2002 playground equipment replacement program recommends the installation of a new play unit in 2007 at a cost of $20,400.

*Southampton*

16. Adelaide Street Playground

At the waterfront end of Adelaide Street there is a swing set and beach access with some on-street parking. There is no signage for the beach access or playground area.

The playground inventory report recommends removal of the swing set and replacement with a new standard arch swing set by 2005.

17. Bay and Island and Longdock

This public beach access includes new creative play equipment, swings and a boardwalk through the sand dunes with interpretive/educational signage about dune formation. A picnic pavilion and barbeques are also provided and there is also a concession (Gerry's Fries) and washroom building and a paved parking area.

Issues identified during the parks tour include the lack of identification and directional signage, and the boardwalk was almost completely covered in almost a metre (+/-) of sand.

Members of the public identified the need to add trees and green areas at this park. Better maintenance, including clean-up of the picnic areas near the playground and raking of the sand to remove broken glass, is also needed according to some respondents to the public questionnaire.

18. Chantry Park

This beach access point is located at the waterfront end of Chantry View Drive. Paved parking and washrooms are provided. There is no signage for the access point.

The playground replacement program recommends the installation of a mid-size creative play unit north of the washroom building in 2006 at a cost of $46,600.

19. Fairy Lake

This community park is located at Victoria and High Street in Southampton. The 5.9 hectare (14.6 acre) park includes a bandshell, benches, a nature trail around the lake, a fountain and food dispensers to feed the birds and fish. Both a park sign and a sign for the nature trail are provided. The bandshell is used as a summer concert venue and the

park hosts a children's music camp. Fishing is not permitted on the lake. Parking is provided on-street.

Interpretive signage about the industrial history of the park site would add cultural significance to Fairy Lake Park. Members of the public noted that handicap access improvements and more marketing of the park are needed.

20. George Marion Park

This small area of parkland has not yet been developed as a municipal park. Amenities/facilities planned for the park include benches, swings, flower gardens and trees.

21. Helliwell Park

This 3 hectare (7.4 acre) park is located on the east side of Grenville Street north of Wellington and includes an adult soccer field and a mini soccer field with portable soccer nets. A wooden sign identifies the park. Parking is provided on-street only.

There appears to be room for a second mini soccer field should the need arise.

22. Jubilee Park

This community park is centrally located in Southampton and provides both active and passive leisure opportunities. Active recreation facilities include 2 ball diamonds (with lights) and a basketball hoop. Passive amenities include a creative play structure, swings, stand-alone play equipment, a pavilion and picnic tables. Other facilities include a concession, washrooms and a storage/maintenance building. Parking is provided on-street or at the adjacent firehall. The park site is shared with the municipal water tower.

There is no park identification signage provided at Jubilee Park. Another issue identified is the naturalization of the third ball diamond (no longer used/maintained).

Jubilee Park is a focal point for family leisure in Southampton and has the potential to serve a wide range of activities. The playground inventory report recommends installation of handicap accessible play equipment in 2004 at a cost of $4,500 and additional equipment in 2005 ($53,500) and 2008 ($40,000).

Some members of the public indicated that more trees should be planted at Jubilee Park.

23. Morpeth Street Playground

The play area located at the waterfront end of Morpeth Street consists of a swing set and a traditional metal slide. Paved parking is provided for the beach access at the road end. There is no signage provided.

Replacement of the swing set with a new standard arch swing is recommended in the Playground Inventory Report for a cost of $3,000.

24. Palmerston Street Playground

There is another play area located at the waterfront end of Palmerston Street. This beach access point includes a pathway and swing set. A gravel parking area is provided at the road end. No signage is provided.

Replacement of the swing set with a new standard arch swing is recommended in the Playground Inventory Report for a cost of $3,000.

25. Peel Street Playground

The Peel Street beach access includes a pathway and slide, with a gravel parking area at the road end. No signage is provided.

Installation of a new standard arch swing set and a multi-wave slide are recommended in the Playground Inventory Report, for a total cost of $5000 in 2005.

26. Perkins Park

Perkins Park is located adjacent to the Rail Trail access off of McNabb Street. This established neighbourhood park provides passive open space, gardens, a trellis, barbeque and picnic tables. The park is on a shared site with the Rotary International building which provides washroom facilities and a small gravel parking area.

As a neighbourhood park located along the Rail Trail, this seems like an ideal location for playground equipment. The equipment located nearby at Sandpiper Court Park could be moved here to eliminate the duplication of neighbourhood-level park provision in this area.

During consultation, members of the public indicated that this park is well-maintained.

27. Pioneer Park

Pioneer Park is a cultural/historical park located on Southampton's scenic waterfront. The park provides passive amenities such as benches, picnic tables, a trellis and gardens, as well as historical and cultural artifacts. Pioneer Park serves as a venue for local community festivals (e.g. ribfest) and includes a community bulletin board.

Signage includes interpretive and memorial signs as well as public art ("fish art"). Parking is provided on-street only.

*Respondents to the public questionnaire identified the need for washrooms at Pioneer Park, as well as a shelter, more picnic tables and a snack bar. Members of the public also indicated that the park is well-maintained.*

28. Sandpiper Court Park

*This small neighourhood park is located at the end of a cul-de-sac and provides a creative play structure, swings and a picnic table. No park sign is provided.*

*As noted earlier, the play equipment at Sandpiper Court could be moved to Perkins Park to avoid duplication of neighbourhood park provision. This would also provide an opportunity to generate revenue as Sandpiper Court Park could potentially be sold as a residential lot. The revenue could then be used to pay for the installation of a new play unit at Perkins Park, which is recommended in the Playground Inventory Report (cost of $31,200).*

29. Scubby's Point

*This park overlooks the mouth of the Saugeen River from the north side and provides a walkway to the waterfront. A small gravel parking area and benches are provided to create a rest area, and a wooden sign identifies the park. The property is owned by the Department of Fisheries and Oceans but is leased by the Town and is therefore included here as municipal parkland.*

*This lookout point would be a good location for interpretive signage identifying some historical or natural significance of the Saugeen River.*

30. Sharman Park

*Sharman Park overlooks the Saugeen River from the south side and provides a short pathway to the River's edge. A park identification sign and "Southampton Board of Parks" sign are provided. The Southampton Parks Board no longer exists and therefore the latter sign should be removed.*

*This park is another ideal location for interpretive/education signage regarding the Saugeen River.*

31. South Street Playground

*At the waterfront end of South Street, a swing set is provided at the beach access, along with gravel parking at the road end. No signage is provided.*

*Removal of the existing swing set is recommended by the Playground Replacement Program, followed by installation of a new standard arch swing in 2004 ($3,000) and a new creative play unit in 2008 ($33,800).*

32. Southampton Tourist Camp

This municipal campground provides 178 camp sites, serviced with water, electricity, sewer outlets, and showers/washrooms. Playgrounds are also provided but are reserved for use by users of the campground. This 3.3 hectares (8.2 acres) is therefore not included as municipal parkland since the amenities are not free and open for use by the general public.

*Township Area*

33. Centennial Park

Centennial Park is an 8.1 hectare (20 acre) Town-owned property located at on the 4th Concession at the Lake Huron shoreline. This property was leased to the Ministry of Natural Resources (MNR) for 30 years in 1977 (lease expires September 30, 2007) and incorporated as a day use area of MacGregor Point Provincial Park. Since the use of this property as parkland is associated with a Provincial Park and a fee is required for access, this park is not seen as municipal parkland.

Following the expiration of the lease agreement, it is recommended that the Town enter into discussions with the MNR regarding their potential purchase of the property if they desire to continue using it as a day-use area of MacGregor Point. If only a portion of the land is needed for MacGregor Point, the Town should explore the potential use of the remaining portion of the site for a municipal park. Alternatively, the Town could consider selling all or a portion of the parcel. The parcel should be assessed for its environmental significance prior to sale if this alternative is pursued.

34. Chesley Street Park

This park is located on the north side of Saugeen River at the southerly end of Chesley Street. A boat launch and docks are provided along the Saugeen River and these facilities are maintained by the Chesley Street Docking Committee (private group). A weigh station is also provided for fishing derbies. Washroom facilities and a gravel parking area also serve the park site.

A "boat launch" sign is provided at Chesley Street and Hwy 21 (street sign format) to direct users to the park. No park identification signage is provided at the site.

35. Denny's Dam Conservation Area

Dennys' Dam Conservation Area consists of nearly 30 hectares (74 acres) of land along the Saugeen River. Aproximately 2.9 hectares (7.2 acres) on south side of the River are owned by the Ministry of Natural Resources but are maintained by the Town and are therefore included here as municipal parkland.

On the south side of the River, a dock/canoe & cayak access is provided. Other amenities include fishing areas, unpaved pathways, and picnic tables. Facilities include public washrooms, a storage building and gravel parking area. A "Water Access" sign is posted at the Park by Bruce County and the MNR.

Some respondents to the parks and trails questionnaire (see Section #) indicated that garbage pickup is lacking at Denny's Dam Conservation Area. The development of a walking trail along the Saugeen River was also requested. Consultation with the Saugeen Valley Conservation Authority and MNR is needed to assess the potential for walking trails along the river at this location.

36. Fisherman Park

Fisherman Park consists of 3.7 hectares of predominantly greenspace/hazard lands on the east side of Highway 21 and northwest side of the Saugeen River. Along the highway, passive open space and a gravel parking area are provided. A stairway winds down the River bank and provides access to a fishing area.

Use of this park should continue to be limited to fishing and passive open space activities (e.g. picnics) given the natural features/hazard lands present.

The "Southampton Board of Parks" sign should be removed as this entity no longer exists.

37. Gobles Grove Playground

Gobles Grove playground and beach is located on the Lake Huron Shoreline along Saugeen Beach Road at Bruce Road 25. A creative play structure, slide, swings, benches and washrooms are provided. Parking is shared between the public beach and playground areas. Users of this play area are primarily cottagers, tourists and beach-goers.

Issues identified during the parks tour include the lack of signage and the metal slide and swings need to be re-painted.

A new creative play unit in this location is recommended by the Playground Inventory Report, at a cost of $20,000 in 2005.

38. Oak-Birch Park

This 1.5 hectare (3.7 acre) green space is located at the northwest corner of Turner Street and Oak Street. The site consists of trees and passive open space. A sign prohibits entrance by unauthorized vehicles. The park is left in a natural state and no maintenance is required. During the parks tour there was evidence of illegal campfires and littering.

The "Southampton Board of Parks" sign should be removed as this entity no longer exists.

39. Sparks Corner

*This park consists of a single adult soccer field on a church property located at Highway 21 and Carlisle Street. Although the property is owned by Pentecostal Holding Corp., the field is maintained by the Town and is available for public use and use by local teams. There is no signage identifying the park or indicating that the field may be used publicly.*

# Town of Saugeen Shores Parks and Trails Master Plan
# Appendix 4 Trail Implementation Costs

11/01/04

These estimated unit costs for on-and off-road trail and bikeway construction are based on averages obtained from a number trail construction projects in various municipalities in Ontario. They can be used as a guideline for establishing the costs for implementation of trail segments. The unit costs assume typical conditions for construction. For off-road trails, the unit prices assume good soil conditions, and a minimal requirement for grading, and are for the construction of the trail itself. Additional items such as signage and other amenities are listed separately. Amenities associated with the snowmobile routes have not been included in this cost estimate. Costs associated with the Bruce County Rail Trail have also not been included because it has been included in the Bruce County Rail Trail Management Plan.

Figures for on-road facility construction do not include specific conditions such as property acquisition, utility relocations and driveway restorations. As such, the unit prices listed here are for guideline purposes only. As each trail segment becomes a priority for construction, detailed study will be required as part of the detailed design process to determine site-specific conditions and design details. Detailed cost estimates can then be developed from this work.

## Cost Estimate: Central Loop

*TRAIL LENGTH: 40km*
*TRAIL TYPE: On-road Signed Route, On-road Bike Lane, On-road Paved Shoulder, Off-road New Construction, Off-road Upgrades*

*TRAIL SEGMENTS: 10km On-road Signed Route, 1.1km Bike Lane, 5.5km Paved Shoulder, 7.9km Ex. Saugeen Rail Trail, 8.1km Off-road new construction, 7.4km Off-road upgrades*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 10,000 | $20,000.00 | price for signs on both sides of road, at corners and every 1000 metres |
| 1.2 | On-road Bike Lane | LM | $200.00 | 1,100 | $220,000.00 | price for two sides |
| 1.3 | On-road Paved Shoulder | LM | $180.00 | 5,500 | $990,000.00 | price for two sides as part of road reconstruction |
| *2.0* | *Off-Road Routes New Construction* | | | | | Bruce County Rail Trail |
| 2.1 | Clearing and grubbing | LM | $25.00 | NA | NA | |
| 2.2 | Rough grading | LM | $15.00 | NA | NA | |
| 2.3 | New granular trail surface | LM | $45.00 | NA | NA | |
| *3.0* | *Off-Road Routes Upgrades to Existing* | | | | | Saugeen Rail Trail |
| 3.1 | Fine grading and minor resurfacing | LM | $1.00 | 8,100 | $8,100.00 | assumes 4.0m width |
| *4.0* | *Off-Road Routes Upgrades to Existing* | | | | | Port Elgin Beach/ MacGregor Point |
| | Fine grading and minor resurfacing | LM | $2.50 | NA | NA | |
| *4.0* | *Crossings* | | | | | |
| 4.1 | Mid-block pedestrian crossing | EA | $100,000.00 | 2 | $200,000.00 | signalized crossing at Highway 21 |
| *5.0* | *Trail Amenities* | | | | | |
| 5.1 | Trailhead staging area | EA | $20,000.00 | 2 | $40,000.00 | upgrades to existing facilitates include signage, improvements to washroom facilities, benches and trash receptacles, bike racks, planting |
| 5.4 | Trail node (i.e. interpretive) | EA | $10,000.00 | 4 | $40,000.00 | includes rest area, site furnishings |

| | | | | | | |
|---|---|---|---|---|---|---|
| *6.0* | *Signage* | | | | | |
| 6.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 40 | $4,000.00 | bollard/post with 100mm x 100mm marker; 1 per km |
| 6.2 | Trailside traffic and hazard signs | EA | $75.00 | 8 | $600.00 | 2 per road and driveway crossing; 300mm x 300mm c/w metal post |
| 6.3 | Roadside traffic signs | EA | $300.00 | 8 | $2,400.00 | 2 per trail crossing of roadway; per MTO specifications |
| 6.4 | Trailside regulatory signs | EA | $100.00 | 19 | $1,900.00 | 1 per trail access point, and 2 per road crossing; 300mm x 300mm c/w metal post |
| 6.5 | Interpretive signs | EA | $800.00 | 15 | $12,000.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| 6.6 | Trailhead kiosk | EA | $5,000.00 | 2 | $10,000.00 | metal or wood framed structure with roof; 1.5m x 1.5m; 1 per staging area |
| 6.7 | Signboards for traillhead kiosk | EA | $2,000.00 | 8 | $16,000.00 | trailhead kiosk may have 1 to 4 sign boards; composite material |
| | | | | | $326,900.00 | |

| | |
|---|---|
| Total | $1,565,000.00 |

Note:

1. Trail length is approximate only.
2. Land purchase has not been included in this cost estimate.
3. Bridges, boardwalks, culverts or other structures may be required in wet or environmentally sensitive areas. This requires further investigation on a site-specific basis and has not been included in this estimate.
4. The unit cost includes materials and labour.
5. Taxes have not been included in this estimate.
6. Signage design or graphic displays have not been included in this estimate.
7. Does not include cost of shoreline stabilization

# Cost Estimate: Saugeen River Route

*TRAIL LENGTH: 16.6km, 4km alternate route*

*TRAIL TYPE: Off-road, On-road Signed Route*

*TRAIL SEGMENTS: 538km On-road Signed Route, 3.3km Off-road New Construction, 4km Alternate On-road Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 7,500 | $15,000.00 | price for signs on both sides of road, at corners and every 1000 metres |
| 1.2 | On-road signed route (alternate) | LM | $2.00 | 4,000 | $8,000.00 | price for signs on both sides of road, at corners and every 1000 metres; Alternate route if landowners agreements can not be reached, not included in total |
| *3.0* | *Off-Road Routes* | | | | | |
| 3.1 | Clearing and grubbing | LM | $25.00 | 3,300 | $82,500.00 | assumes 4.0m width |
| 3.2 | Rough grading | LM | $15.00 | 3,300 | $49,500.00 | includes levelling and packing; 3.5m wide |
| 3.3 | New granular trail surface | LM | $45.00 | 3,300 | $148,500.00 | under normal site conditions; 3.5m wide |
| *4.0* | *Crossings* | | | | | |
| 3.1 | At-grade minor road crossing at intersection | EA | $2,000.00 | 4 | $8,000.00 | includes warning signs and minimal restoration on both sides of road, no barriers to allow public access to road allowance |
| *5.0* | *Trail Amenities* | | | | | |
| 5.1 | Trailhead staging area | EA | $20,000.00 | 1 | $20,000.00 | upgrades to existing facilities include signage, improvements to washroom facilities, benches and trash receptacles, bike racks, planting |
| 5.2 | Trail node (i.e. interpretive) | EA | $10,000.00 | 1 | $10,000.00 | includes rest area, site furnishings, 1 per 5 km |
| *6.0* | *Signage* | | | | | |
| 6.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 16 | $1,600.00 | bollard/post with 100mm x 100mm marker; 1 per km |
| 6.2 | Trailside traffic and hazard signs | EA | $75.00 | 8 | $600.00 | 2 per road and driveway crossing; 300mm x 300mm c/w metal post |
| 6.3 | Roadside traffic signs | EA | $300.00 | 8 | $2,400.00 | 2 per trail crossing of roadway; per MTO specifications |
| 6.4 | Trailside regulatory signs | EA | $100.00 | 17 | $1,700.00 | 1 per trail access point, 1 per junction, and 2 per road crossing; 300mm x 300mm c/w metal post |
| 6.5 | Interpretive signs | EA | $800.00 | 3 | $2,400.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| 6.6 | Trailhead kiosk | EA | $3,000.00 | 1 | $3,000.00 | metal or wood framed structure with roof; 1.5m x 1.5m; 1 per staging area |
| 6.7 | Signboards for traillhead kiosk | EA | $2,000.00 | 4 | $8,000.00 | trailhead kiosk may have 1 to 4 sign boards; composite material |
| *7.0* | *Barriers and Access* | | | | | |
| 7.1 | Berming and buffer planting | LS | $50,000.00 | 1 | $50,000.00 | |
| | Total | | | | $353,200.00 | |

Note:

1. Trail length is approximate only.
2. Land purchase has not been included in this cost estimate.
3. Bridges, boardwalks, culverts or other structures may be required in wet or environmentally sensitive areas. This requires further investigation on a site-specific basis and has not been included in this estimate.
4. The unit cost includes materials and labour.
5. Taxes have not been included in this estimate.
6. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Denny's Dam Loop

*TRAIL LENGTH: 24km*

*TRAIL TYPE: Off-road, On-road Signed Route*

*TRAIL SEGMENTS: 10.9km On-road Signed Route, 10.5km Off-road Route, 2.4km Off-road on Conservation lands*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 10,900 | $21,800.00 | price for signs on both sides of road, at corners and every 1000 metres |
| 1.2 | On-road signed route (alternate) | LM | $2.00 | 1,500 | $3,000.00 | price for signs on both sides of road, at corners and every 100 metres; Alternate route if landowners agreements can not be reached, not included in total |
| *2.0* | *Off-Road Routes* | | | | | |
| 2.1 | Rough grading | LM | $15.00 | 10,500 | $157,500.00 | includes levelling and packing; 3.5m wide |
| 2.2 | New granular trail surface | LM | $45.00 | 10,500 | $472,500.00 | under normal site conditions; 3.5m wide |
| *3.0* | *Crossings* | | | | | |
| 3.1 | At-grade minor road crossing at intersection | EA | $2,000.00 | 5 | $10,000.00 | includes warning signs and minimal restoration on both sides of road, no barriers to allow public access to road allowance |
| *5.0* | *Trail Amenities* | | | | | |
| 5.1 | Trailhead staging area (major) | EA | $50,000.00 | 1 | $50,000.00 | upgrades to existing facilities include signage, improvements to washroom facilities, benches and trash receptacles, bike racks, planting |
| 5.2 | Trailhead staging area (minor) | EA | $20,000.00 | 1 | $20,000.00 | Includes granular parking lot for 10 cars, site furnishings |
| 5.3 | Trail node (i.e. interpretive) | EA | $10,000.00 | 2 | $20,000.00 | includes rest area, site furnishings |
| *6.0* | *Signage* | | | | | |
| 6.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 24 | $2,400.00 | bollard/post with 100mm x 100mm marker; 1 per km |
| 6.2 | Trailside traffic and hazard signs | EA | $75.00 | 10 | $750.00 | 2 per road and driveway crossing; 300mm x 300mm c/w metal post |
| 6.3 | Roadside traffic signs | EA | $300.00 | 10 | $3,000.00 | 2 per trail crossing of roadway; per MTO specifications |
| 6.4 | Trailside regulatory signs | EA | $100.00 | 24 | $2,400.00 | 1 per trail access point, 1 per junction, and 2 per road crossing; 300mm x 300mm c/w metal post |
| 6.5 | Interpretive signs | EA | $800.00 | 6 | $4,800.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| 6.6 | Trailhead kiosk | EA | $3,000.00 | 1 | $3,000.00 | metal or wood framed structure with roof; 1.5m x 1.5m; 1 per staging area |
| 6.7 | Signboards for traillhead kiosk | EA | $2,000.00 | 4 | $8,000.00 | trailhead kiosk may have 1 to 4 sign boards; composite material |
| | Total | | | | $779,150.00 | |

Note:

1. Trail length is approximate only.
2. Land purchase has not been included in this cost estimate.
3. Bridges, boardwalks, culverts or other structures may be required in wet or environmentally sensitive areas. This requires further investigation on a site-specific basis and has not been included in this estimate.
4. The unit cost includes materials and labour.
5. Taxes have not been included in this estimate.
6. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Saugeen First Nations Loop

*TRAIL LENGTH: 7km*

*TRAIL TYPE: On-road Signed Route, Off-road Route*

*TRAIL SEGMENTS: 1.8km Off-road Route, 5.2km On-road Signed Route, 2.3km Alternate Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 5,200 | $10,400.00 | price for signs on both sides of road, at corners and every 100 metres |
| 1.2 | On-road signed route (alternate) | LM | $2.00 | 2,300 | $4,600.00 | price for signs on both sides of road, at corners and every 100 metres; Alternate route if landowners agreements can not be reached, not included in total |
| *2.0* | *Off-Road Routes* | | | | | |
| 2.1 | Rough grading | LM | $15.00 | 1,800 | $27,000.00 | includes levelling and packing; 3.5m wide |
| 2.2 | New granular trail surface | LM | $45.00 | 1,800 | $81,000.00 | under normal site conditions; 3.5m wide |
| *3.0* | *Crossings* | | | | | |
| 3.1 | At-grade minor road crossing at intersection | EA | $2,000.00 | 1 | $2,000.00 | includes warning signs and minimal restoration on both sides of road, no barriers to allow public access to road allowance |
| 3.2 | Mid-block pedestrian crossing | EA | $100,000.00 | 2 | $200,000.00 | signalized crossing at Highway 21 |
| *2.0* | *Trail Amenities* | | | | | |
| 2.1 | Trail node (i.e. interpretive) | EA | $10,000.00 | 1 | $10,000.00 | includes rest area, site furnishings |
| *3.0* | *Signage* | | | | | |
| 3.1 | Interpretive signs | EA | $800.00 | 3 | $2,400.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| | Total | | | | $332,800.00 | |

Note:

1. Trail length is approximate only.
2. Land purchase has not been included in this cost estimate.
3. Bridges, boardwalks, culverts or other structures may be required in wet or environmentally sensitive areas. This requires further investigation on a site-specific basis and has not been included in this estimate.
4. The unit cost includes materials and labour.
5. Taxes have not been included in this estimate.
6. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: On-road Cycling Route via Concession 2

*TRAIL LENGTH: 21km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 21km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 21,000 | $42,000.00 | price for signs on both sides of road, at corners and every 1000 metres |
| *2.0* | *Trail Amenities* | | | | | |
| 2.1 | Trail node (i.e. interpretive) | EA | $10,000.00 | 1 | $10,000.00 | includes rest area, site furnishings |
| *3.0* | *Signage* | | | | | |
| 3.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 7 | $700.00 | bollard/post with 100mm x 100mm marker; 1 per km |
| 3.2 | Trailside traffic and hazard signs | EA | $75.00 | 6 | $450.00 | 2 per road and driveway crossing; 300mm x 300mm c/w metal post |
| 3.3 | Roadside traffic signs | EA | $300.00 | 6 | $1,800.00 | 2 per trail crossing of roadway; per MTO specifications |
| 3.4 | Trailside regulatory signs | EA | $100.00 | 7 | $700.00 | 1 per trail access point, 1 per junction, and 2 per road crossing; 300mm x 300mm c/w metal post |
| 3.5 | Interpretive signs | EA | $800.00 | 3 | $2,400.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |

Total $58,050.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: On-road Cycling Route via Concession 4

*TRAIL LENGTH: 14km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 14km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 14,000 | $28,000.00 | price for signs on both sides of road, at corners and every 1000 metres |

Total $28,000.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Sauble Beach On-road Cycling Route

*TRAIL LENGTH: 6km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 6km On-road Paved Shoulder Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road Paved Shoulder | LM | $180.00 | 6,000 | $1,080,000.00 | price for two sides as part of road reconstruction |
| *2.0* | *Trail Amenities* | | | | | |
| 2.1 | Trail node (i.e. interpretive) | EA | $10,000.00 | 1 | $10,000.00 | includes rest area, site furnishings |
| *3.0* | *Signage* | | | | | |
| 3.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 8 | $800.00 | bollard/post with 100mm x 100mm marker; 1 per km |
| 3.2 | Trailside traffic and hazard signs | EA | $75.00 | 8 | $600.00 | 2 per road and driveway crossing; 300mm x 300mm c/w metal post |
| 3.3 | Roadside traffic signs | EA | $300.00 | 8 | $2,400.00 | 2 per trail crossing of roadway; per MTO specifications |
| 3.4 | Trailside regulatory signs | EA | $100.00 | 10 | $1,000.00 | 1 per trail access point, 1 per junction, and 2 per road crossing; 300mm x 300mm c/w metal post |
| 3.5 | Interpretive signs | EA | $800.00 | 3 | $2,400.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| | Total | | | | $1,097,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: On-road Cycling Route via Elora Road

*TRAIL LENGTH: 22km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 22km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 22,000 | $44,000.00 | price for signs on both sides of road, at corners and every 1000 metres |
| *2.0* | *Trail Amenities* | | | | | |
| 2.1 | Trail node (i.e. interpretive) | EA | $10,000.00 | 1 | $10,000.00 | includes rest area, site furnishings |
| *3.0* | *Signage* | | | | | |
| 3.1 | Interpretive signs | EA | $800.00 | 3 | $2,400.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| | Total | | | | $56,400.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Bruce Road 25 On-road Route

*TRAIL LENGTH: 1.8km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.8km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 1,800 | $3,600.00 | price for signs on both sides of road, at corners and every 1000 metres |
| | Total | | | | $3,600.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Saugeen District Secondary School Link

*TRAIL LENGTH: .5km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: .5km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *Off-Road Routes* | | | | | |
| 2.1 | Rough grading | LM | $15.00 | 500 | $7,500.00 | includes levelling and packing; 3.5m wide |
| 2.2 | New granular trail surface | LM | $45.00 | 500 | $22,500.00 | under normal site conditions; 3.5m wide |
| *3.0* | *Signage* | | | | | |
| 3.1 | Directional trail markers (off-road and road allowance trails) | EA | $100.00 | 2 | $200.00 | bollard/post with 100mm x 100mm marker; 1 per km |

Total $30,200.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Concession 6 Motorised Link

*TRAIL LENGTH: 2.9km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 2.9km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $2.00 | 2,900 | $5,800.00 | price for signs on both sides of road, at corners and every 1000 metres |

Total $5,800.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Market Street On-road Route

*TRAIL LENGTH: 1.8km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.8km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,800 | $7,200.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $7,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Muir Street On-road Route

*TRAIL LENGTH: .3km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: .3km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 300 | $1,200.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $1,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Green Street On-road Route

*TRAIL LENGTH: 1.6km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.6km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,600 | $6,400.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $6,400.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Catherine Street On-road Route

*TRAIL LENGTH: 1.64m*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.4km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,400 | $5,600.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $5,600.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Biener's Bush Trails

*TRAIL LENGTH: 5.5km*

*TRAIL TYPE: Off-road Route*

*TRAIL SEGMENTS: 5.5km Off-road Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *Off-Road Routes Upgrades to Existing* | | | | | |
| 1.1 | Fine grading and minor resurfacing | LM | $2.00 | 5,500 | $11,000.00 | assumes 3.0m width |
| *2.0* | *Signage* | | | | | |
| 2.1 | Regulatory Signs (on trail) | each | $75.00 | 10 | $750.00 | same as MTO spec, smaller in size (where applicable signs exist) |
| *3.0* | *Site Furnishing* | | | | | |
| 3.1 | Benches | each | $600.00 | 5 | $3,000.00 | can be as low as $250.00 for "low tech" bench |
| 3.2 | Garbage Container | each | $150.00 | 5 | $750.00 | as high as 2200 each for below grade, high |
| 3.3 | Servicing of Port o Let | each | $600.00 | 2 | $1,200.00 | per season |
| | Total | | | | $16,700.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Trail upgrades subject to landowner agreements
4. Taxes have not been included in this estimate.
5. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Concession 10 to South Street Link

*TRAIL LENGTH: 2.1km*

*TRAIL TYPE: Off-road Route*

*TRAIL SEGMENTS: 2.1km Off-road Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *Off-Road Routes Upgrades to Existing* | | | | | |
| 1.1 | Fine grading and minor resurfacing | LM | $2.00 | 2,100 | $4,200.00 | assumes 3.0m width |
| *2.0* | *Signage* | | | | | |
| 2.1 | Regulatory Signs (on trail) | each | $75.00 | 5 | $375.00 | same as MTO spec, smaller in size (where applicable signs exist) |
| *3.0* | *Site Furnishing* | | | | | |
| 3.1 | Benches | each | $600.00 | 5 | $3,000.00 | can be as low as $250.00 for "low tech" bench |
| 3.2 | Garbage Container | each | $150.00 | 5 | $750.00 | as high as 2200 each for below grade, high capacity units |
| 3.3 | Servicing of Port o Let | each | $600.00 | 2 | $1,200.00 | per season |
| | Total | | | | $9,525.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Trail upgrades subject to landowner agreements
4. Taxes have not been included in this estimate.
5. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Waterloo Street On-road Route

*TRAIL LENGTH: 1km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,000 | $4,000.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $4,000.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: South Street On-road Route

*TRAIL LENGTH: 1.3km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.3km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,300 | $5,200.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $5,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Concession 10 On-road Route

*TRAIL LENGTH: 2.6km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 2.6km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 2,600 | $10,400.00 | price for signs on both sides of road, at corners and every 500 metres |

Total $10,400.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Bay Street On-road Route

*TRAIL LENGTH: 1km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,000 | $4,000.00 | price for signs on both sides of road, at corners and every 500 metres |

Total $4,000.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Huron Street On-road Route

*TRAIL LENGTH: 1.7km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.7km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | Bike Lane | LM | $150.00 | 1,700 | $255,000.00 | price for signs on both sides of road, at corners and every 500 metres |

Total $255,000.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: High Street On-road Route

*TRAIL LENGTH: 2.4m*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 2.4km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 2,400 | $9,600.00 | new construction, two sides |

Total $9,600.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Clarendon Street On-road Route

*TRAIL LENGTH: 1.1km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 1.1km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 1,100 | $4,400.00 | price for signs on both sides of road, at corners and every 500 metres |

Total $4,400.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Southampton Beach Route

*TRAIL LENGTH: .9km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: .9km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 900 | $3,600.00 | price for signs on both sides of road, at corners and every 500 metres |

Total $3,600.00

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Anglesia Street On-road Route

*TRAIL LENGTH: 2.8km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 2.8km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 2,800 | $11,200.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $11,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Carlisle Street On-road Route

*TRAIL LENGTH: 4.8km*

*TRAIL TYPE: On-road Signed Route*

*TRAIL SEGMENTS: 4.8km On-road Signed Route*

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *On-Road Routes* | | | | | |
| 1.1 | On-road signed route | LM | $4.00 | 4,800 | $19,200.00 | price for signs on both sides of road, at corners and every 500 metres |
| | Total | | | | $19,200.00 | |

Note:

1. Trail length is approximate only.
2. The unit cost includes materials and labour.
3. Taxes have not been included in this estimate.
4. Signage design or graphic displays have not been included in this estimate.

# Cost Estimate: Points of Refuge

| ITEM | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | TOTAL PRICE | COMMENTS AND ASSUMPTIONS |
|---|---|---|---|---|---|---|
| *1.0* | *Signage* | | | | | |
| 1.1 | Interpretive signs | EA | $800.00 | 4 | $3,200.00 | painted wood; 1m x 1.2m, does not include graphics, assume 3 per interpretive node |
| | Total | | | | $3,200.00 | |

Note:

1. The unit cost includes materials and labour.
2. Taxes have not been included in this estimate.
3. Signage design or graphic displays have not been included in this estimate.

Metres 250 0 250 500 750

Scale 1:10,000

LAKE HURON

CHANTRY ISLAND

MacGregor Point Provincial Park

CONCESSION 4

LAKE RANGE RD

Port Elgin Airport

BRUCE ROAD 25

PORT ELGIN

CONCESSION 10

SOUTHAMPTON

CARLISLE ST

PEEL ST

WELLINGTON ST

HIGH ST

ALFRED ST

REID ST

CONCESSION 14

LINKS SIDEROAD

CHAPPELL SIDEROAD

CONCESSION 6

CONCESSION 4

SAUGEEN RIVER

Denny's Dam Conservation Area (S.V.C.A.)

Saugeen District Secondary School

Port Elgin - Saugeen Central School

Northport Memorial School

S.S. Keppel Public School

# Town of Saugeen Shores

# PARKS & TRAILS MASTER PLAN

## MAP1: PARKS INVENTORY

**Municipal Parks**

PORT ELGIN:

1. Biener Park
2. BMX Park
3. Cameron Park
4. Coulter Parkette
5. Davey Park
6. Eric Eastwood Park
7. J.H. Robertson Sports Fields
8. Lakeview Park
9. Nodwell Park
10. Northshore Park
11. Police Parkette
12. Port Elgin Beach
13. Skateboard Park
14. Town Pond
15. Waterloo Park

SOUTHAMPTON:

16. Adelaide St. Playground
17. Bay and Island & Longdock
18. Chantry Park
19. Fairy Lake
20. George Marion Park
21. Helliwell Park
22. Jubilee Park
23. Morpeth St. Playground
24. Palmerston St. Playground
25. Peel St. Playground
26. Perkins Park
27. Pioneer Park
28. Sandpiper Court Park
29. Scubby's Point
30. Sharman Park
31. South St. Playground
32. Southampton Tourist Camp

TOWNSHIP AREA:

33. Centennial Park (part of Bruce Trail Provincial Park)
34. Chesley Street Park
35. Denny's Dam Conservation Area
36. Fisherman Park
37. Gobles Grove Playground
38. Oak-Birch Park
39. Sparks' Corner (private ownership)

LEGEND

- Parkland Dedication
- Public Beach Areas
- Schools
- Provincial Park
- Saugeen Valley Conservation Authority

Monteith+Brown planning consultants

Stantec

## OLD SHORE ACCESS ROAD

A pioneer track that runs the length of the shoreline between MacGregor Point Provincial Park to Southampton and beyond, portions of the road are still detectable and are in use as cottage access roads right on the waterfront. The road has been transformed into a trail in MacGregor Point Provincial Park.

**Opportunities and Constraints**
Where the route is not in public ownership, access agreements with landowners would be required. May be suitable for use as an on-road trail.

## SAUGEEN RAIL TRAIL

The 9-km long Saugeen Rail Trail connects Southampton, Saugeen Township and Port Elgin along the abandoned CN rail line. A popular trip is to travel the entire Rail Trail by bike from Port Elgin to Southampton and continue a loop back along the scenic North Shore Road adjacent to the Lake Huron shoreline.

**Opportunities and Constraints**
Due to its location and length, many of linkages can be made with the existing rail trail. Trail may be extended via spur line to Bruce Nuclear Power and MacGregor Point Provincial Park and via the abandoned CN line into the township. A formal linkage could be made to the Shore Road making a complete loop. There is also the opportunity to provide interpretation of railroad history with an emphasis on its role in the development of the Town of Saugeen Shores.

The existing rail trail crosses Highway 21 at several points. Due to the volume and speed of traffic on this road, crosswalks or signals may be needed to ensure the safety of trail users.



SAUGEEN RAIL TRAIL

## BRUCE COUNTY MUSEUM

Currently undergoing an extensive expansion and restoration, The Bruce County Museum & Archives, when completed, will have over 8,000 sq. ft. of new exhibits, an expanded archives and research/reading room, and a 125-seat theatre.

**Opportunities and Constraints**
Historic walking tour guides available at local information centres list many of each community's heritage homes and buildings and their history. In Southampton, many heritage homes bear plaques stating the name of the first owner, the year it was built and the owner's occupation. The plaques were an initiative of the former Southampton LACAC (Local Architecture Conservation Advisory Committee).

A history-themed trail may be developed in the area with interpretive nodes at important historical sites in the area. The museum could be used as a staging area with signage or pamphlets available for trail users.

## PORT ELGIN BEACH

Port Elgin's white sand beach and harbour are just five blocks west of "downtown" on warm, blue Lake Huron. The areas also has landscaped boardwalks and trails, washrooms, a bandshell concerts, fishing charter boats and a swimming beach for all ages.

**Opportunities and Constraints**
There is a potential to link the trails at the beach to many of the other trails in the area, particularly the shoreline trail.

Interpretation of both natural and cultural assets of the area would be easily integrated into the trail system.



PORT ELGIN BEACH



BRUCE COUNTY MUSEUM AND ARCHIVES UNDER RENOVATION

## HIGHWAY 21

A busy two-lane highway, Highway 21 links Port Elgin, Southampton, and MacGregor Point Provincial Park. It also travels south to Kincardine and northeast to the Saugeen First Nation and beyond.

**Opportunities and Constraints**
This route is a major thoroughfare for the area. On-road cycling may not be appropriate in this location given traffic congestion at peak use times. Off-road alternatives such as a trail within the right-of-way may be feasible. The bridge over the Saugeen River is also a barrier because of its narrow elevated sidewalks.



VIEW ACROSS FAIRY LAKE

## FAIRY LAKE

A quiet lake in the middle of Southampton, this body of water is encircled by a stonedust trail in good condition and an amphiteatre is located on its south shore.

**Opportunities and Constraints**
There is an opportunity to link this existing trail with others in the network. A connection to the amphiteatre may make it more accessible to potential users, especially because there is not a lot of parking in the areas directly adjacent to the site.




HIGHWAY 21 ENTERING PORT ELGIN

## MOUTH OF THE SAUGEEN RIVER

This area, downstream from the Highway 21 bridge, features a large paved parking lot area directly adjacent to the river's edge, docking facilities for boats, equipment storage, piers, a Pioneer Park, Scubby's Point park. The land is quite high relative to the level of the river.

**Opportunities and Constraints**
Potential to provide a pedestrian-friendly boardwalk or riverside trail on both sides of the river with rest areas and lookouts. If possible, it would be ideal to link both sides of the river via the highway bridge.

## SAUGEEN RIVER TOW PATH

Little evidence of this path remains today although it lingers in local folklore. A large gravel area adjacent to the river on the north side (upstream from the highway bridge) is used as a boat launch and parking area.

**Opportunities and Constraints**
Potential to provide a riverside trail to Denny's Dam and beyond into the township with a check of land ownership, riverside conditions, and appropriate agreements. This trail would present an opportunity for historical interpretation of the river.

## DENNY'S DAM

Denny's Dam Conservation Area is located 5 km north of Southampton on the Saugeen River. The property includes approximately 1 ½ km of river frontage and is well known for its salmon and trout fishing opportunities.

**Opportunities and Constraints**
A docking point for canoeists enjoying the Saugeen River Canoe Route, this conservation area has facilities that include privies, parking and a picnic area. Camping is also permitted at this park. This provides an opportunity to create a major staging area for a trail, and allows for integration of the trail system and the river.

The dam requires canoeists to portage at this location. The Thorncrest Outfitters are located in close proximity to the dam, and it could be encouraged as a major hub for the system.

Interpretation of the history of the river, both natural and cultural is also an opportunity.



SOUTH SHORE ROAD

## SCENIC SHORELINE COTTAGE ROADS

Beginning at the borders of MacGregor Point Provincial Park, and continuing up the coast to the beach in Port Elgin, this route heads north along the shoreline, also known as the sunset coast, to Southampton. Scenic views of the lake and shoreline, Chantry Island and its historic lighthouse can be enjoyed along the way.

**Opportunities and Constraints**
All of this route is on low volume roads except for one small segment on the Izzard Street road allowance, where an informal trail signed as being on private property has been developed. There is an opportunity to develop this route as an on-road cycling route, and in portions such as on Miramichi Bay Road where there is ample shoulder, an off-road trail.
Many of these streets are narrow cottage streets, and although they are low volume, there is little if any shoulder on most of them, leaving little room for off-road, or in some cases on-road trails. Some streets, such as Lorraine Drive and Shore Road could be widened to accommodate a designated lane.

A loop could be incorporated into the trail to make the McNab Range Light a destination point. This trail could also be linked with the rail trail and spur line to make a complete loop encompassing MacGregor Point Provincial Park, Port Elgin, and Southampton.

There is great opportunity for historical, natural and cultural interpretation of the shoreline and its communities.




## ROAD ALLOWANCES

There are many unopened road allowances in the Town that could be used to link trails and parks.

## PROPOSED RESIDENTIAL SUBDIVISIONS

Trails should be incorporated wherever possible into new subdivisions being developed in the Town. These trails may connect walkway blocks, parks and stormwater management facilities, natural areas, and schools.



HYDRO CORRIDOR NEAR BLIND LINE AND THE CN LINE



CYCLISTS ON INFORMAL TRAIL

## BIENER'S CROSS COUNTRY SKI TRAILS

Located entirely on private land, Biener's Bush Trails include over 7 km of cross country ski trails. These trails, which are signed 'Use at Own Risk' are also used in the summer months by hikers and cyclists.

**Opportunities and Constraints**
If land use agreements can be reached, this trail system could be linked to others in the area, providing an important alternate link to the shoreline.

## LOW VOLUME ROADS

There are many low volume roads that could be used as on-road trails for linkages. Many of them, such as Concessions 4 and 6, are already used quite heavily by cyclists in the summer months.



SOUTHAMPTON FISH ART

## SOUTHAMPTON ART SCHOOL

The Southampton Art School was founded in 1958 with a few dozen students and a three-week term. It's now one of the oldest, most respected summer art schools in Ontario, with an enrollment of over 800 and classes from March to November. The school has enriched the lives and enhanced the skills of thousands of students - from young beginners to seasoned professionals. Adjacent to the school, a gallery displays works by students and local artists, and an art supply store supplies local artists and students alike. The school is located in downtown Southampton and forms a public square (current parking lot) with other public buildings.

**Opportunities and Constraints**
The school/gallery offers a destination point for trails and provides an opportunity for self-guided art-themed tours, similar to the Saugeen River Fish Art Tour. The space behind the building would make an ideal public green space and trail staging area in the downtown core (if the parking could be accommodated elsewhere in a nearby location).

## SOUTHAMPTON DUNES NATURE WALK

A short trail loop is located on the shoreline and features a public washroom, beach access point, and nautical-themed playground. Several interpretive panels describe the dune ecosystem. The trail route is defined by handrails to minimize impacts to this sensitive environment.

**Opportunities and Constraints**
Potential to connect to this location as a trail destination point. Potential to provide similar treatment for beach/shoreline trails to minimize impacts on dunes.



SOUTHAMPTON DUNES NATURE WALK

Metres 250 0 250 500 750
Scale 1:10,000

Town of
**Saugeen Shores**

# PARKS & TRAILS MASTER PLAN

## MAP2: TRAILS INVENTORY (PORT ELGIN & SOUTHAMPTON)

LEGEND

- SAUGEEN RIVER FISH ART TOUR DESTINATION
- TRAIL HIGHLIGHT/ OPPORTUNITY
- TRAIL BARRIER
- EXISTING PUBLIC PARKING - FORMAL OR INFORMAL
- SHORELINE VISTA - POTENTIAL TRAIL HIGHLIGHT
- TOURIST DESTINATION/POINT OF INTEREST
- MARINER'S WALK ROUTE
- CAMPGROUND
- TOWNSHIP OWNED LAND
- PARKLAND
- EXISTING PUBLIC BEACH ACCESS
- EXISTING PUBLIC BEACH ACCESS - PRIMARILY FOR LOCAL RESIDENTS
- PUBLIC BEACH ACCESS ON RECORD BUT DOES NOT PHYSICALLY EXIST
- CANOE ACCESS POINT FOR SAUGEEN RIVER
- CREEK / RIVER - BARRIER
- UNOPENED ROAD ALLOWANCE - ROUTING OPPORTUNITY
- LOW VOLUME ROADS - ROUTING OPPORTUNITY
- HYDRO CORRIDOR - ROUTING OPPORTUNITY
- ABANDONED RAIL LINE - ROUTING OPPORTUNITY
- HIGH VOLUME ROAD - BARRIER
- EXISTING RECREATIONAL TRAIL
- INFORMAL CYCLING CORRIDOR (ON-ROAD)
- TOWNSHIP BOUNDARY

* ACCESS POINTS AS MAPPED BY NORTHWOOD ASSOCIATES LTD.

Monteith+Brown planning consultants

Stantec

## Central Loop Route 40km

The Central Loop route is intended to be the main spine for route users within the Town of Saugeen Shores. This 40km route begins in MacGregor Point Provincial Park on the Old Shore Trail that currently exists within the park. On the northeast side of the park boundary, the route continues along the Lake Huron Shoreline as an on-road route on the cottage roads, potentially as a signed route. At the end of Shipley Street, the proposed route crosses a portion of private land that is currently signed 'use at own risk' This route would be achievable only if the appropriate landowner agreements could be established. At the other end of the existing private informal trail, the Central Loop continues on Izzard Street and Harbour Street and then along the existing trail system throughout the Port Elgin Beach as an off-road asphalt route. After leaving Port Elgin Beach, the route continues along the North Shore Road as an on-road route. The recommended option for the shoreline configuration of the trail is an on-road paved shoulder option. This option would include substantial reinforcement of the roadway, and a widening of the shoulder on either side. Further investigation of the structural stability of the slopes, as well as road allowance widths would be needed before this portion could be constructed.

In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.

The Central Loop continues northeasterly on the Miramichi Bay road as an on-road paved shoulder route, onto Huron Street and then on to the existing Saugeen Rail Trail via High Street. The 8km stonedust Saugeen Rail Trail forms an integral part of the Central Loop, taking users back in a southwesterly direction to the abandoned CN rail line. Where the CN mainline intersects the spur, an alternate route should be developed across the publicly owned lands surrounding the junction area, so as to avoid the trestle bridge that is in disrepair. Refer to the Concession 6 Motorized Link and the Sideroad 13/14 Route for descriptions of these alternatives. The Central Loop then follows the CN spur line back towards MacGregor Point Provincial Park to the Bruce Saugeen Townline, where an on-road connection potentially as a signed route completes the loop.

The Central Loop route crosses Highway 21 at two locations. These crossings should be well signed from both the highway and trail sides. A midblock pedestrian activated signal (red, amber, green) should be installed at both crossings to ensure the safety of trail users and motorists at the intersection.

Interpretive nodes along this route include one at MacGregor Point Provincial Park intended to highlight the Lake Huron shoreline and the natural ecosystems associated with it. A node located at Port Elgin Beach should emphasize the history of the town of Port Elgin and the importance of dune ecosystem. On the Miramichi Bay on-road portion of the route, a node should be placed across from Chantry Island, highlighting the history of the lighthouse and the many diverse species of birds that inhabit the island. A node in Southampton may describe the town's marine history and highlight the mouth of the Saugeen River and its importance to pioneer trade. Between Concession 4 and Concession 6 along the CN spur line, an interpretive node should be created to tell the story of the railroad in the community, and how its arrival changed the area.

The Central Loop route is intended as a multi-use non-motorized route. Appropriate surfaces include asphalt and limestone screenings, and the width for a multi-use trail should be no less than 3.5 metres. Where the Central Loop route shares the CN rail line bed with the Bruce County Rail Trail, a separate trail should be developed to avoid potential conflicts between motorized and non-motorized uses, as outlined in the Bruce County Rail Trail Management Plan.

## Bruce County Rail Trail 31km

The Bruce County Rail Trail is proposed for the abandoned CN line and CN spur line, and runs from Paisley in the southwest to Port Elgin , and provides a potential linkage to Inverhuron Conservation Area and Bruce Nuclear Power Development.

The condition and uses of the abandoned rail line vary from location to location. Both have good clear stone bases, and will require resurfacing and clearing of vegetation prior to development. The right of way on the main line is 20m throughout, and the spur line is 30.5m throughout, providing ample room for dual treadways to accommodate different uses. Both the main line and the spur line should be developed in accordance with the Bruce County Rail Trail Management Plan.

Although this portion of the trail begins in Paisley, its development offers opportunities for linkages to many other communities, and represents a major route corridor for potential long distance route users.

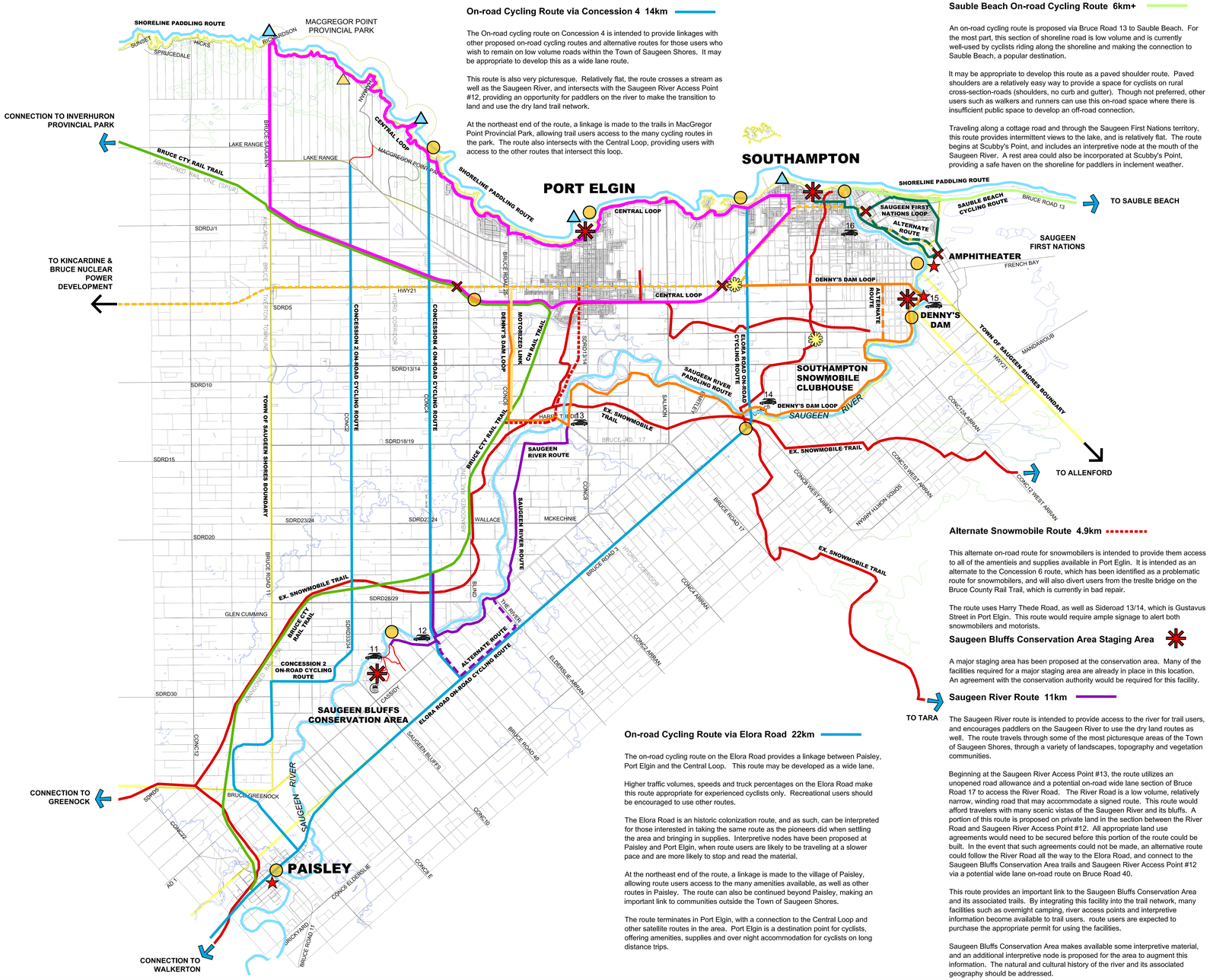
## On-road Cycling Route via Concession 2 21km

The on-road cycling route on Concession 2 is intended to enhance cycling opportunities within the Town of Saugeen Shores for experienced cyclists and provide a linkage via Sideroad 33/34, the Townline between Paisley, MacGregor Point Provincial Park and the Central Loop.

It may be appropriate to develop this route as a wide lane. Wide lanes are typically used on roads where vehicle speeds or traffic volumes are higher than those associated with signed routes. Where necessary or desirable, the bicycle symbol and "shared use" can be painted on the road at regular intervals to inform road users to expect cyclists.

Located on scenic relatively low volume country roads, the Concession 2 Cycling Route travels through rolling farmland, over several creeks, and in close proximity to the Saugeen River.

At the northeast end of the route, a linkage is made to the trails in MacGregor Point Provincial Park, allowing trail users access to the many cycling trails within the park boundaries. The route brings users through the main park gate, where they will be expected to purchase a day pass and will have access to interpretive information, washrooms and park programs. In the southwest end, cyclists can move onto the Bruce County Rail Trail, The Elora Road On-road Cycling route, or return to Port Elgin via the Concession 4 On-road cycling route and enjoy the many routes that the Central Loop provides access to.




## On-road Cycling Route via Concession 4 14km

The On-road cycling route on Concession 4 is intended to provide linkages with other proposed on-road cycling routes and alternative routes for those users who wish to remain on low volume roads within the Town of Saugeen Shores. It may be appropriate to develop this as a wide lane route.

This route is also very picturesque. Relatively flat, the route crosses a stream as well as the Saugeen River, and intersects with the Saugeen River Access Point #12, providing an opportunity for paddlers on the river to make the transition to land and use the dry land trail network.

At the northeast end of the route, a linkage is made to the trails in MacGregor Point Provincial Park, allowing trail users access to the many cycling routes in the park. The route also intersects with the Central Loop, providing users with access to the other routes that intersect this loop.

## On-road Cycling Route via Elora Road 22km

The on-road cycling route on the Elora Road provides a linkage between Paisley, Port Elgin and the Central Loop. This route may be developed as a wide lane.

Higher traffic volumes, speeds and truck percentages on the Elora Road make this route appropriate for experienced cyclists only. Recreational users should be encouraged to use other routes.

The Elora Road is an historic colonization route, and as such, can be interpreted for those interested in taking the same route as the pioneers did when settling the area and bringing in supplies. Interpretive nodes have been proposed at Paisley and Port Elgin, when route users are likely to be traveling at a slower pace and are more likely to stop and read the material.

At the northeast end of the route, a linkage is made to the village of Paisley, allowing route users access to the many amenities available, as well as other routes in Paisley. The route can also be continued beyond Paisley, making an important link to communities outside the Town of Saugeen Shores.

The route terminates in Port Elgin, with a connection to the Central Loop and other satellite routes in the area. Port Elgin is a destination point for cyclists, offering amenities, supplies and over night accommodation for cyclists on long distance trips.

## Sauble Beach On-road Cycling Route 6km+

An on-road cycling route is proposed via Bruce Road 13 to Sauble Beach. For the most part, this section of shoreline road is low volume and is currently well-used by cyclists riding along the shoreline and making the connection to Sauble Beach, a popular destination.

It may be appropriate to develop this route as a paved shoulder route. Paved shoulders are a relatively easy way to provide a space for cyclists on rural cross-section-roads (shoulders, no curb and gutter). Though not preferred, other users such as walkers and runners can use this on-road space where there is insufficient public space to develop an off-road connection.

Traveling along a cottage road and through the Saugeen First Nations territory, this route provides intermittent views to the lake, and is relatively flat. The route begins at Scubby's Point, and includes an interpretive node at the mouth of the Saugeen River. A rest area could also be incorporated at Scubby's Point, providing a safe haven on the shoreline for paddlers in inclement weather.

## Alternate Snowmobile Route 4.9km

This alternate on-road route for snowmobilers is intended to provide them access to all of the amentieis and supplies available in Port Eglin. It is intended as an alternate to the Concession 6 route, which has been identified as a problematic route for snowmobilers, and will also divert users from the treslte bridge on the Bruce County Rail Trail, which is currently in bad repair.

The route uses Harry Thede Road, as well as Sideroad 13/14, which is Gustavus Street in Port Elgin. This route would require ample signage to alert both snowmobilers and motorists.

## Saugeen Bluffs Conservation Area Staging Area

A major staging area has been proposed at the conservation area. Many of the facilities required for a major staging area are already in place in this location. An agreement with the conservation authority would be required for this facility.

## Saugeen River Route 11km

The Saugeen River route is intended to provide access to the river for trail users, and encourages paddlers on the Saugeen River to use the dry land routes as well. The route travels through some of the most picturesque areas of the Town of Saugeen Shores, through a variety of landscapes, topography and vegetation communities.

Beginning at the Saugeen River Access Point #13, the route utilizes an unopened road allowance and a potential on-road wide lane section of Bruce Road 17 to access the River Road. The River Road is a low volume, relatively narrow, winding road that may accommodate a signed route. This route would afford travelers with many scenic vistas of the Saugeen River and its bluffs. A portion of this route is proposed on private land in the section between the River Road and Saugeen River Access Point #12. All appropriate land use agreements would need to be secured before this portion of the route could be built. In the event that such agreements could not be made, an alternative route could follow the River Road all the way to the Elora Road, and connect to the Saugeen Bluffs Conservation Area trails and Saugeen River Access Point #12 via a potential wide lane on-road route on Bruce Road 40.

This route provides an important link to the Saugeen Bluffs Conservation Area and its associated trails. By integrating this facility into the trail network, many facilities such as overnight camping, river access points and interpretive information become available to trail users. route users are expected to purchase the appropriate permit for using the facilities.

Saugeen Bluffs Conservation Area makes available some interpretive material, and an additional interpretive node is proposed for the area to augment this information. The natural and cultural history of the river and its associated geography should be addressed.

## Saugeen First Nations Loop 7km

This route takes advantage of the scenic Saugeen River, and provides a linkage to the picturesque amphitheater on the Saugeen First Nations. The natural amphitheater overlooks the Saugeen River, and is a key destination point for artist, photographers and tourists.

The primary proposed accesses to the amphitheater by way of a shoreline route that would require landowner agreements. Once the trail passes the amphitheater, it crosses Highway 21 and makes its way back to the Central Loop via low volume residential roads. This On-road section of the route may consist primarily of delineated bike lanes or wide-shared lanes and paved shoulders where necessary. On roads where the volume is determined to be low through further study, signed routes may be established along the road.

At the Highway 21 crossing, the ideal route crossing would be grade separated, occur at an existing signalized or stop-controlled intersection, or at a mid block pedestrian signal.

An interpretive node at the amphitheater has also been proposed for this route, and could inform trail users about the history of the first nations in the area, as well as the geography and geology associated with the Saugeen River. The trail and trail signage should also be themed according to the information being interpreted.

Partnerships should be sought with the Saugeen First Nations in order to establish larger community linkages for the trail network.

## Denny's Dam route Loop 24km

The Denny's Dam Conservation Area is located 5 km east of Southampton, and is currently accessible via Denny's Dam road just off Highway 21. The Conservation Area is roughly 1 ½ km upstream from the mouth of the Saugeen River.

A satellite route off the Central Loop, the route begins at the intersection of Highway 21 and the existing Saugeen Rail Trail. This location makes an ideal staging area for the trail because of its accessibility via car and the Saugeen Rail Trail. This portion of the trail makes its way to Denny's Dam as an On-road route, potentially in the form of delineated bike lanes or wide-shared lanes and paved shoulders.

Another staging area is proposed at Denny's Dam. The area is currently a portage point for paddlers on the Saugeen River, and has picnic facilities at the shoreline. This trail linkage provides another opportunity to integrate the trail system with the Saugeen River paddling route.

An alternate route is also indicated at Denny's Dam. This route is proposed on an unopened road allowance, and could be used as an alternate if trail routes can not be established according to the primary route option. It would also be desirable to establish this route for trail users who did not wish to travel into the Conservation Area.

The next section of the primary route is proposed for private land, and would require the establishment of all the appropriate access agreements. The route also connects with Saugeen River Access Point #17, and continues back to the Central Loop via Bruce Rd 17 and Concession 6. This On-road section of the route may consist primarily of delineated bike lanes or wide-shared lanes and paved shoulders where necessary. The route would be in close proximity to the Saugeen River in this area, and would afford trail users many scenic views of the river. On Concession 6, where the volume is determined to be low, signed routes may be established along the road.

The interpretive node in the area should focus on the natural bounty of the area, informing trail users of species of wildlife, fish and birds that are found at Denny's Dam. A nature theme would be appropriate for this route.

## Southampton Staging Area

A major staging area has been proposed at one of the main Southampton beach access, where Gerry's Fries is currently located. Parking and washroom facilities exist in the area, and there are several existing trails in the area currently, and several proposed trails converge in this location. Many of the facilities required for a major staging area in place already, and a staging area could be linked with park improvements. A put-in for canoes and kayaks could also be a component of the staging area.

## Port Elgin Staging Area

A major staging area has been proposed at the main Port Elgin beach access. At the Port Elgin beach and marina, there are several existing routes in the area currently, and several proposed routes converge in this location. There are also many of the facilities required for a major staging area in place already, and a staging area could be linked with park improvements for the area. A put-in for canoes and kayaks could also be a component of the staging area.

## Saugeen River and Lake Huron Shoreline Paddling Route

Established canoe and kayak routes, both the Saugeen River and the Lake Huron Shoreline routes should be marketed and promoted as an important part of the Town of Saugeen Shores Trail network.

Points of refuge have been identified along the shoreline for paddlers that require shelter from the elements in the event that a sudden storm comes up on the lake. These points should be maintained as public access points

Meters 1000 0 1000 2000 3000

Scale 1:30,000

Town of
**Saugeen Shores**

# PARKS & TRAILS MASTER PLAN

MAP5: TRAILS PLAN (TOWNSHIP AREA)

LEGEND

- MAJOR STAGING AREA
- MINOR STAGING AREA
- TRAIL CONNECTION
- INTERPRETIVE NODE
- ROAD CROSSING - SIGNAL REQUIRED
- TOURIST DESTINATION/POINT OF INTEREST
- CONSERVATION AREA
- CANOE ACCESS POINT
- SHORELINE REFUGE FOR PADDLERS
- CREEK / RIVER - BARRIER
- TOWNSHIP BOUNDARY
- HIGHWAY CONNECTION
- HIGH VOLUME ROAD - BARRIER
- PADDLING ROUTE
- CENTRAL LOOP ROUTE
- DENNY'S DAM LOOP
- BRUCE COUNTY RAIL TRAIL
- SAUBLE BEACH ROUTE
- EXISTING SNOWMOBILE TRAILS
- EXISTING RECREATIONAL TRAIL
- ON-ROAD CYCLING ROUTE
- SAUGEEN FIRST NATIONS LOOP
- SAUGEEN RIVER ROUTE
- MOTORIZED ROUTE LINK TO PORT ELGIN
- ALTERNATE ROUTES IF LANDOWNER AGREEMENTS CAN NOT BE REACHED
- ALTERNATE SNOWMOBILE ROUTE

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**Bruce Road 25 On-road Route** 1.8km

This on-road route may consist of paved shoulders on both sides of the road, which is a relatively easy way to provide a space for cyclists on rural cross-section-roads (shoulders, no curb and gutter). Though not preferred, other users such as walkers and runners can use this on-road space where there is insufficient public space to develop an off-road connection. In this configuration, cyclists would travel in the same direction as vehicular traffic, and all other users would travel in the opposing direction facing oncoming traffic as close to the left shoulder as possible. These requirements are stipulated within the Highway Traffic Act.

Bruce Road 25 is a County Road with medium volumes of traffic traveling on it when observed during field surveys. Because it is a County Road, motorized off-road vehicles will not be permitted to use the shoulder of the road even if the Town passes a bylaw regarding Bill 11. This on-road trail provides an important linkage for non-motorized uses from the Bruce County Rail Trail to the shoreline and the Central Loop Trail. It also provides users with an opportunity to use a shortened loop, should they wish to reduce the length of their trip.

**Concession 6 motorized Link** 2.9km

The on-road portion of this route may be a signed route. The connection between Concession 6 and the Bruce County Rail Trail is made as the two routes intersect, and should be properly signed. The rail trail in this section will be a multi-use, motorized and non-motorized separated trail as per the Bruce County Rail Trail Management Plan.

The Concession 6 link provides users with a direct connection to Port Elgin, its shops, services and ammenities. Should the Town of Saugeen Shores pass a bylaw with regards to Bill 11, permitted motorized uses such as ATV's may be able to use the road as a connecting corridor and an important transit linkage.

**Saugeen District Secondary School Link** .5km

This trail provides an important connection between the Bruce County Rail Trail, the Saugeen Rail Trail, the high school and Cameron Park. There is already an informal trail that connects the Saugeen Rail Trail to the school grounds, and this linkage should be formalized with signage. Once the trail leaves the school grounds, it connects playground facilities at Cameron Park.

This trail serves to connect the school to the trail network and the greater community, promoting a more healthy way to get to and from school. Making these types of routes available enhances programs such as the 'walking bus' program, and encourages physical activity among the residents.

**Market Street On-road Route** 1.8km

This on-road route may be a signed route that provides a connection from the Central Loop trail to public lands adjacent to the Saugeen Rail Trail. The route involves crossing Highway 21, which will require proper signage and signaling to ensure user safety.

This route provides important connections within the community, and offers a safe alternative mode of transportation. It provides another important linkage from the Lake Huron shoreline to the Saugeen Rail Trail for non-motorized uses.

**Muir Street On-road Route** .3km

This on-road route provides a connection from the park to public lands on the Saugeen River. Muir Street is a low volume residential street, therefore a signed on-road route may be appropriate. There is a potential to develop a small parkette or rest area at the river.

**Green Street On-road Route** 1.6km

Green Street should be developed as an on-road route. A signed route may be the most appropriate option for this route. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists.

This linkage will provide an important connection to the Bruce County Rail Trail and the lower portion of the Central Loop on the shoreline.

**Catherine Street On-road Route** 1.4km

This on-road route provides a connection from an informal trail at the town pond to the Green Street and Market Street on-road routes, and the greater Central Loop. A signed route may be the most appropriate option for this route. The route passes the campgrounds on Catherine Street, continues on Johnston Street and travels on Stafford Street past both the Port Elgin-Saugeen Central School and St. Joesph's School to Market Street.

This trail provides important connections within the community, and offers a safe alternative mode of transportation. Making these types of routes available encourages programs such as the 'walking bus' program, and encourages physical activity in the community.

**Biener's Bush Trails** 5.5km

A trail system existing entirely on privately owned land, the Biener's Bush trails provide the unique opportunity for off-road trails within the more urban portion of the Town of Saugeen Shores, just on the outskirts of Port Elgin. The trail system is completely non-motorized, and should remain non-motorized. Formal land use agreements should be sought with landowners, and appropriate arrangements should be put in place.

To further strengthen this system, a connection should be created to the shoreline. As these lands are private, appropriate agreements will be necessary.

Should this land be developed in the future, it is recommended that a trail system be an integral part of the subdivision design, to retain the important linkage to the shoreline in this area.

**Concession 10 to South Street Link** 2.1km

This trail links the Biener's Bush trails to South Street. It is currently used frequently by equestrians, cyclists, and hikers. The entire trail is on private land, and formal land use agreements should be sought with landowners.

Should this land be developed in the future, it is recommended that a trail system be an integral part of the subdivision design, to retain the important linkage from the Biener's Bush trails to South Street.

**Waterloo Street On-road Route** 1km

This on-road route provides a connection from Market Street to Northwood Elementary School and Biener Park. A signed route may be the most appropriate option for this route.

This trail provides important connections within the community, and offers a good alternative route for school children.

**South Street On-road Route** 1.3km

The South Street link connects the Central Loop to the Saugeen Rail Trail. South Street is a low volume residential street and a signed route may best suit potential users.

**Concession 10 On-road Route** 2.6km

Concession 10 is an important route that runs northwest and southeast from the Lake Huron Shoreline to the Saugeen Rail Trail and Biener's Bush trails.

This road is a relatively low volume road with a rural character. It is recommended that the trail be an on-road signed route. Signed routes are typically found along roads where traffic volumes and vehicle speeds are low. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists. Signs located at changes in direction or at street corners help trail users find their way.

There is a crossing of Highway 21 on this proposed route. The crossing design at this location should be co-ordinated with the traffic signals and be developed in consultation with the Town's Engineering and Public Works department and in accordance with Ministry of Transportation Standards.

**Bay Street On-road Route** 1km

The Bay Street route connects the Central Loop to the Saugeen Rail Trail. Bay Street is a low volume residential street and a signed route may best suit potential users.

Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

**Huron Street On-road Route** 1.7km

Huron Street is a low volume residential street lined with many historic cottages. Currently the road has a parking lane on one side. It is recommended that the parking lane be removed and that bike lanes be installed to provide an important section of the Central Loop Trail. Refer to details for alternatives.

Interpretation on this route could provide trail users with historic information about the cottages and their marine history, incorporating the Mariner's Walk already designed by the Bruce County Museum.

**High Street On-road Link** 2.4km

High Street is a medium volume road that travels through the commercial heart of Southampton. The two lane road has angled parking on both sides of the street right down to Lake Huron.

A signed route may best suit potential trail users. Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

This trail route would provide non-motorized trail users with a connection to downtown, and links the Little Lake amphitheater, the Bruce County Museum, the Saugeen School of Art and trails to the main system. A link in the southwest at Carlisle Street provides connections to Denny's Dam and the Rail Trail.

The Little Lake trail system could be developed into an art or sculpture themed trail, with installations done around the lake on a temporary or permanent basis.

**Southampton Beach Route** .9km

The Southampton Beach route may be a signed route on Harmer, Morpeth and Beach Streets, which are all low volume residential streets.

This route would serve to link the Central Loop with the Southampton Beach, public washroom and playground facilities, as well as the Southampton Dunes trail.

**Clarendon Street On-road route** 1.1km

This route utilizes Front Street, Saugeen Street and Clarendon Road to connect the shoreline to Carlisle Street. It also provides a linkage to the Fairy Lake trails, G.C. Huston Public School and the Bruce County Museum.

A signed route may best suit potential trail users. Typical of quieter residential streets and other lower order roads, there is no need for a designated on-road space for cyclists. Signs located at changes in direction or at street corners help trail users find their way. Along signed routes where the street is very narrow, "share the road" signs can also be erected to encourage cooperative behaviour between cyclists and motorists.

**Anglesia Street On-road Route** 2.8km

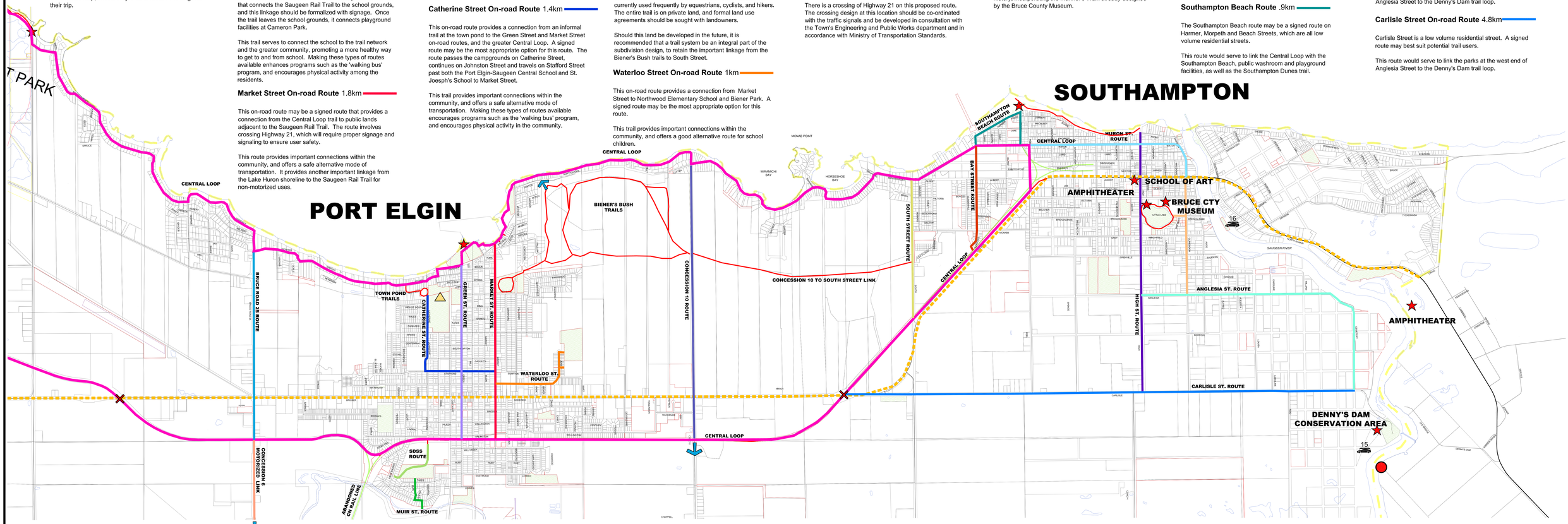
Anglesia Street is a low volume residential street. A signed route may best suit potential trail users.

This route would serve to link the parks at the west end of Anglesia Street to the Denny's Dam trail loop.

**Carlisle Street On-road Route** 4.8km

Carlisle Street is a low volume residential street. A signed route may best suit potential trail users.

This route would serve to link the parks at the west end of Anglesia Street to the Denny's Dam trail loop.




**Bill 11**

On July 28, 2003, the Ontario government passed Bill 11, which states that ATVs are legally permitted to use the shoulders of many sections of Ontario's highways, excluding 400 series highways should local governments pass the relevant by-laws to allow ATVs on specific local roads.
In addition to specifying ATV road links, Bill 11 defines an ATV in specific terms and outlines the rules for operation. For example, ATVs must drive on the gravel shoulder, or as close to it as possible. If the speed limit for automobiles is 50 kph or less, ATVs can only travel at 20 kph; if the posted speed limit is above 50, ATVs may only travel at 50 kph. A rider must have a valid drivers license, in addition to carrying proof of off-road liability insurance.

Metres 250 0 250 500 750
Scale 1:10,000

Town of
**Saugeen Shores**

# PARKS & TRAILS MASTER PLAN

## MAP4: TRAILS PLAN (PORT ELGIN & SOUTHAMPTON AREA)

LEGEND

- CAMPGROUND
- TOWNSHIP OWNED LAND
- PARKLAND
- ATTRACTION/DESTINATION
- TOWNSHIP BOUNDARY
- ROAD CROSSING - SIGNAL REQUIRED
- HIGH VOLUME ROAD - BARRIER
- CANOE ACCESS POINT FOR SAUGEEN RIVER
- TRAIL CONNECTION
- MARKET STREET ON-ROAD ROUTE
- WATERLOO STREET ON-ROAD ROUTE
- GREEN STREET ON-ROAD ROUTE
- CONCESSION 10 ON-ROAD ROUTE
- BRUCE ROAD 25 ON-ROAD ROUTE
- CONCESSION 6 MOTORIZED LINKAGE
- CENTRAL LOOP TRAIL
- CARLISLE STREET ON-ROAD ROUTE
- ANGLESIA STREET ON-ROAD ROUTE
- CLARENDON STREET ON-ROAD ROUTE
- SDSS LINK
- MUIR STREET ON-ROAD ROUTE
- CATHERINE STREET ON-ROAD ROUTE
- CN RAIL LINE
- EXISTING RECREATIONAL TRAIL
- SOUTH STREET ON-ROAD ROUTE
- SOUTHAMPTON BEACH ON-ROAD ROUTE
- HIGH STREET ON-ROAD ROUTE
- HURON STREET ON-ROAD ROUTE
- BAY STREET ON-ROAD ROUTE

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MACGREGOR POINT PROVINCIAL PARK

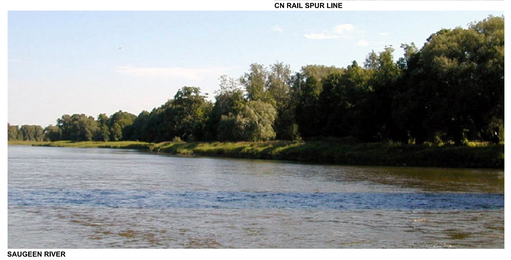


OLD SHORE ROAD AT CONCESSION 4

## BRUCE NUCLEAR POWER DEVELOPMENT

Visitors' Centre features exhibits and displays including a simulated Reactor Core Tour and mock Control Room. Optical viewers are available to scan the nearby generating facilities. Energy presentations are held hourly during the summer months in a 120-seat theatre and can be arranged year-round for school or tour groups. Many residents of the Town of Saugeen Shores are employed at this facility. An On-Road cycling route is already established to reach this area.

**Opportunities and Constraints**
May be linked via the abandoned rail line, although a connection from the rail line to the facility may need to be established on-road or private land through access agreements with landowners.



SAUGEEN RIVER



SAUGEEN BLUFFS

## SAUGEEN BLUFFS CONSERVATION AREA

Located 8 km north of Paisley off of Bruce County Rd. #3 on the Saugeen River. Existing trail system is well developed with impressive views of the bluffs from a series of lookout points. Conservation Area features 200 serviced and unserviced campsites, two picnic shelters, a full playground, horseshoes, laundry facilities, a store, canoe rentals and a wading pool. The area is a regular stop-over and camping area for canoeists following the Saugeen River Canoe Route.

**Opportunities and Constraints**
Potential for conservation area to function as trail staging area to provide trail access for paddlers. May be linked to trail system via on road route along River Road which is a low volume dirt road that follows the winding path of the river through scenic rural countryside affording many views of the river. Opportunities for historical and natural interpretation of the Saugeen Bluffs.

## THE VILLAGE OF PAISLEY

The meeting place of three rivers, Paisley has two trails that follow the river's edges. On the historic Elora Road, the village has deep roots and is rich in history.

**Opportunities and Constraints**
A cycling route may be established to Paisley, providing an opportunity for historic, cultural and natural interpretation. An excellent location for a possible staging area, Paisley has many amenities that would be of use to many trail users.

## MACGREGOR POINT PROVINCIAL PARK

Located a few kilometers south of Port Elgin. The Huron Fringe includes diverse land forms such as beaches, dunes, ridges and wetlands, as well as rare plants and animals such as the Dwarf Lake Iris and the Spotted Turtle which are well interpreted. There are seven walking trails within the park, and one is wheelchair accessible. They are the Huron Fringe Trail 1.2km (35 minutes), Old Shore Road Trail 6 km (4 hours), Lake Ridge Trail 4km (2.5 hours), Tower Trail 3.5km return (1.5 hours),and Kempfs Trail 0.8 km (20 min), which are all rated easy to moderate.

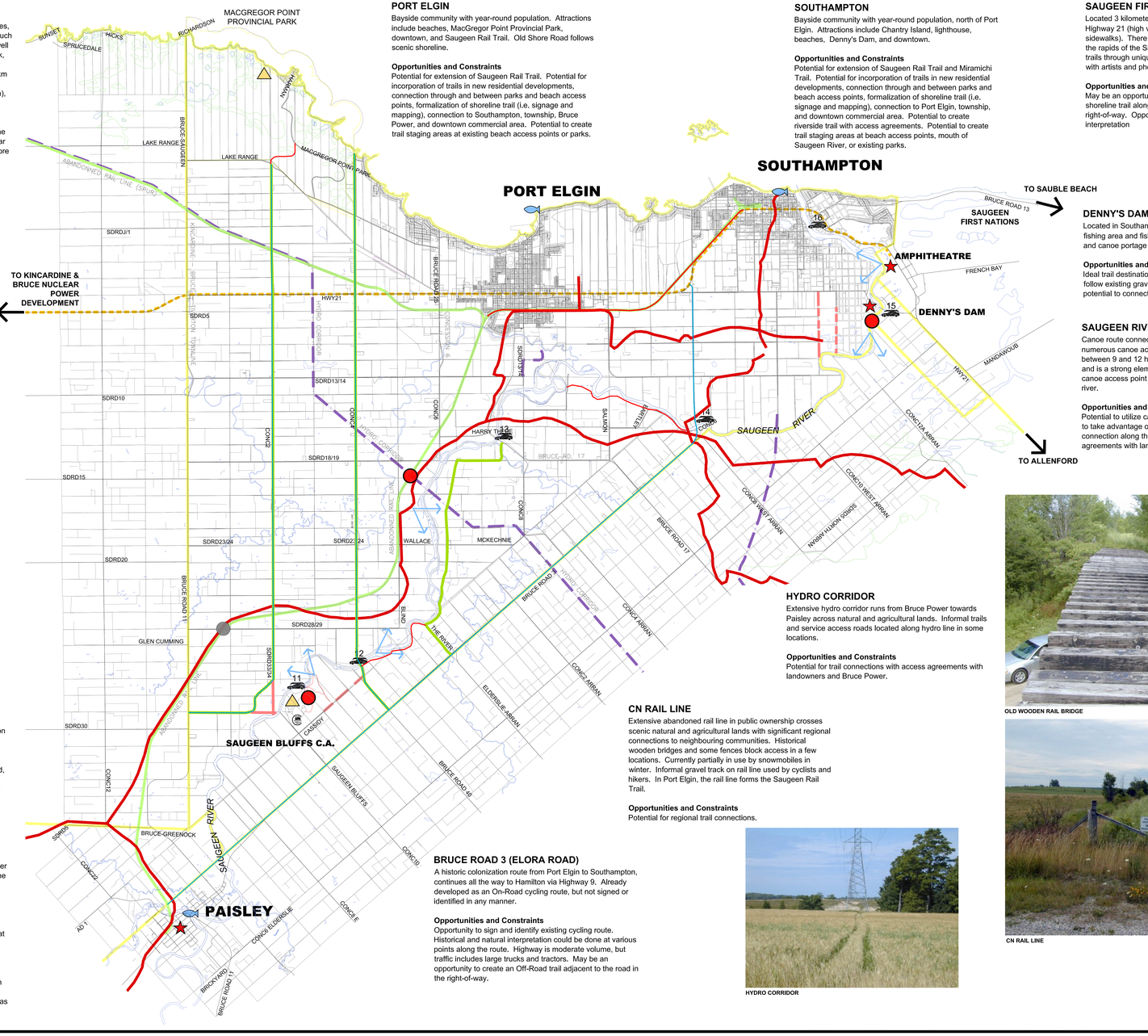
**Opportunities and Constraints**
A linkage to Port Elgin can be made at the north end of the park at the Old Shore Road. Connections to Bruce Nuclear may be made at the south end of the park via the Old Shore Road. Close proximity to an abandoned rail line (spur) offers opportunities for connections in the community, as well as quiet low volume concession roads.



MACGREGOR POINT PROVINCIAL PARK AT BRUCE SAUGEEN TOWNLINE



CN RAIL SPUR LINE




## PORT ELGIN

Bayside community with year-round population. Attractions include beaches, MacGregor Point Provincial Park, downtown, and Saugeen Rail Trail. Old Shore Road follows scenic shoreline.

**Opportunities and Constraints**
Potential for extension of Saugeen Rail Trail. Potential for incorporation of trails in new residential developments, connection through and between parks and beach access points, formalization of shoreline trail (i.e. signage and mapping), connection to Southampton, township, Bruce Power, and downtown commercial area. Potential to create trail staging areas at existing beach access points or parks.

## SOUTHAMPTON

Bayside community with year-round population, north of Port Elgin. Attractions include Chantry Island, lighthouse, beaches, Denny's Dam, and downtown.

**Opportunities and Constraints**
Potential for extension of Saugeen Rail Trail and Miramichi Trail. Potential for incorporation of trails in new residential developments, connection through and between parks and beach access points, formalization of shoreline trail (i.e. signage and mapping), connection to Port Elgin, township, and downtown commercial area. Potential to create riverside trail with access agreements. Potential to create trail staging areas at beach access points, mouth of Saugeen River, or existing parks.

## SAUGEEN FIRST NATION

Located 3 kilometers northeast of Southampton off of Highway 21 (high volume road, with gravel shoulder, no sidewalks). There is a natural amphitheater that overlooks the rapids of the Saugeen River. The site includes nature trails through unique habitat and gardens that are popular with artists and photographers.

**Opportunities and Constraints**
May be an opportunity to link the site to the rail trail via a shoreline trail along the river or a trail within the highway right-of-way. Opportunity for cultural and historical interpretation



SAUGEEN FIRST NATIONS AMPHITHEATER

## DENNY'S DAM

Located in Southampton on the Saugeen River. Prime fishing area and fish ladder. Existing footpaths, picnic area, and canoe portage with small parking area.

**Opportunities and Constraints**
Ideal trail destination point and/or staging area. Trail may follow existing gravel roads (i.e. Cemetery Road). Explore potential to connect via a riverside trail on Federal lands.



DENNY'S DAM

## SAUGEEN RIVER CANOE ROUTE

Canoe route connects Paisley to Southampton with numerous canoe access points. 43 km route that takes between 9 and 12 hours to paddle. The river is very scenic and is a strong element in the history of the area. Each canoe access point features a small parking lot and map of river.

**Opportunities and Constraints**
Potential to utilize canoe access points as trail staging areas to take advantage of existing parking lots. Provide a trail connection along the river's edge where feasible via access agreements with landowners.



CN RAIL LINE

## HYDRO CORRIDOR

Extensive hydro corridor runs from Bruce Power towards Paisley across natural and agricultural lands. Informal trails and service access roads located along hydro line in some locations.

**Opportunities and Constraints**
Potential for trail connections with access agreements with landowners and Bruce Power.



OLD WOODEN RAIL BRIDGE

## CN RAIL LINE

Extensive abandoned rail line in public ownership crosses scenic natural and agricultural lands with significant regional connections to neighbouring communities. Historical wooden bridges and some fences block access in a few locations. Currently partially in use by snowmobiles in winter. Informal gravel track on rail line used by cyclists and hikers. In Port Elgin, the rail line forms the Saugeen Rail Trail.

**Opportunities and Constraints**
Potential for regional trail connections.



CN RAIL LINE

## BRUCE ROAD 3 (ELORA ROAD)

A historic colonization route from Port Elgin to Southampton, continues all the way to Hamilton via Highway 9. Already developed as an On-Road cycling route, but not signed or identified in any manner.

**Opportunities and Constraints**
Opportunity to sign and identify existing cycling route. Historical and natural interpretation could be done at various points along the route. Highway is moderate volume, but traffic includes large trucks and tractors. May be an opportunity to create an Off-Road trail adjacent to the road in the right-of-way.



HYDRO CORRIDOR



CN RAIL LINE

## EXISTING SNOWMOBILE TRAILS

Local Snowmobile Club is located in Southampton on Petticoat Lane. The club maintains three routes in the Town of Saugeen Shores, one route that leads to Highway 21 and through the Saugeen First Nations to Sauble Beach, one to Tara, Allenford and Heptworth and another goes south to Port Elgin.

**Opportunities and Constraints**
Most trails are located on private land wherein access agreements have been made with landowners. Snowmobiling is a low impact use compared to most others, and as such, owners may not support allowing trail access for other uses during other seasons. Trails provides many linkages to the greater community and bring many visitors to the area.

Meters 1000 0 1000 2000 3000
Scale 1:30,000

Town of
**Saugeen Shores**

# PARKS & TRAILS MASTER PLAN

MAP3: TRAILS INVENTORY (TOWNSHIP AREA)

LEGEND

- SAUGEEN RIVER FISH ART TOUR DESTINATION
- TRAIL HIGHLIGHT/ OPPORTUNITY
- TRAIL BARRIER
- SHORELINE VISTA - POTENTIAL TRAIL HIGHLIGHT
- TOURIST DESTINATION/POINT OF INTEREST
- CAMPGROUND
- EXISTING SNOWMOBILE TRAILS
- CONSERVATION AREA
- CANOE ACCESS POINT FOR SAUGEEN RIVER
- CREEK / RIVER - BARRIER
- TOWNSHIP BOUNDARY
- UNOPENED ROAD ALLOWANCE - ROUTING OPPORTUNITY
- LOW VOLUME ROADS - ROUTING OPPORTUNITY
- HYDRO CORRIDOR - ROUTING OPPORTUNITY
- ABANDONED RAIL LINE - ROUTING OPPORTUNITY
- HIGH VOLUME ROAD - BARRIER
- EXISTING RECREATIONAL TRAIL
- INFORMAL CYCLING CORRIDOR (ON-ROAD)

Monteith+Brown planning consultants

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